



**COLORADO**

**Department of Transportation**

Statewide Bridge Enterprise

# Colorado Bridge Enterprise

Quarterly Report No. 26 (Q1 FY2018)



November 16, 2017

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## Introduction

This report is the 26<sup>th</sup> Quarterly Report (Report) published in support of the Colorado Bridge Enterprise (BE or “Program”). This Report outlines progress and accomplishments associated with the Program for work completed during July, August, and September of 2017; which coincides with the first quarter of CDOT’s 2018 fiscal year (Q1 FY2018). Detailed information regarding the FASTER (Funding Advancement for Surface Transportation and Economic Recovery) legislation, program development activities, bond program, previous significant milestones and achievements can be found in the previous Program Annual Reports and Quarterly Reports viewable on the Colorado Department of Transportation (CDOT) website at [www.coloradodot.info/programs/BridgeEnterprise](http://www.coloradodot.info/programs/BridgeEnterprise).

During Q1 FY2018, program staff conducted numerous meetings and analysis related to the creation of the mid-range and long-range program forecast plans. The following is an itemization of other significant achievements, some of which are discussed in further detail later in the report:

- Drafted and finalized the 25<sup>th</sup> Colorado Bridge Enterprise Quarterly Report for Q4 FY2017.
- Completed monthly updates to the overall Program Schedule for work completed in July, August, and September of 2017.
- Approved the 1<sup>st</sup> Budget Supplement of FY18 for additional construction funding for the Ilex project.
- Approved the 2<sup>nd</sup> Budget Supplement of FY18 to fund the FASTER eligible portion of the North I-25 project (Prospect Rd over I-25, B-16-AM).
- Approved the 3<sup>rd</sup> Budget Supplement of FY18 to fund utility relocations for US 34 over N. Fork Colorado River (D-13-A).
- Approved resolution to identify the Board of Directors Chair, Vice Chair and Secretary.
- Approved resolution to establish a predetermined contingency for the BE share of potential supervening events on the Central 70 project.
- Updated program status for various program metrics including Major Achievements, Total Program Financial Performance, Status of FASTER Eligible Structures, Status of 2010A Bond Structures, and Status of 30 Most Deficient Structures.
- Continued efforts to reduce excess budget on projects with completed phases and reallocated the budget savings to other BE projects.
- Finalized pre-scoping reports for F-08-D and G-25-K, in Regions 3 and 4 respectively, through the Program’s Support Services Task Order.
- Completed construction of US 90 over Dolores River (K-01-C).
- A Baseline Schedule Change Request for the Ilex project was reviewed and approved by the EMT at the September Schedule Change Control Board Meeting.

## Program Highlights

As of the end of September 2017, there were a total of 201 structures considered eligible to receive FASTER funding. The progress status associated with the 201 is itemized in *Table 1*. The progress status associated with the Original 30 Most Deficient Structures is itemized in *Table 2*.

Preliminary Central 70 project financial allocation levels and timing have enabled BE to accelerate programming of new Non-Central 70 projects. During Q1, preconstruction funding was approved for US 34 over N. Fork Colorado River (D-13-A) and construction funding was approved for Prospect Road over I-25 (B-16-AM). BE anticipates that several additional projects will be funded in Q2 of FY18.

Funding for the FASTER eligible portion of the North I-25 Design-Build Project (B-16-AM) was approved in August. This structure is a top tier candidate on the BE Prioritization Plan. Programming B-16-AM in FY18 will allow for BE to capitalize on the availability of external funding sources and allow for efficient execution of the larger design/build procurement in which B-16-AM is incorporated. The Contractor will be free to utilize innovative solutions to construct the project in the most time and cost-effective manner and provide the best value to CDOT and BE.

Funding for utility relocations for D-13-A was approved in September. The project was originally approved for design funding in March 2015. The design work was complete in July 2016 and the project was shelved until additional funding became available. CDOT specialty groups are currently diligently working on completing the requisite approvals and permits associated with environmental, utility clearances and relocations; securing the necessary Right-of-Way (ROW); and all other aspects of the preconstruction phase.

Additionally, through external funding from the Regions, design was initiated for US 6 over Castle Creek (F-09-K) and design was completed for US 50 over Agate Creek (K-11-G). K-11-G is currently a top tier candidate bridge on the BE Prioritization Plan. Both of these projects will be funded through construction by BE once funding becomes available.

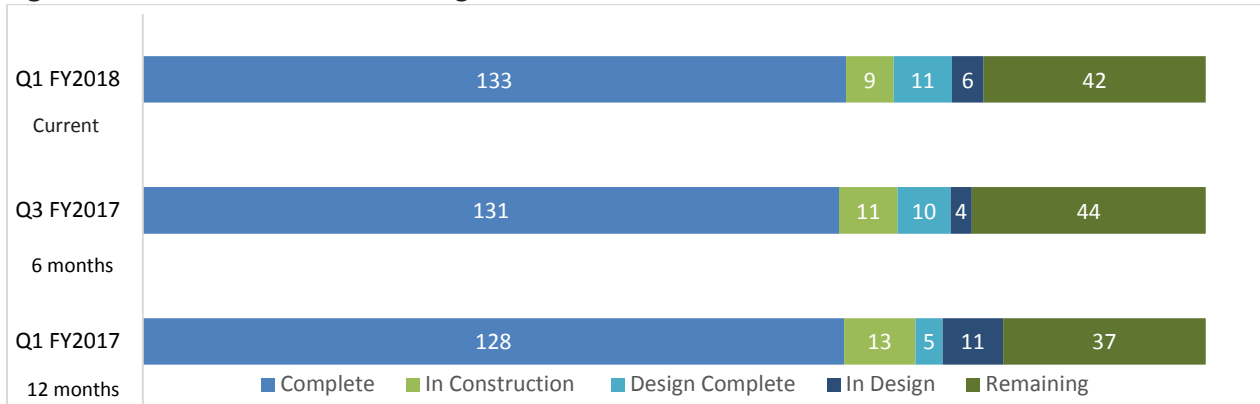
**Table 1.** Project Status of FASTER Eligible Structures as of Q1 FY2018

Project Phase	# of Structures
Remaining	42
In Design	6
Design Completed	11
In Construction	9
Projects Completed	133
<b>Total</b>	<b>201</b>

**Table 2.** Status of the Original 30 Most Deficient Structures

Project Phase	# of Structures
Remaining	0
In Design	1
Design Complete	0
In Construction	2
Projects Completed	28
<b>Total</b>	<b>30</b>

**Figure A. Historic Status of FASTER Eligible Structures**



Other relevant bridge and financial statistics are as follows:

- Approximately 71% of FASTER eligible structures are now in construction or completed.
- Approximately 8% of FASTER eligible structures are currently in design or design is completed.
- Approximately 21% of FASTER eligible structures are remaining.

### Completed Projects

One project was completed during this period as itemized in *Table 3*.

**Table 3. Completed Projects/Structures**

Region	Original Structure Number	County	Facility Carried over Featured Intersection	Completion Date
5	K-01-C	Montrose	SH 90 over DOLORES RIVER	8/2017

**Image 1. K-01-C - Region 5, US 90 over Dolores River**

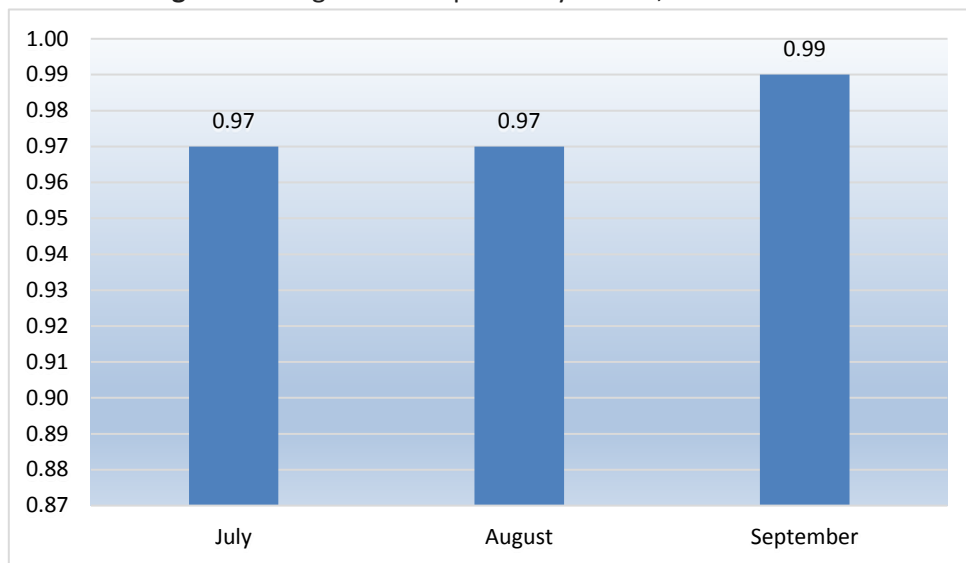


## Program Activities and Accomplishments in Q1 FY2018

### Program Schedule Update

The program schedule was updated three times during the period for work completed in July, August, and September of 2017. This includes publishing the monthly updated program bar-chart schedule, cost and schedule database, and list of projects with a Schedule Performance Index (SPI) less than 0.90. This information was consolidated and distributed to the Regional Transportation Directors (RTDs) and their respective Program Engineers. A slight increase in SPI from 0.97 to 0.99 was realized at the end of Q1 after the Baseline Schedule Change Request for the Ilex project was approved by the Schedule Change Control Board in September. The SPIs reported for each month during the quarter are graphically depicted in *Figure B* below.

**Figure B.** Program SPI Reported by Month, for the Period



### Mid-Range and Long-Range Plans

CDOT has implemented an initiative where programs have rolling mid-range (four year) plans and long-range (ten year) plans. These plans are updated as program resources and goals evolve. Each plan utilizes anticipated BE revenues to forecast and plan expenditures on various project commitments.

#### Mid-Range Plan

The mid-range planning period is currently set at four years. The FY2017-2020 Four-Year Plan represents the first mid-range plan by BE. For planning purposes, revenues during this period are expected to remain consistent with the previous four years, at approximately \$100M a year. Consistent

with BE Board of Directors Resolution 15-8-2, commitments to projects in this period are identified as either Central 70 or Non-Central 70. All projects that are anticipated to be completed within this period are from the BE Prioritization Plan. Due to significant changes in the BE Program forecast, the current plan has marginal value and will be updated in Q3 of FY18. Going forward, the Four-Year Plan will be updated once a year, beginning in January, to align with CDOT's Statewide Transportation Improvement Program (STIP) and the biannual update of the On-System Poor Bridge List in December.

### **Long-Range Plan**

The long-range planning period is currently set at ten years. The FY2017-2026 Ten-Year Plan represents the second long-range plan by BE. For planning purposes, revenues during this period are expected to rise due to organic growth. Commitments to projects in this period are consistent with the BE Board of Directors Resolutions regarding Central 70 and continue beyond the Central 70 construction period. Projects that are anticipated to be completed within this period are a combination of projects on the BE Prioritization Plan and a forecast of structures that will become poor.

### **Central 70 Update**

The FASTER Eligible portion of the Central 70 project includes approximately 8.5 miles of I-70 between Brighton Blvd. and I-270 in Denver. Four FASTER eligible structures from the top tier of the current BE Prioritization Plan, including the Viaduct (I-70 over US6, UPRR and CCD St.), are included in the project scope. The project represents a major investment for the BE program, however, approximately 60% of the current statewide BE eligible bridge deck area will be addressed by the project. Additionally, the Viaduct was identified as one of the 30 worst bridges in the state when the Enterprise was created in 2009, and will be the last of the 30 worst bridges to be addressed.

The project made significant progress in Q1 with the announcement of the preferred developer, Kiewit Meridiam Partners, on August 24th. Currently, the procurement process is progressing with commercial close expected to occur in late Q2 FY18, followed by financial close in late Q3 FY18. Although the financial terms for the project have not been finalized, the preliminary project financial allocation levels and timing indicate that BE will be able to accelerate programming of new Non-Central 70 projects.

BE staff has initiated the process of meeting with Region staff to discuss the status of shelf projects and other projects in the top tier of the current BE Prioritization Plan. Based on current program resources, BE is forecasting that 15 new projects will be funded in FY18 and FY19. BE anticipates that six of these projects will be funded by the end of Q2 FY18. Ultimately, the number of projects that will be funded is contingent on project readiness, future prioritization plan updates, and updates following the Central 70 financial close.



BE staff has been actively seeking venues to disseminate information regarding the programmatic financial impacts of Central 70. A copy of the most recent presentation, which contains additional information on this topic, has been attached for reference.<sup>1</sup>

### Budget and Encumbrance Balances

Bridge Enterprise staff continues to coordinate with the Region staff to de-budget projects that have been substantially complete in accordance with the SB 16-122. *Table 4* shows the encumbrance and budget balances as of September 30, 2017, by Region, for projects that have been substantially complete for more than six months.

**Table 4.** Projects Substantially Complete over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrance (\$)	Budget Balance (\$)	Projects	Phases
1	1,087,075	438,437	6	6
2	72,669	88,112	1	1
3	-	-	0	0
4	0	5,700	1	1
5	-	-	0	0
<b>Total</b>	<b>1,159,744</b>	<b>532,249</b>	<b>8</b>	<b>8</b>
<b>% of Total Current Program</b>	<b>2.4%</b>	<b>1.1%</b>	<b>30.3%</b>	<b>16.7%</b>
Previous Quarter (Q4 FY2017)	3,279,429	450,278		
Difference	(2,119,685)	81,971		

Since June 30, 2017 the budget and encumbrance balances decreased by \$2,037,714. During this time, two projects were removed from the project count.

Removed/Closed Out:

- US 50 over BNSF and Draw, L-28-C & L-27-S
- I-70 Business Rt. over I-70, F-14-Y

Additions:

- None

<sup>1</sup> Reference Appendix A for the Central 70 – CBE Programmatic Financial Impacts Presentation

## Program Financial Information

The following is a program overview of financial statistics as of September 30, 2017.

- The program has multiple funding sources including: proceeds from the Build America Bond program, FASTER bridge dollars which is commonly referred to as the statewide pay-go program (collected yearly revenues from vehicle registrations), Bank of America Loan, and Other Funds which are primarily Federal-aid BR funding.
- From program inception (life-to-date) through September 30, 2017, a total of \$918.5M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$809.7M and \$38.1M (all funding sources), respectively. Reference *Table 5* below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q4 FY2017) are also reported in the far-right column.
- All \$307.9M of bond proceeds and interest earnings available have been expended as of June 30, 2016.

**Table 5.** Program Financial Statistics as of September 30, 2017 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q1 FY2018	Total Q4 FY2017
<b>Budget</b>	\$307.9	\$530.4	\$40.7	\$39.5	<b>\$918.5</b>	<b>\$908.7</b>
<b>Expenditures</b>	\$307.9	\$423.0	\$40.7	\$38.1	<b>\$809.7</b>	<b>\$791.6</b>
<b>Encumbrances</b>	\$0.0	\$37.1	\$0.0	\$1.0	<b>\$38.1</b>	<b>\$68.1</b>

- The Statewide Bridge Enterprise program currently consists of 124 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count has increased due to the addition of FY2018 programmed structures. The current programmed amount for these 124 structures is approximately \$980.8M. *Table 6* below provides an itemization of current funding sources for the Bridge Enterprise program.

**Table 6.** Current Allocation Plan (\$ in Millions)

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Total
\$298.1	\$588.2	\$84.7	\$9.8	<b>\$980.8</b>

Attached is the Program Allocation Plan<sup>2</sup> that tracks BE projects programmed since the beginning of the Bond Program by funding source, pre-construction activity and construction activity. In addition, the Program Allocation Plan includes projects that have yet to be budgeted and also includes budget adjustments that have not been posted to the accounting system as of September 30, 2017. Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of the third page as Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the BE program are \$980.8M, an

<sup>2</sup> Reference Appendix B for the Current Allocation Plan

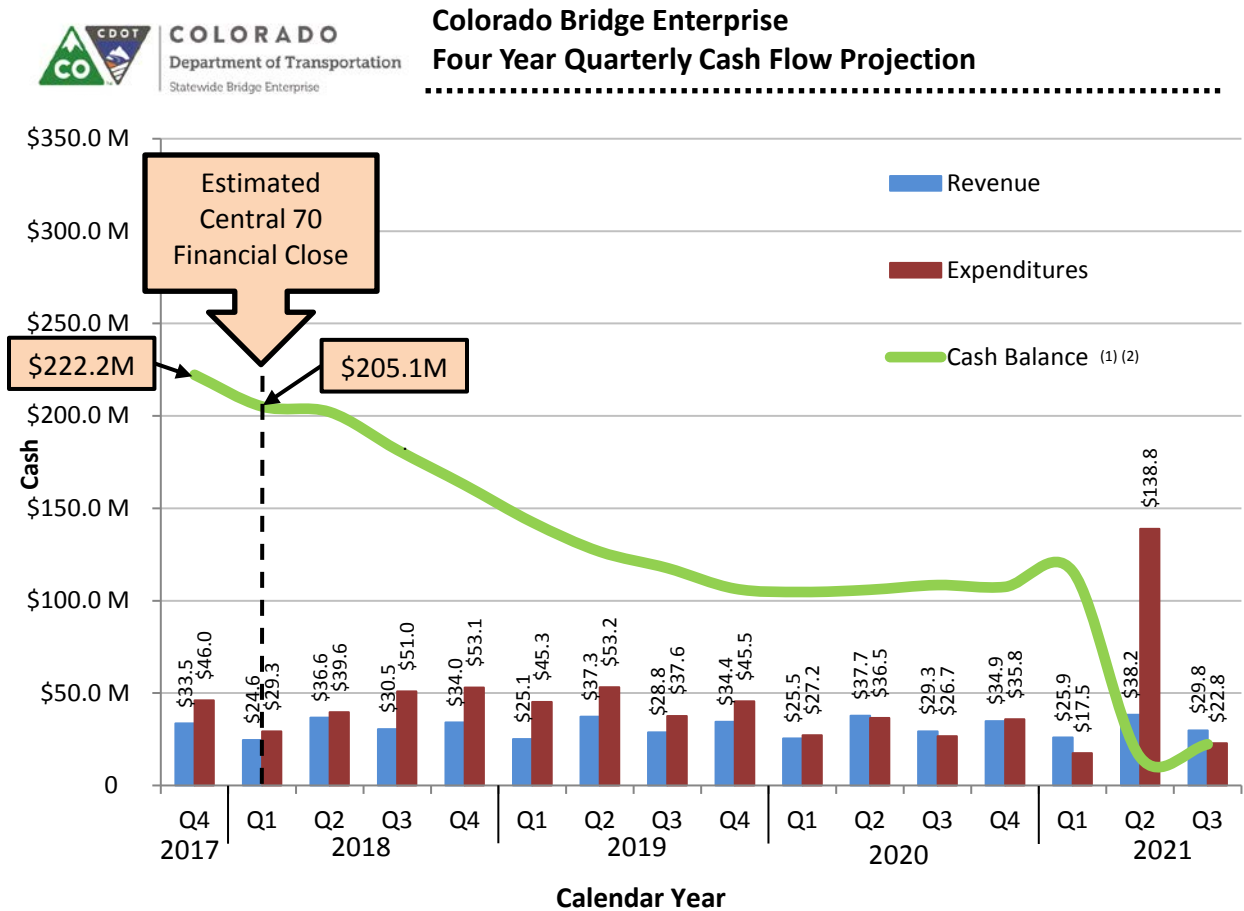
increase of \$22.3M from the \$958.5M total liability reported on June 30, 2017. This is the result of the addition of FY18 projects in the Allocation Plan.

Below is the Four Year Quarterly Cash Flow Projection (*Figure C*), which depicts all current available BE cash balances, forecasted revenues, and forecasted expenditures for currently programmed projects. As planning for the Central 70 project has progressed, we are now showing cash impacts based on the Intra-Agency Agreement (IAA). Bridge Enterprise has forecast the cash balance to decrease by \$206.9M due to the Central 70 project during the period of September 2017 through June 2021, down to \$15.3M. This projection is based on the assumption that the final milestone payment and substantial completion payment are both realized by the end of FY2021. After June 2021, the cash balance starts to increase from \$15.3M, and is forecasted to remain at \$25.0M at the end of each quarter thereafter.

In addition, BE has forecasted a contingency for the BE share of potential supervening events on the Central 70 project, based on a percentage of the total BE project payments. Per Resolution BE 17-7-3, a debt instrument shall be made available to BE in the event that supervening events exceed the program contingency. The intent of this resolution is to maintain the non-Central 70 program commitments while meeting the obligations of Central 70.

This is based on a model that uses a combination of milestone and availability payments. The cash flow forecast model has taken into account Resolution BE 15-8-2 which sets parameters for the use of BE funds during the construction period of the Central 70 project. Also, taken into account are the construction milestone payments identified in the IAA for Central 70 between BE, HPTE and CDOT. In addition, availability payments are based on 80% of the Upset Limit and grow at 2% per year. These figures are expected to change once commercial and financial close occur on the Central 70 project.

Figure C. Four Year Quarterly Cash Flow Projection

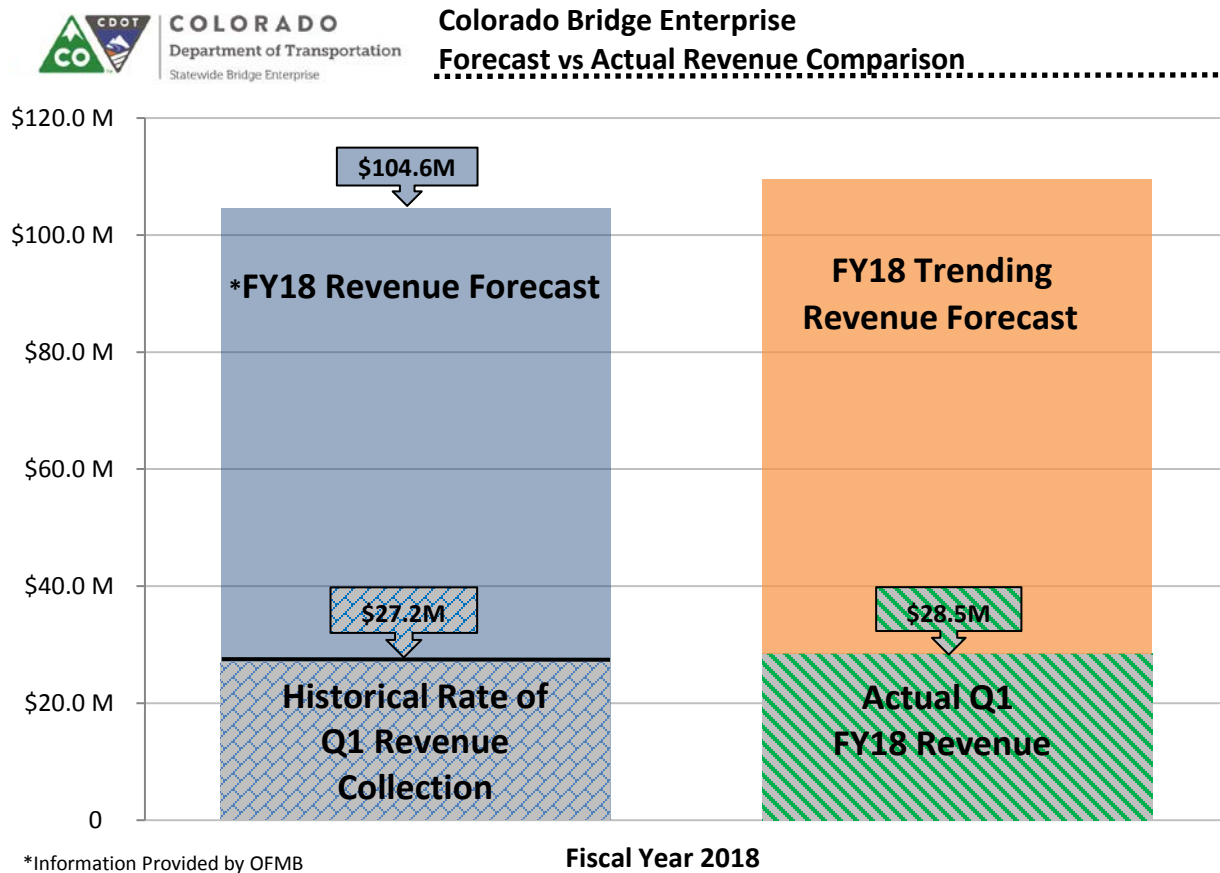


(1) Cash balance line includes the use of \$142.3 M of preconstruction activities for the Central 70

(2) Estimated impact to cash - assuming cash contribution to Central 70 project through Q3 2021, for milestone and availability payments from the most recent financial model

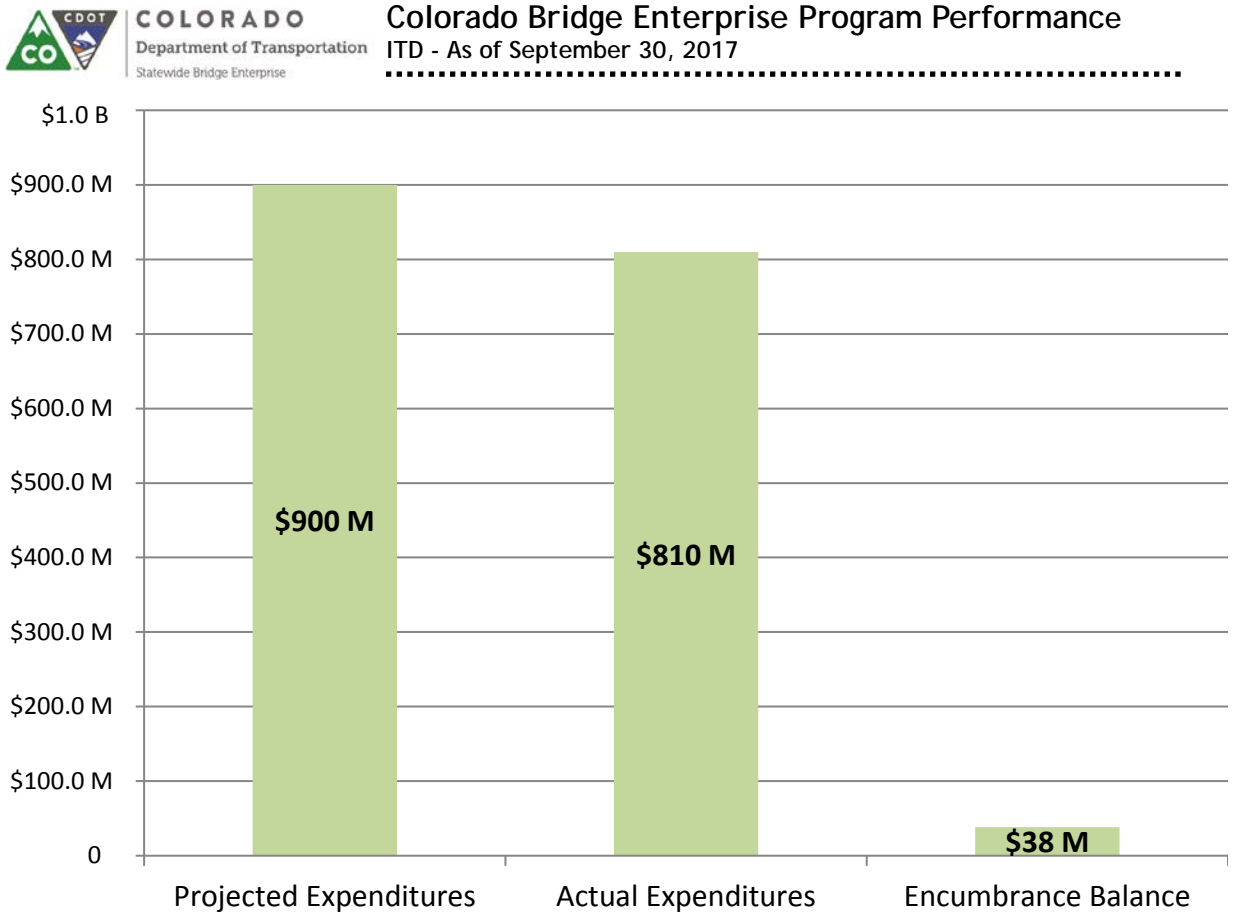
Actual Q1 FY2018 FASTER revenues were \$28.5M, which is \$1.3M above the historical rate of collection, which would tend to indicate an increase for the year. At this point, we are not forecasting an increase to FY2017 revenues. This information is shown below in *Figure D*.

**Figure D. Forecast vs Actual FASTER Revenue Comparison**



The Total Program Financial Performance graph (Figure E) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecasted at \$900M on September 30, 2017, an increase of 2.3% since June 30, 2017. Actual LTD expenditures as of September 30, 2017 are \$810M as compared to \$792M on June 30, 2017, an increase of \$18M or 2.3%. The current encumbrance balance is \$38M compared to \$68M on June 30, 2017, a decrease of \$30M or -44.1%.

Figure E. Total Program Financial Performance





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# Appendix A

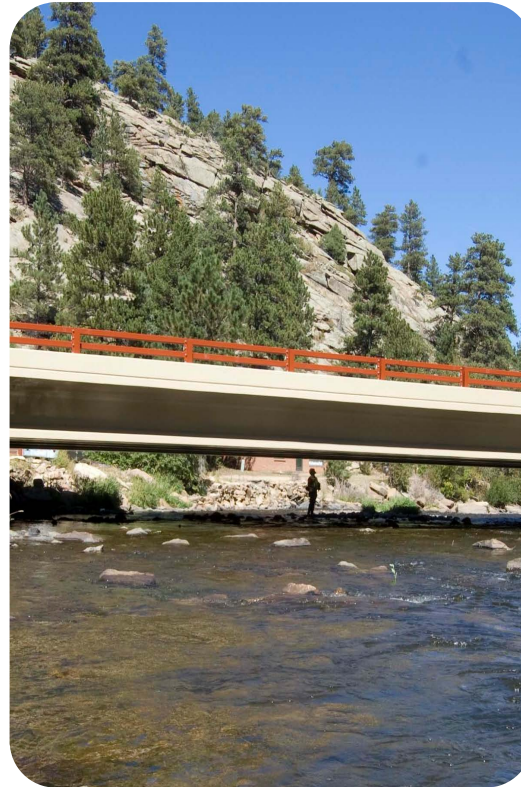
## Central 70 - CBE Programmatic Financial Impacts



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### Appendix A: Central 70 - CBE Programmatic Financial Impacts

October 2017





# Central 70 Project

- Developer selected August 24, 2017
- Viaduct structure is the last of the “Original 30 Most Deficient Structures” to be addressed from the FASTER legislation
- **Project will address ~60% of BE’s current statewide eligible bridge deck area**
- **Project will address an ~8.5 mile segment of Interstate 70**
- Project represents a major investment for the BE program

BE Eligible Structures included in the Central 70 Project:

Facility Carried over Featured Intersection	Bridge ID	Approx. Eligible Deck Area (SF)
I-70 over US6, UPRR & CCD St (Viaduct)	E-17-FX	570,000
I-70 EB over UPRR	E-17-EW	12,000
I-70 WB over UPRR	E-17-DF	12,000
I-270 EB over I-70	E-17-KR	12,500
	<b>Total</b>	<b>606,500</b>



# Original 128 Structures

Facility Carried over Featured Intersection	Region
I-76 EB over RR	1
I-76 WB over RR	1
104TH AVE over I-25	1
I-76 EB over SOUTH PLATTE RIVER	1
SH 95 over RR	1
SH 44 over BULL SEEP	1
84TH AVE over I-25	1
I-76 EB over SH 224	1
SH 7 over SOUTH PLATTE RIVER	1
PEORIA STREET over I-76	1
SH 44 over SOUTH PLATTE RIVER	1
80TH AVE over US 36	1
I-76 EB over RR	1
I-76 WB over RR	1
US 85 NB over DAD CLARK GULCH	1
US 285 SB over SH 88	1
US 285 NB over SH 88	1
SH 88 over CHERRY CREEK	1
US 40 EB over TOLLGATE CREEK	1
US 36 over GOMANCHE CREEK	1
US 40 EB over SAND CREEK	1
CNTY RD / OLD WADS over US 36	1
SH 121 SB over US 36	1
I-70 FRONTAGE RD over CLEAR CREEK	1
I-70 BUS RT over I-70	1
SH 88 over RR, LAKEWOOD GULCH	1
I-25 NB over US 85	1
I-25 SB over US 85	1
I-25 over RDWY, RR, SOUTH PLATTE RVR	1
PEGOS STREET over I-70	1
SH 30 over CHERRY CREEK	1
I-70 WB over SAND CREEK	1
I-70 EB over SAND CREEK	1
US 6 over SOUTH PLATTE RIVER	1
US 287 SH 88 over US 40	1
US 6 over BRYANT STREET	1
US 6 over RR	1
PERRY STREET over US 6	1
US 85 over DRAW	1
US 85 over DRAW	1
SH 58 over CO RD, RR	1
WASHINGTON STREET over SH 58	1
US 285 SB over PIERCE STREET	1

Facility Carried over Featured Intersection	Region
US 6 over SH 95	1
SH 121 over BEAR CREEK	1
US 285 SB over SH 121	1
US 285 NB over SH 121	1
US 85 over Sand Creek	1
SH 6 over BURLINGTON CANAL	1
40TH AVE over BNSF RR	1
SH 120 over RR, ARKANSAS RIVER	2
I-25 NB over PURGATOIRE RIVER	2
I-25 SB over PURGATOIRE RIVER	2
US 24 over DRAW	2
SH 120 over HARDSCRABBLE CREEK	2
SH 96 over RDWY, RR, ARKANSAS RIVER	2
SH 69 over TURKEY CREEK	2
SH 10 over SAUNDERS ARROYO	2
SH 96 over NUMA DRAIN CANAL	2
I-25 NB over MISSOURI CREEK	2
SH 9 over CURRANT CREEK	2
SH 89 over ARKANSAS RIVER	2
US 50 BUS RT WB over ST CHARLES RVR	2
I-25 NB over DRAW	2
SH 9 over BUCKSKIN GULCH	2
SH 101 over DRAW	2
SH 12 over PURGATOIRE RIVER	2
I-25 over DRAW	2
US 24 over BL	2
US	2
US 50	2
US 24 EB over	2
US 24 over	2
US 35	2
SH 12 over	2
SH 266 over FT LYON	2
I-25 over DRAW	2
US 160 over DRAW	2
SH 96 over BLACK DRAW	2
US 160 over CAT CREEK	2
SH 120 over DRAW, RR	2
SH 96 over DRAW	2
SH 67 over DRAW	2
SH 101 over PURGATOIRE RIVER	2
SH 266 over HARBROOK CANAL	2
I-25 NB over DRAW	2

Facility Carried over Featured Intersection	Region
SH 96 over DRAW	2
US 350 over PURGATOIRE RIVER	2
SH 96 over DRAW	2
I-25 NB over INDIANA AVE	2
I-25 SB over RR, ILEX ST, BENNET ST	2
I-25 NB over RR, ILEX ST, BENNET ST	2
NORTHERN AVE over I-25	2
I-25 SB over INDIANA AVE	2
US 50 BUS RT EB over ARKANSAS RIVER	2
I-25 NB over US 50 BUS RT	2
I-25 SB over US 160, SH 10, RR	2
SH 114 over TOMICHI CREEK	3
US 24 over RR	3
US 6 over EAGLE RIVER	3
US 50 SERV RD over GUNNISON RVR	3
I-70 EB over US 6, RR, EAGLE RIVER	3
I-70 WB over US 6, RR, EAGLE RIVER	3
I-70 SERV RD over COLORADO RIVER	3
US 50 SERV RD over GUNNISON RVR	3
US 40 over E FORK ELK RIVER	3
SH 82 over I-70, COLORADO RVR, RR	3
US 34 over BIG THOMPSON RIVER	4
US 34 over BIG THOMPSON RIVER	4
SH 14 over CACHE LA POUUDRE RIVER	4
I-25 SERV RD over LITTLE THOMPSON RIVER	4
30 over DITCH	4
87 over DRAW	4
er ST VRAIN RIVER	4
TAGE RD over DRAW	4
24 over DRAW	4
er MINERAL CREEK	5
over BEAR CREEK	5
US 160 over MINNAS RIVER	5
SH 145 over LEONARD CREEK	5
SH 62 over UNCOMPAH RIVER	5
I-70 FRONTAGE RD over CLEAR CREEK	1
I-25 over DRAW	1
SH 170 over COMMUNITY DITCH	4
I-70 BUS SPUR over I-70	4
I-70 over US 6, RR, CCD Sts. (VIADUCT)	1
I-70 ML EB over RR, West of Quebec	1

**I-70 over US 6, RR, CCD Sts. (VIADUCT)**  
**I-70 EB over RR, West of Quebec**



# BE Progress by Region

- Over 65% of BE eligible structures have been addressed Statewide (as of October 2017)
- Over 50% of the BE eligible structures in each Region have been addressed (as of October 2017)

Region	# of BE Eligible Structures	# of Completed Structures	# of Structures in Construction	Forecasted NEW Projects (FY18-FY19)
1	71	54	--	2
2	71	47	8	6
3	25	13	1	4
4	24	13	--	2
5	10	6	--	1
<b>Total</b>	<b>201</b>	<b>133</b>	<b>9</b>	<b>15</b>



# Non-Central 70 Projects

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Central 70 current allocation level enables BE to move forward with new non-Central 70 projects

Approx. \$65M budget for active non-Central 70 projects

Over \$110M of BE budget is forecasted to be allocated to non-Central 70 Projects in FY18 and FY19

Funding levels consistent with non-Central 70 funding commitments established in Resolution 15-8-2



# New Bridge Enterprise Projects

Forecasted NEW Bridge Enterprise Projects to be Funded in FY18 and FY19:

#	Bridge ID	Region	Facility Carried over Featured Intersection
1	G-03-Q	3	I-70 WB over COLORADO RIVER OVERFLOW
2	F-10-L	3	I-70 EB over US 6, RR, EAGLE RIVER
3	C-17-B	4	SH 60 over SOUTH PLATTE RIVER
4	K-11-G	5	US 50 over AGATE CREEK
5	F-05-L	3	I-70 WB over COLORADO RIVER
6	G-17-A	1	US 85 over SAND CREEK
7	N-17-BN	2	I-25 SB over CO RD 640, BUTTE CREEK
8	N-17-S	2	I-25 NB over CO RD 103, BUTTE CREEK
9	E-16-LU	1	I-76 WB over CLEAR CREEK
10	N-17-AD	2	I-25 SB over US 160, RR SPUR
11	L-22-L	2	SH 71 over ARKANSAS RIVER
12	K-17-F	2	SH 96 over RUSH CREEK
13	M-16-P	2	SH 69 over MILLIGAN ARROYO
14	B-16-EU	4	COUNTY ROAD 48 over I-25
15	D-13-A	3	US 34 over NORTH FORK COLORADO RIVER

Funding contingent on project readiness, future prioritization plan updates, and updates following the Central 70 financial close

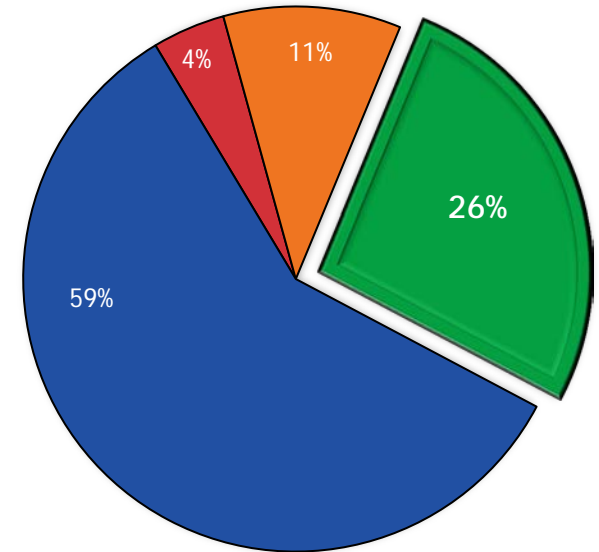
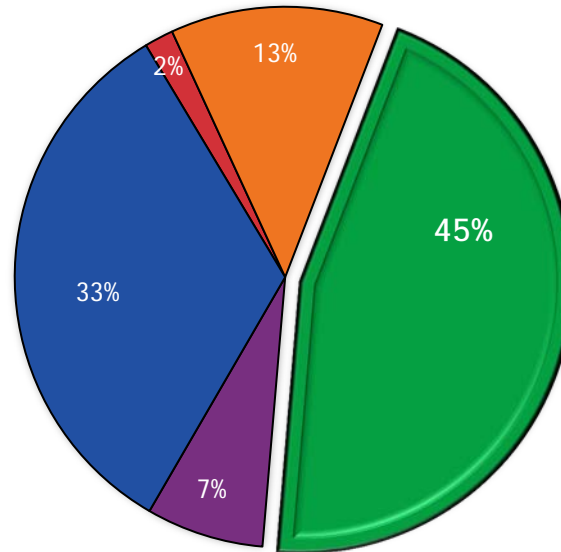
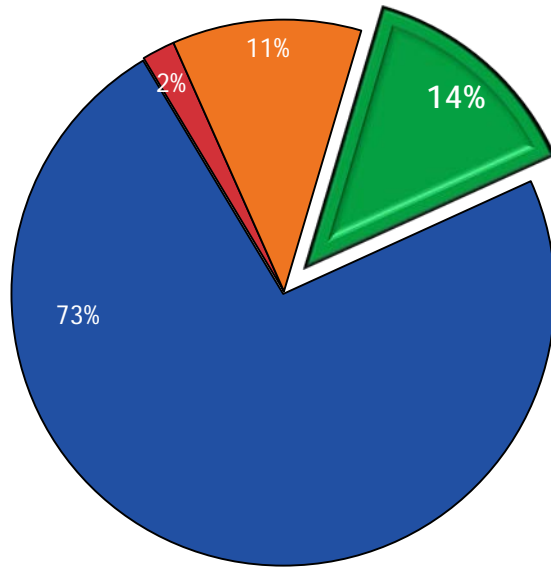


# BE Forecast Budget

**FY10-FY17 (Actual)**  
(Central 70 Pre-Con Phase)

**FY18-FY21 (Est.)**  
(Central 70 Construction Phase)

**FY22-FY51 (Est.)**  
(Central 70 Performance Phase)



- Non-Project
- Debt Service
- Central 70
- Program Contingency
- Non-Central 70 Projects

- **During the major phases of the Central 70 project, funding is not expected to consume more than half of the BE program budget**
- Budget developed using figures from the Central 70 Intra Agency Agreement
- Central 70 budget incl. pre-con costs, milestone, and performance payments
- Program Contingency for supervening events
- Budget subject to change after Central 70 financial close



# Key Points

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- E-17-FX (VIADUCT) is the last of the “Original 30 Most Deficient Structures” from the FASTER legislation to be addressed
- Structures addressed in the Central 70 project scope represent ~60% of BE’s current statewide eligible bridge deck area
- Current plans and forecasts have over \$110M of program budget allocated to non-Central 70 projects in FY18 and FY19
- **DURING THE MAJOR PHASES OF THE CENTRAL 70 PROJECT, FUNDING IS NOT EXPECTED TO CONSUME MORE THAN HALF OF THE BE PROGRAM BUDGET**



# Questions and Comments

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**COLORADO**

Department of Transportation

Statewide Bridge Enterprise

# Appendix B

## Program Allocation Plan



**Appendix B**  
 Colorado Bridge Enterprise  
 Program Allocation Plan - Quarterly Update  
 As of September 30, 2017

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date	
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest
US 160 ML over CAT CREEK	18321	1	O-26-L	2	-	340,422	868	-	341,290	-	-	-	-	341,290	02/01/11			
US 160 ML over DRAW	18321	1	O-25-I	2	-	-	-	-	-	-	-	-	-	-	02/01/11			
US 160 ML over N FK Sand Arroyo	18321	1	O-25-H	2	-	-	-	-	-	-	-	-	-	-	02/01/11			
Combined		0	O-26-L, O-25-I/H	2	-	-	-	-	-	12,034	3,543,166	-	-	3,555,200		12/15/11	03/29/12	12/13/12
SH 101 ML over DRAW	18178	1	M-24-B	2	-	268,899	-	-	268,899	-	-	-	-	268,899	02/01/11			
SH 101 ML over Purgatoire River - R2	18435	1	L-24-F	2	-	-	132,413	-	132,413	-	-	-	-	132,413	02/01/11			
COMBINED CONST. SH 101 ML over DRAW and over PURGATOIRE RIVER	18722	0	M-24-B & L-24-F	2	-	-	-	-	-	-	3,731,491	-	-	3,731,491		11/23/11	03/29/12	10/31/12
SH 266 ML over HOLBROOK CANAL	18179	1	L-22-O	2	-	722,726	-	-	722,726	-	-	-	-	722,726	12/01/10			
FT. LYON STORAGE CANAL	18179	1	L-22-E	2	-	-	-	-	-	-	-	-	-	-	12/01/10			
SH 71 ML over FT. LYON CANAL	18440	1	L-22-K	2	-	200	743,798	-	743,998	-	-	-	-	743,998	07/15/11			
COMBINED CONST. HOLBROOK & FT. LYON CANAL & STORAGE CANAL	18627	0	L-22-O, E & K	2	-	-	799,497	-	799,497	-	32,953	5,486,885	-	5,519,838		09/22/11	08/20/12	03/07/13
US 50 ML over BNSF RR	18155	1	L-28-C	2	-	1,711,677	106,079	-	1,817,756	-	6,166,545	1	-	6,166,546	02/01/11	07/17/14	02/23/15	07/01/16
US 50 ML over DRAW	18155	1	L-27-S	2	-	-	-	-	-	-	-	-	-	-	02/01/11	07/17/14	02/23/15	07/01/16
US 350 ML over DRAW	18461	1	O-19-J	2	-	-	299,217	-	299,217	-	-	2,105,844	-	2,105,844	10/15/10	09/20/12	12/03/12	06/18/13
SH 239 ML OVER IRRIGATION CANAL	18461	1	P-19-AD	2	-	-	-	-	-	-	-	-	-	-	10/15/10	09/20/12	12/03/12	06/18/13
US 350 ML over PURGATOIRE RIVER	18208	1	O-19-H	2	-	493,712	-	-	493,712	-	34,143	3,153,661	-	3,187,804	10/15/10	02/21/13	04/29/13	04/11/14
SH 120 ML over DRAW, UP RR	18370	1	K-16-S	2	-	505,078	755,829	-	1,260,907	1	4,106,291	312,427	-	4,418,719	03/15/11	06/19/14	10/28/14	01/08/16
I-25 ML over Indiana Ave.	19206	0	L-18-M & L-18-W	2	-	123,988	108,191	-	232,179	-	-	-	-	232,179	10/15/12			
Northern Ave. over I-25 ML	19207	0	L-18-AQ	2	-	132,619	2,000	-	134,619	-	-	-	-	134,619	10/15/12			
I-25 over Ilex, RR, Bennet	17666	0	K-18-CL	2	7,547,801	599,222	1,908,484	-	10,055,507	-	-	-	-	10,055,507	06/01/11			
I-25 over Ilex, RR, Bennet	17666	0	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	06/01/11			
I-25 ML over Indiana Ave.	19205	1	L-18-M	2	-	-	-	-	-	-	3,271,797	10,000	-	3,281,797		03/06/14	04/01/15	10/29/16
I-25 ML over Indiana Ave.	19205	1	L-18-W	2	-	-	-	-	-	-	771,562	10,000	-	781,562		03/06/14	04/01/15	10/29/16
Northern Ave. over I-25 ML	19205	1	L-18-AQ	2	-	-	-	-	-	-	3,918,686	10,000	-	3,928,686		03/06/14	04/01/15	10/29/16
Mesa Ave over I-25 ML	19205	1	L-18-AU	2	-	-	-	-	-	-	3,527,195	10,000	-	3,537,195		03/06/14	02/10/15	10/18/16
I-25 ML NBND over US 50 ML	19205	1	K-18-AX	2	-	-	-	-	-	-	3,469,192	10,000	-	3,479,192		03/06/14	02/10/15	10/19/16
US 50 BUS EBND over Arkansas River	19205	1	K-18-R	2	-	-	-	-	-	-	5,000,941	11,983	-	5,012,924		03/06/14	02/10/15	10/19/16
I-25 over Ilex, RR, Bennet	19205	1	K-18-CL	2	-	-	-	-	-	1,300,757	38,489,977	100,000	-	39,890,734		03/06/14	02/10/15	08/31/17
I-25 over Ilex, RR, Bennet	19205	1	K-18-CK	2	-	-	-	-	-	-	-	-	-	-		03/06/14	02/10/15	08/31/17
Sub-Total Ilex										1,300,757	58,449,350	161,983	-	59,912,090				
I-25 Frontage Road over Pine Creek	19123	1	I-17-O	2	-	-	168,125	-	168,125	-	-	-	-	168,125	10/15/12			
US50 ML over Draw Cotopaxi-Texas Creek	19304	1	K-14-J	2	-	-	342,596	-	342,596	-	1,452,992	-	-	1,452,992	10/30/12	06/12/14	03/01/15	08/15/15
SH69 ML over Milligan Arroyo	19055	1	M-16-P	2	-	3,460	385,840	-	389,300	-	-	-	-	389,300	12/19/12			
	22320				-	49,657	-	-	49,657	-	4,857,300	-	-	4,857,300				
I-25 Bus Route over Sull Creek	19054	1	N-17-C	2	-	3,876	558,109	-	561,985	-	-	1,910,242	-	1,910,242	12/19/12	10/24/13	02/17/14	09/03/14
SH160 ML over Smith Canyon	19053	1	P-23-A	2	-	-	373,691	-	373,691	-	1,775,780	-	-	1,775,780	12/19/12	02/05/15	05/26/15	10/30/15
SH71 over ARKANSAS RIVER	21012	1	L-22-L	2	-	511,600	-	-	511,600	-	-	-	-	511,600	05/13/15			
SH 96 over Rush Creek	21011	1	K-17-F	2	-	425,000	-	-	425,000	-	2,940,000	-	-	2,940,000	07/29/15			
I-25 over CO RD640, Butte Creek	20407	1	N-17-BN	2	-	630,700	-	-	630,700	-	-	-	-	630,700				
I-25 over CO RD 103, Butte Creek	20407	1	N-17-S	2	-	-	-	-	-	-	-	-	-	-				
	22350	1	N-17-AD	2	-	857,000	-	-	857,000	-	-	-	-	857,000				
US 6 ML over EAGLE RIVER	18160	1	F-09-H	3	155,656	150,986	-	-	306,642	-	-	4,201,213	-	4,201,213	09/28/10	05/19/11	07/20/11	05/18/12
US 50 SERVICE RD over GUNNISON RVR SR	18193	1	J-09-C	3	143,514	-	203,584	-	347,098	-	-	2,369,188	-	2,369,188	06/01/10	06/23/11	08/29/11	08/31/12
US 50 SERVICE RD over GUNNISON RVR SR	18193	1	J-09-D	3	-	-	-	-	-	-	-	-	-	-	06/01/10	06/23/11	08/29/11	08/31/12

**Appendix B**  
Colorado Bridge Enterprise  
Program Allocation Plan - Quarterly Update  
As of September 30, 2017

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date				
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest	Total Construction All Funds		
I 70 SERVICE RD over COLORADO RIVER SR	18162	1	F-08-F	3	146,819	-	1,805,747	-	-	1,952,566	-	-	7,966,405	-	-	7,966,405	9,918,971	04/06/11	09/02/12	09/04/12	09/30/13
Historic Eagle County Bridges Book	19325	0	F-08-F	3	-	22,062	-	-	-	22,062	-	-	-	-	-	-	22,062				
US 40 ML over E FORK ELK RIVER	18138	1	C-09-C	3	-	-	1,517,178	0	-	1,517,178	-	-	4,117,918	-	-	4,117,918	5,635,096	04/01/11	12/13/12	02/28/13	11/19/13
I 70 ML EBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AC	3	1	19	1,779,324	-	-	1,779,344	-	12,555,512	500,000	-	-	13,055,512	14,834,856	04/01/11	03/06/14	07/19/14	05/05/17
I 70 ML WBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AB	3	-	-	-	-	-	-	-	-	-	-	-	-	-	04/01/11	03/06/14	07/19/14	05/05/17
SH 82 ML over I70 ML, COLORADO RVR, RR	18158	1	F-07-A	3	-	31,010,894	10,537,357	-	-	41,548,251	1,675,353	54,923,984	-	-	56,599,337	98,147,588	05/11/11	07/01/15	01/01/16	06/30/18	
PEDESTRIAN BRIDGE over COLORADO RVR	21122	0		3	-	-	-	-	-	-	6,492,960	7,975,809	-	-	14,468,769	14,468,769	05/11/11	07/01/15	01/01/16	12/31/17	
US 34 over NORTH FORK COLORADO RIVER	21010	1	D-13-A	3	-	825,774	-	-	-	825,774	-	-	-	-	-	825,774	08/05/15				
I-70 WBND over Colorado River	21007	1	F-05-L	3	231,182	26,919	-	-	-	258,101	-	-	-	-	-	258,101	08/12/15				
	22359				66,400	-	-	66,400	-	4,608,005	-	-	4,608,005	4,674,405							
I-70 EBND over US6,RR, Eagle River	21008	1	F-10-L	3	225,184	26,104	-	-	-	251,288	-	-	-	-	-	251,288	08/12/15				
	22360				66,400	-	-	66,400	-	3,668,000	-	-	3,668,000	3,734,400							
I-70 WBND over Colorado River Overflow	21009	1	G-03-Q	3	410,959	47,567	-	-	-	458,526	-	-	-	-	-	458,526	08/12/15				
	22170				85,911	-	-	85,911	-	5,827,000	-	-	5,827,000	5,912,911							
US 24 ML over DRAW	18003	1	G-22-J	4	-	-	-	-	-	-	799,863	-	244,857	-	-	1,044,720	1,044,720	04/01/08	12/16/10	05/02/11	08/24/11
US 287 ML over DRAW	17804	1	B-16-AE	4	1,401,692	85,153	139,160	-	-	1,626,005	-	-	2,338,640	-	-	2,338,640	3,964,645	04/15/10	05/12/11	07/25/11	05/01/12
SH 14 ML over COALBANK CREEK	18451	1	B-17-L	4	(1)	1,389,342	249,641	-	-	1,638,982	-	-	3,358,015	-	-	3,358,015	4,996,997	12/16/10	11/01/12	04/01/14	09/30/15
I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	18053	1	C-17-BN	4	941,887	-	-	-	-	941,887	-	-	1,782,003	-	-	1,782,003	2,723,890	02/01/11	04/05/12	09/04/12	04/12/13
US 34 ML over N FRK REPUBLICAN RIVER	18432	1	D-28-B	4	-	781,069	-	-	-	781,069	-	-	2,693,477	-	-	2,693,477	3,474,546	11/23/10	04/26/12	06/25/12	12/14/12
SH 66 ML over ST VRAIN River	18224	1	D-17-AK	4	-	-	1,311,071	-	-	1,311,071	-	-	4,228,779	-	-	4,228,779	5,539,850	02/01/11	09/06/12	11/05/12	06/18/14
I-70 FRONTAGE ROAD over DRAW	18610	1	G-21-B	4	-	-	348,714	-	-	348,714	-	-	1,012,700	-	-	1,012,700	1,361,414	09/05/11	11/16/12	01/28/13	05/23/13
SH 14 ML over CACHE LA POUDE RIVER	18085	1	B-16-D	4	1,395,490	351,788	753,947	-	-	2,501,225	611,742	9,946,160	-	800,000	11,357,902	13,859,127	07/14/09	06/19/14	09/22/14	11/20/15	
US 85 ML over UPRR Nunn Bridge	18669	1	B-17-C	4	-	-	1,254,778	-	-	1,254,778	-	3,053	6,009,722	-	-	6,012,775	7,267,553	06/24/11	01/10/13	03/17/13	06/13/14
SH60 over SOUTH PLATTE RIVER	21146	1	C-17-B	4	-	1,170,375	-	-	-	1,170,375	-	-	-	-	-	1,170,375	1,170,375	06/17/15			
I-25 ML over County Road 48	20999	1	B-16-EU	4	-	737,900	-	-	-	737,900	-	-	-	-	-	737,900	737,900				
Prospect Road over I-25	22248	1	B-16-AM	4	-	-	-	-	-	-	4,500,000	6,051,000	-	-	10,551,000	10,551,000					
SH 145 ML over LEOPARD CREEK	18231	1	L-04-B	5	-	-	506,177	-	-	506,177	47,559	-	3,301,616	-	-	3,349,175	3,855,352	02/01/11	03/15/12	05/15/12	05/30/13
SH 62 ML over UNCOMPAHGRE RIVER	18323	1	L-05-B	5	-	1,012,619	268,923	-	-	1,281,542	3,380	-	6,519,674	-	-	6,523,054	7,804,596	02/01/11	02/09/12	04/24/12	05/30/13
SH90 over DOLORES RIVER	20817	1	K-01-C	5	-	965,694	-	-	-	965,694	-	5,572,557	-	-	5,572,557	6,538,251	01/30/15				
US 50 over AGATE CREEK	21338	1	K-11-G	5	-	-	-	-	-	-	-	1,936,000	-	-	1,936,000	1,936,000					
PRE-BOND PROJECTS		16		All	2,338,990	85,383	-	-	-	2,424,373	29,706,723	6,071,211	-	-	35,777,934	38,202,307					
Total	124				\$ 18,127,378	\$ 221,519,628	\$ 52,835,939	\$ 546,911	\$ 293,029,856	\$ 66,522,461	\$ 366,699,658	\$ 245,307,666	\$ 9,279,210	\$ 687,808,995	\$ 980,838,851	Total Impact all Projects all funds					
															\$ 298,143,605	2010 Bond Proceeds					
															\$ 9,826,121	Bond Interest Earnings LTD					
															\$ 307,969,726	2010 Bonds with Interest:					

**Appendix B**  
Colorado Bridge Enterprise  
Program Allocation Plan - Quarterly Update  
As of September 30, 2017

Program Funding by Source Summary												
Sources:	Pre-Construction					Construction					Total All Funds	
	Other	FASTER	Bond	Bond Interest	Total	Other	FASTER	Bond	Bond Interest	Total		
Federal	\$ 5,106,979	\$ -	\$ -	\$ -	\$ 5,106,979	\$ 21,225,639	\$ -	\$ -	\$ -	\$ 21,225,639	\$ 26,332,618	
State	925,518	-	-	-	925,518	143,827	-	-	-	143,827	\$ 1,069,345	
Local	64,232	-	-	-	64,232	16,484,673	-	-	-	16,484,673	\$ 16,548,905	
FASTER	-	221,519,628	-	-	221,519,628	(1)	366,699,658	-	-	366,699,657	\$ 588,219,285	
Bank of America Loan	12,030,649	-	-	-	12,030,649	28,668,323	-	-	-	28,668,323	\$ 40,698,972	
2010 Bonds	-	-	52,835,939	-	52,835,939	-	-	245,307,666	-	245,307,666	\$ 298,143,605	
Bond Interest	-	-	-	546,911	546,911	-	-	-	9,279,210	9,279,210	\$ 9,826,121	
Future Funds	-	-	-	-	-	-	-	-	-	-	\$ -	
<b>Total</b>	<b>\$ 18,127,378</b>	<b>\$ 221,519,628</b>	<b>\$ 52,835,939</b>	<b>\$ 546,911</b>	<b>\$ 293,029,856</b>	<b>\$ 66,522,461</b>	<b>\$ 366,699,658</b>	<b>\$ 245,307,666</b>	<b>\$ 9,279,210</b>	<b>\$ 687,808,995</b>	<b>\$ 980,838,851</b>	