



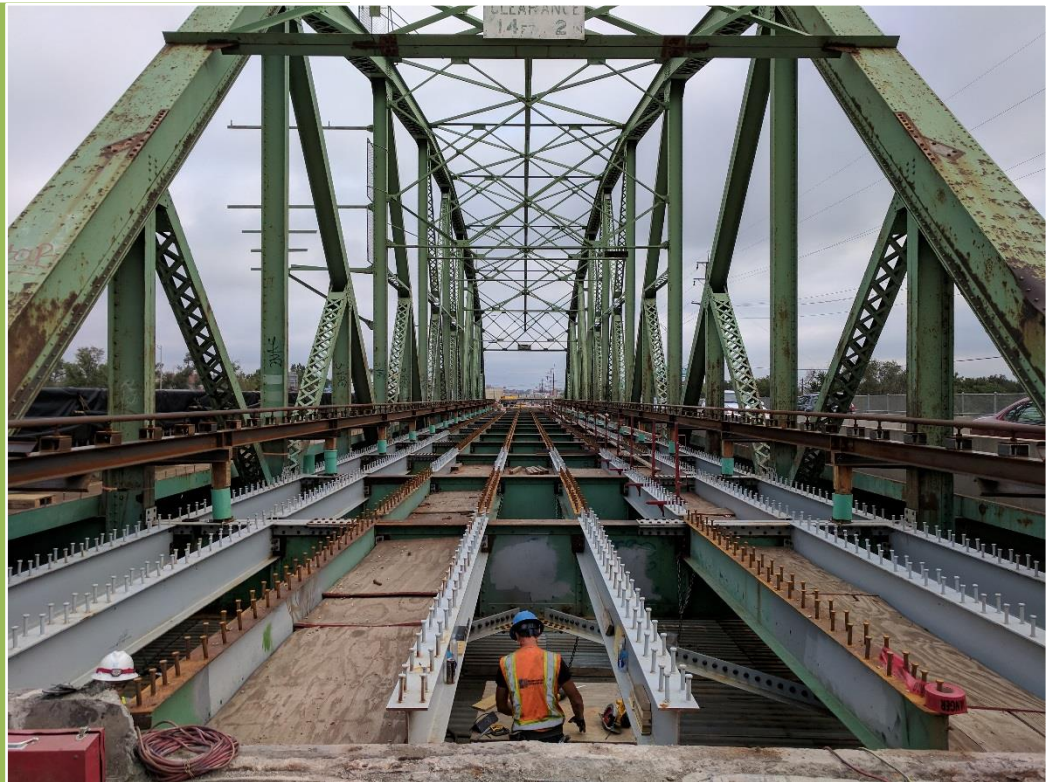
**COLORADO**

Department of Transportation

Statewide Bridge Enterprise

# Colorado Bridge Enterprise

Quarterly Report No. 27 (Q2 FY2018)



February 15, 2018

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## Introduction

This report is the 27<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 October, November, and December of 2017; which coincides with the second quarter of CDOT’s 2018 fiscal year (Q2 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 Q2 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 26<sup>th</sup> Colorado Bridge Enterprise Quarterly Report for Q1 FY2018.
- Completed monthly updates to the overall Program Schedule for work completed in October, November, and December of 2017.
- Approved the 4<sup>th</sup> Budget Supplement of FY18 to fund the preconstruction phase for a project including following structures:
  - I-25 SB over CO 640 and Butte Creek (N-17-BN)
  - I-25 NB over CO 103 and Butte Creek (N-17-S)
- Approved the 5<sup>th</sup> Budget Supplement of FY18 to fund the preconstruction phase for I-25 SB over US 160, RR (N-17-AD) and the construction phase for the following projects:
  - I-70 WB over Colorado River Overflow (G-03-Q)
  - I-70 EB over US 6, RR, and Eagle River (F-10-L)
  - I-70 WB over Colorado River (F-05-L)
- Approved the First Amendment to the Central 70 IAA between CDOT, BE, and HPTE.
- Approved the Project Agreement for the Central 70 project.
- Approved resolution to amend the Bridge Enterprise Bylaws.
- Approved resolution to appoint Michael Lewis as Bridge Enterprise Director.
- Approved resolution ratifying the form for the Preliminary Official Statement distributed in connection with the Colorado Bridge Enterprise Senior Revenue Bonds, Series 2017.
- 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.
- Continued efforts to develop a risk-based probabilistic cost estimate (RBCE) for the pool of BE eligible structures with the goal of establishing a more robust and reliable baseline cost estimate for the program.
- Updated the BE Prioritization Plan in late December 2017.

## Program Highlights

As of the end of December 2017, there were a total of 217 structures considered eligible to receive FASTER funding. The progress status associated with the 217 is itemized in *Table 1*. The progress status associated with the Original 30 Most Deficient Structures is itemized in *Table 2*. Sixteen structures were added to the program in Q2 and are itemized in *Table 3*.

Since the BE milestone payment schedule was released in September 2018, BE has been aggressively programming available resources and advancing shelf projects to construction as quickly as possible. Currently, the program is forecasting that projects addressing all top tier structures and several second-tier projects from the June 2017 BE Prioritization Plan will be funded by the end of FY2019.

In Q2, construction funding was approved for the following Region 3 projects from the top tier of the June 2017 Prioritization Plan:

- I-70 WB over Colorado River Overflow (G-03-Q)
- I-70 EB over US 6, RR, and Eagle River (F-10-L)
- I-70 WB over Colorado River (F-05-L)

The goal of these projects is to extend the remaining service life of the existing structures a minimum of 30 years through rehabilitation. These structures became BE eligible due to steel cracks that have formed as a result of fatigue prone details in the superstructure. The rehabilitation of these structures involves the installation of steel retrofits to repair the existing cracks and mitigate the potential for future cracking. Additionally, a number of other treatments will be performed, such as: patching of the deteriorated portions of the concrete deck; removal and replacement of existing substandard bridge rails; removal and replacement of deteriorated bridge joints; and removal/replacement of the existing waterproofing membrane and overlay, or installation of new overlays as applicable.

Preconstruction funding was approved for the following Region 2 projects from the top tier of the June 2017 Prioritization Plan:

- I-25 SB over CO 640 and Butte Creek (N-17-BN)
- I-25 NB over CO 103 and Butte Creek (N-17-S)
- I-25 SB over US 160, RR (N-17-AD)

Additionally, BE is collaborating with Staff Bridge to develop a scope of work to perform a fatigue study on I-76 WB/EB over Clear Creek (E-16-LU/E-16-LT) in Region 1. A finite element model of the bridge will be developed and calibrated using data gathered from load testing. Instrumentation will be installed by specialists to monitor the response of the structures during the load test. The goal of the study is to better understand the scope of the rehabilitation and minimize construction costs by pinpointing the locations where retrofits are necessary to mitigate future fatigue cracking.

**Table 1.** Project Status of FASTER Eligible Structures as of Q2 FY2018

Project Phase	# of Structures
Remaining	53
In Design	12
Design Completed	11
In Construction	9
Projects Completed	132 <sup>1</sup>
<b>Total</b>	<b>217</b>

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

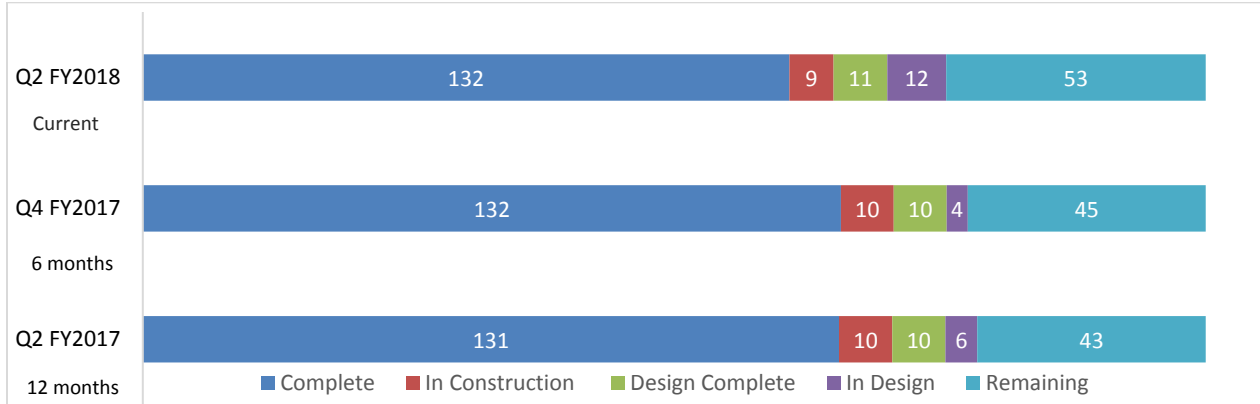
Project Phase	# of Structures
Remaining	0
In Design	1
Design Completed	0
In Construction	1
Projects Completed	28
<b>Total</b>	<b>30</b>

**Table 3.** Structures that Became Program Eligible in Q2 FY2018

Region	Structure ID	County	Facility Carried over Featured Intersection	Added to the Program
1	E-15-P	Jefferson	SH 72 over COAL CREEK	12/2017
1	E-16-LT	Adams	I-76 EB over CLEAR CREEK	12/2017
1	F-19-E	Arapahoe	US 36 over DRAW	12/2017
1	G-17-AL	Douglas	SH 105 over DRAW	12/2017
2	H-13-A	Park	US 285 over MIDDLE FK S PLATTE RIVER	12/2017
2	H-13-G	Park	US 285 over S FK S PLATTE RIVER	12/2017
2	H-19-C	El Paso	US 24 over DRAW	12/2017
2	I-13-G	Park	US 24 over DRAW	12/2017
2	J-17-X	El Paso	SH 115 over ROCK CREEK	12/2017
3	F-06-A	Garfield	US 6 over ELK CREEK	12/2017
3	F-13-S_MINOR	Summit	I-70 over FOREST SERVICE ROAD	12/2017
4	D-25-E	Washington	SH 61 over SURVEYOR CREEK	12/2017
4	D-27-G	Yuma	US 34 over N FK REPUBLICAN RIVER	12/2017
4	D-28-D	Yuma	US 34 over REPUBLICAN RIVER	12/2017
4	D-28-P	Yuma	US 34 over REPUBLICAN RIVER	12/2017
5	P-05-B	La Plata	US 160 over FLORIDA RIVER	12/2017

<sup>1</sup> F-16-OG was repaired through CDOT maintenance efforts and classified as "Completed". The structure has been reclassified as "Remaining" since it was included in the most recent update of the Staff Bridge "Poor" List.

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



Other relevant bridge and financial statistics are as follows:

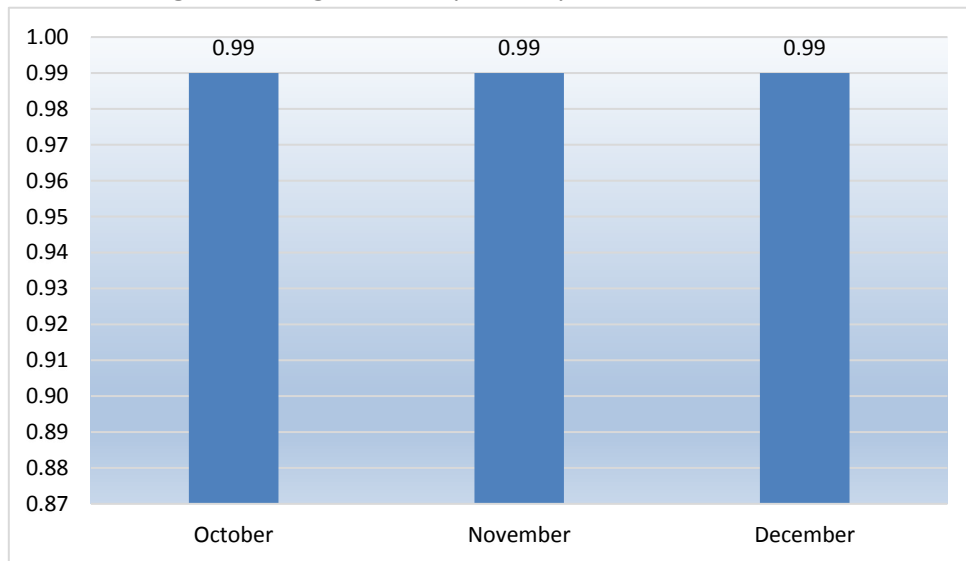
- Approximately 65% of FASTER eligible structures are now in construction or completed.
- Approximately 10% of FASTER eligible structures are currently in design or design is completed.
- Approximately 25% of FASTER eligible structures are remaining.

## Program Activities and Accomplishments in Q2 FY2018

### Program Schedule Update

The program schedule was updated three times during the period for work completed in October, November, and December 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. 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



### Prioritization Plan

Bridge Enterprise staff completed the bi-annual update of the Prioritization Plan<sup>2</sup> in Q2 based on the poor list provided by Staff Bridge in December 2017. Through this update, 16 structures were added and can be found in the attached appendix. In accordance with PD BE16.1, BE staff performed both a quantitative and qualitative analysis of all BE eligible structures that have not been replaced. This included extensive coordination with CDOT Region staff and Staff Bridge Branch.

### New FHWA Poor Definition

As part of the Fixing America's Surface Transportation Act (FAST Act), the final performance measures and rules regarding bridge condition became effective on May 20, 2017. The percentage of NHS bridges

<sup>2</sup> Reference Appendix A for the Prioritization Plan



classified as “Good”, “Fair”, and “Poor” as defined by FHWA in 23 CFR 490.409 are required for both statewide and MPO reporting.

Per 23 CFR 490.409, The assignment of the classification of “Good”, “Fair”, and “Poor” shall be based on the bridge’s condition ratings for the following National Bridge Inventory (NBI) items:

- Item 58 – Deck
- Item 59 – Superstructure
- Item 60 – Substructure
- For culverts, Item 62 – Culverts, will determine its classification.

Historically, FASTER eligible bridges are classified as structurally deficient or functionally obsolete and rated “Poor” by CDOT. A “Poor” rated structure has a sufficiency rating less than 50. Since it is expected that CDOT will adopt the new FHWA “Poor” Definition, BE performed an analysis to determine how the FASTER eligible bridge population would be changed under the new criteria. The results showed a significant increase in the current population.

BE forecasts that it will be challenging to address the increasing population due to current program financial commitments. A more detailed analysis is ongoing to better understand the profile of prospective projects. Based on preliminary findings, it appears that some of the projects may be good candidates for major rehabilitations, which may prove to be an effective use to funding when compared to full bridge replacements.

## 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 FY2018. 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 June 2017 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, and approximately 60% of BE's current statewide 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 Q2 with Commercial Close occurring on November 21, 2017 and Financial Close on December 21, 2017. BE staff have been coordinating with the project team, Region 1 staff, and Office of Finance Management and Budget (OMFB) staff to determine the necessary actions to authorize the project.

Since the financial terms for the project have been finalized, BE has been able to accelerate programming of new Non-Central 70 projects. BE staff has continued the process of meeting with Region staff to discuss the status of shelf projects and other projects in the top tier of the June 2017 BE Prioritization Plan. Based on current program resources, BE is forecasting that 15 new projects, consisting of 17 eligible structures, will be funded through construction in FY2018 and FY2019. The construction phase for three of these projects was funded in Q2 of FY2018, and it is anticipated that four additional projects will be funded in Q3. Ultimately, the number of projects that will be funded is contingent on project readiness.

## Budget and Encumbrance Balances

Bridge Enterprise staff continues to coordinate with the Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. *Table 4* shows the encumbrance and budget balances as of December 31, 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	1,956,859	479,328	5	6
2	70,540	88,112	1	1
3	-	-	0	0
4	-	-	0	0
5	-	-	0	0
<b>Total</b>	<b>2,027,399</b>	<b>567,440</b>	<b>6</b>	<b>7</b>
<b>% of Total Current Program</b>	<b>10.2%</b>	<b>1.0%</b>	<b>25.0%</b>	<b>14.9%</b>
Previous Quarter (Q1 FY2018)	1,159,744	532,250		
Difference	867,655	35,191		

Since September 30, 2017 the budget and encumbrance balances increased by \$902,846. During this time, three projects were removed from the project count and one was added.

Removed/Closed Out:

- SH14/Coalbank Creek (B-17-L)
- US 40/Sand Creek (F-17-F/BS)
- SH44/Bull Seep and South Platte R. (E-17-ER/CA)

Additions:

- US 287 at 69<sup>th</sup> St. (E-16-AA)

## Program Financial Information

The following is a program overview of financial statistics as of December 31, 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 December 31, 2017, a total of \$959.0M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$881.3M and \$20.0M (all funding sources), respectively. Reference *Table 5* below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q1 FY2018) 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 December 31, 2017 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q2 FY2018	Total Q1 FY2018
<b>Budget</b>	\$307.9	\$545.9	\$40.7	\$64.5	<b>\$959.0</b>	<b>\$918.5</b>
<b>Expenditures</b>	\$307.9	\$469.6	\$40.7	\$63.1	<b>\$881.3</b>	<b>\$809.7</b>
<b>Encumbrances</b>	\$0.0	\$19.0	\$0.0	\$1.0	<b>\$20.0</b>	<b>\$38.1</b>

- The Statewide Bridge Enterprise program currently consists of 128 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count has increased due to the addition of FY2018 and FY2019 programmed structures. The current programmed amount for these 128 structures is approximately \$1,389.3M. This amount has increased significantly since last quarter due to the addition of the BE eligible construction costs for Central 70. *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	\$976.3	\$105.1	\$9.8	<b>\$1,389.3</b>

Attached is the Program Allocation Plan<sup>3</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, primarily FY2019, and also includes budget adjustments that have not been posted to the accounting system as of December 31, 2017. Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of

<sup>3</sup> Reference Appendix B for the Current Allocation Plan

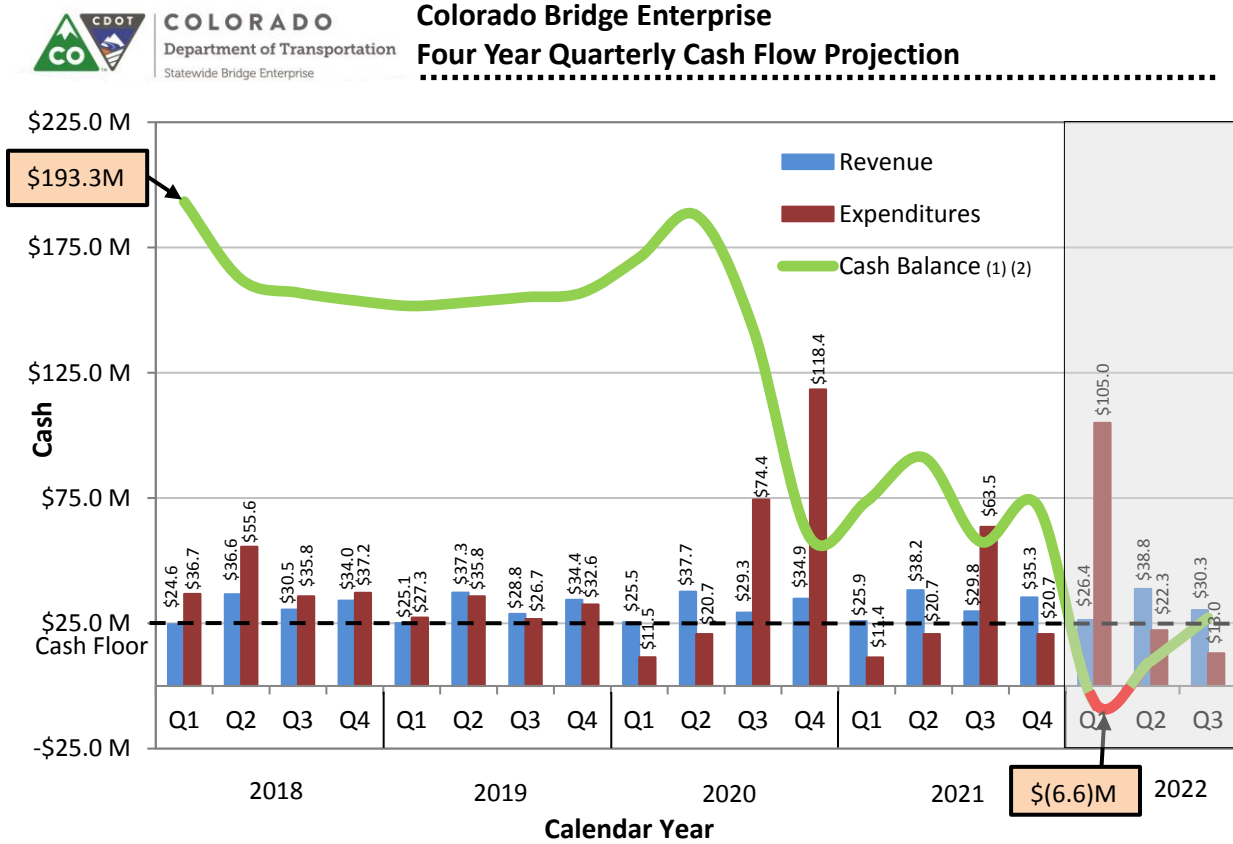
the third page as Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the BE program are \$1,389.3M, an increase of \$408.5M from the \$980.8M total liability reported on September 30, 2017. This is the result of the addition of FY2018 and FY2019 projects in the Allocation Plan and the addition of the Central 70 construction milestone payments.

Below is the Four Year Quarterly Cash Flow Projection (*Figure C*), which depicts all current available BE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. BE liabilities and the timing of milestone payments for the Central 70 project are now known due to Financial Close on December 21, 2017. These changes have been incorporated in the cash flow. This forecast model also takes 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. In addition, the forecast contains the Capital Performance Payment (Availability) which grows at 2% per year.

Bridge Enterprise has forecast the cash balance to decrease by \$121.2M due to the Central 70 project during the period of the Four-Year Cash Flow (January 2018 through December 2021), down to 72.1M. This projection has changed since last quarter since the final milestone and substantial completion payments are now both scheduled in March of 2022, just beyond the scope of the Four-Year Cash Flow. A contingency for the BE share of potential Supervening Events has been included. In order better quantify the impacts to cash, BE has included a high-level forecast for the first three quarters of 2022 (the area shaded in gray).

As currently forecast, cash is expected to drop to \$(6.6)M by the end of March 2022 and then begin to climb into a positive balance in the second quarter of 2022. BE will continue to monitor and update the model and incorporate the most current revenue, cash and drawdown forecasts. BE is currently planning to manage project AD Dates in FY2022 in order to maintain a positive cash balance if necessary.

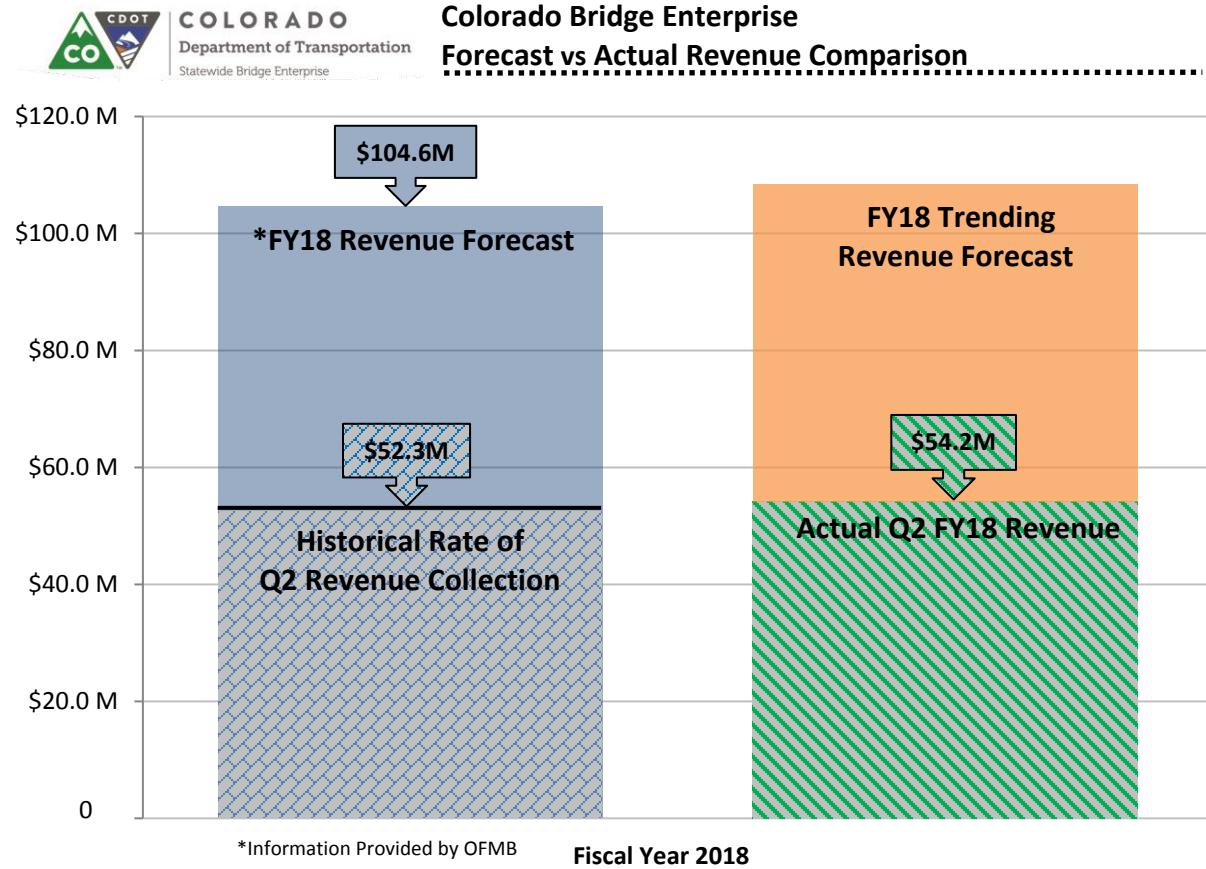
Figure C. Four Year Quarterly Cash Flow Projection



- (1) Cash balance line includes the use of \$172.3 M of preconstruction activities for the Central 70
- (2) Estimated impact to cash - assuming cash contribution to Central 70 project through Q1 2022, for milestone and availability payments from the most recent financial model
- (3) The area shaded in gray is a high-level forecast beyond the limits of the 4-year forecast.
- (4) Forecast negative cash balance will be refined as data and forecasts are updated in future years. BE will manage project AD dates in FY2022 to maintain a positive cash balance if necessary.

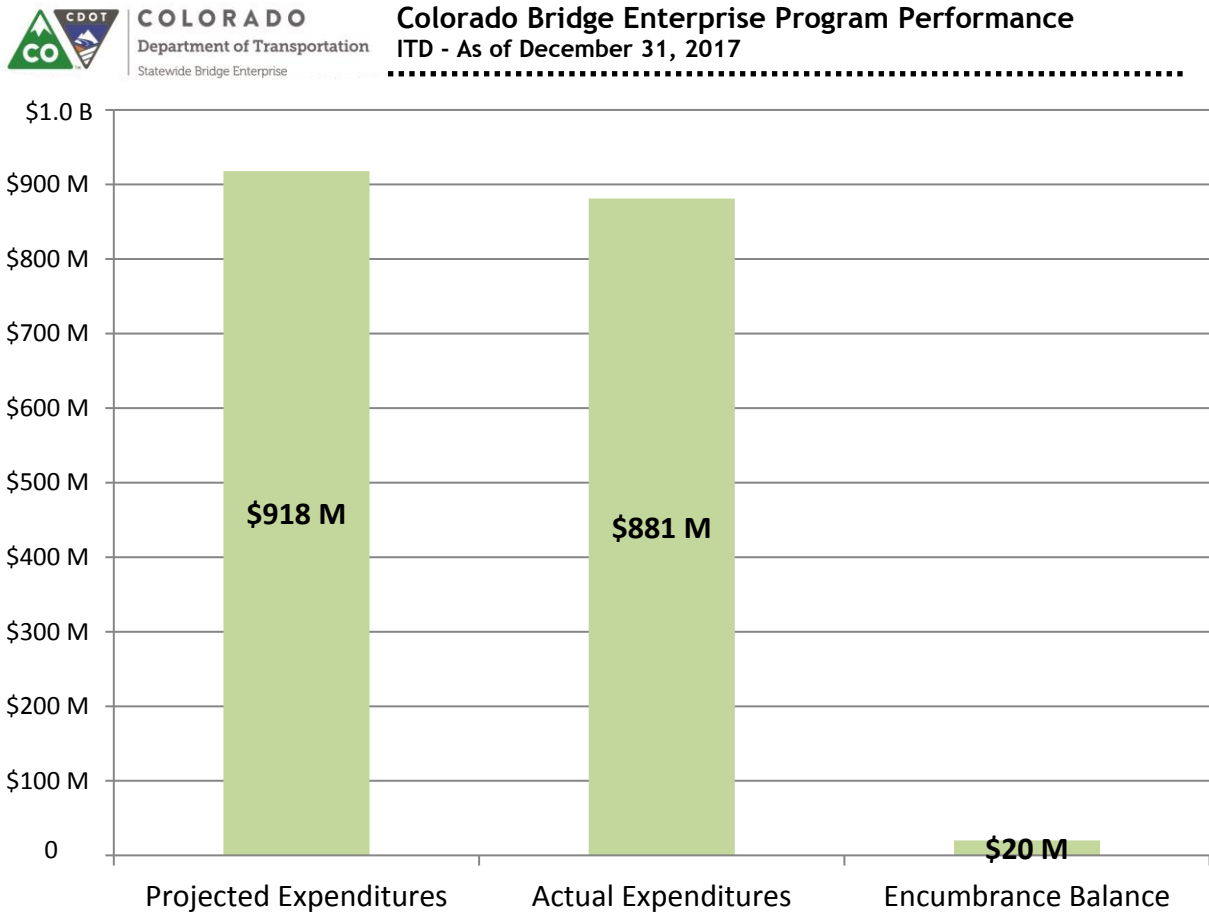
Actual Q2 FY2018 FASTER revenues were \$54.2M, which is \$1.9M above the historical rate of collection, which would tend to indicate an increase for the year. Currently, BE is not forecasting an increase to FY2018 revenues. This information is shown below in *Figure D*.

**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 forecast at \$918M on December 31, 2017, an increase of 2.0% since September 30, 2017. Actual LTD expenditures as of December 31, 2017 are \$881M as compared to \$810M on September 30, 2017, an increase of \$71M or 8.8%. The current encumbrance balance is \$20M compared to \$38M on September 30, 2017, a decrease of \$18M or -47.3%.

Figure E. Total Program Financial Performance







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# Appendix A

## Prioritization Plan



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Design Complete	K-11-G	5	US 50 ML over AGATE CREEK	Green	Green	Green
Design Complete	G-03-Q	3	I 70 ML WBND over COLORADO RIVER OVERFLOW	Green	Green	Green
Design Complete	F-10-L	3	I 70 ML EBND over US 6, RR, EAGLE RIVER	Green	Green	Green
Design Complete	F-05-L	3	I 70 ML over WBND over COLORADO RIVER	Green	Green	Green
In Design	B-16-AM	4	PROSPECT ROAD over I25 ML	Green	Green	Green
Design Complete	C-17-B	4	SH 60 over SOUTH PLATTE RIVER	Green	Green	Green
In Design	N-17-BN	2	I25 ML SBND over CO RD 640, BUTTE CREEK	Green	Yellow	Green
Design Complete	G-17-A	1	US 85 ML over SAND CREEK	Green	Yellow	Green
In Design	N-17-S	2	I25 ML NBND over CO RD 103, BUTTE CREEK	Green	Yellow	Green
In Design	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR	Green	Yellow	Green
Remaining	E-16-LU	1	I-76 ML WBND over CLEAR CREEK	Green	Orange	Green
Remaining	E-16-LT	1	I-76 ML EBND over CLEAR CREEK	Green	Orange	Green
Remaining	D-28-D	4	US 34 ML over REPUBLICAN RIVER	Green	Orange	Orange
Remaining	D-28-P	4	US 34 ML over REPUBLICAN RIVER	Green	Orange	Orange
Remaining	I-13-G	2	US 24 ML over DRAW	Green	Orange	Orange
Remaining	H-13-G	2	US 285 ML over S FK SOUTH PLATTE RIVER	Green	Orange	Orange
Remaining	D-27-G	4	US 34 ML over N FK REPUBLICAN RIVER	Green	Orange	Orange
Remaining	F-16-OG	1	RAMP to I-25 NBND over US 6 ML	Green	Orange	Orange
Remaining	M-21-J	2	US 50 ML over DRAW	Green	Orange	Orange
Remaining	M-22-Y	2	US 350 ML over DRAW	Green	Orange	Orange
Remaining	F-13-S_MINOR	3	I 70 ML over FOREST SERVICE ROAD	Green	Orange	Orange
Remaining	C-22-K	4	US 6 ML over UPRR, PLATTE, BEAVER CANAL	Green	Orange	Orange
Remaining	F-19-E	1	US 36 ML over DRAW	Green	Orange	Orange
Remaining	G-25-K	4	SH 59 ML over I-70 ML	Green	Orange	Orange
Remaining	H-19-C	2	US 24 ML over DRAW	Green	Orange	Orange
In Design	C-17-EL	4	I 25 ML over DRAW	Yellow	Green	Green
Design Complete	K-17-F	2	SH 96 ML over RUSH CREEK	Yellow	Green	Green
Design Complete	M-16-P	2	SH 69 ML over MILLIGAN ARROYO	Yellow	Green	Green
Design Complete	L-22-L	2	SH 71 ML over ARKANSAS RIVER	Yellow	Yellow	Green
Design Complete	D-13-A	3	US 34 ML over N FK COLORADO RIVER	Yellow	Yellow	Green
In Design	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	Yellow	Yellow	Green
Design Complete	B-16-EU	4	COUNTY ROAD 48 over I 25 ML	Yellow	Yellow	Green
In Design	F-09-K	3	US 6 ML over CASTLE CREEK	Yellow	Yellow	Green
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER	Yellow	Yellow	Yellow

Good
  Better
  Best



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	J-17-X	2	SH 115 ML over ROCK CREEK	Yellow	Orange	Orange
Remaining	F-19-F	1	US 36 ML over DRAW	Yellow	Orange	Orange
Remaining	L-19-F	2	US 50 BUS RT. over DRAW	Yellow	Orange	Orange
Remaining	M-21-C	2	US 350 ML over HOE RANCH ARROYO	Yellow	Orange	Orange
Remaining	G-17-AL	1	SH 105 ML over DRAW	Yellow	Orange	Orange
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR	Yellow	Orange	Orange
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML	Yellow	Orange	Orange
Remaining	I-13-H	2	US 24 ML over DRAW	Yellow	Orange	Orange
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR	Yellow	Orange	Orange
Remaining	D-25-E	4	SH 61 ML over SURVEYOR CREEK	Yellow	Orange	Orange
Remaining	E-15-P	1	SH 72 ML over COAL CREEK	Yellow	Orange	Orange
Remaining	P-09-L	5	US 84 ML over RIO BLANCO	Yellow	Orange	Orange
Remaining	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR	Yellow	Orange	Orange
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML	Yellow	Orange	Orange
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL	Yellow	Orange	Orange
Remaining	I-05-V	3	SH 92 ML over GUNNISON RIVER	Yellow	Orange	Orange
Remaining	H-13-A	2	US 285 ML over MIDDLE FK S PLATTE RIVER	Yellow	Orange	Orange
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML	Yellow	Orange	Orange
Remaining	D-16-CV	4	SH 157 ML over BNSF RR	Yellow	Orange	Orange
Remaining	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK SR	Orange	Orange	Orange
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK	Orange	Orange	Orange
Remaining	F-06-A	3	US 6 ML over ELK CREEK	Orange	Orange	Orange
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT	Orange	Orange	Orange
Remaining	G-12-C	2	SH 9 ML over PLATTE GULCH	Orange	Orange	Orange
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER	Orange	Orange	Orange
Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL	Orange	Orange	Orange
Remaining	F-16-GG	1	PERRY STREET over US 6 ML	Orange	Orange	Orange
Remaining	I-17-O	2	I 25 SERVICE RD over PINE CREEK	Orange	Orange	Orange
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR	Orange	Orange	Orange
Remaining	E-17-IC	1	YORK STREET over I 270 ML	Orange	Orange	Orange

Good
 Better
 Best



**COLORADO**  
Department of Transportation  
Statewide Bridge Enterprise

# Appendix B Allocation Plan



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
US 36 ML over COMANCHE CREEK	18276	1	F-19-B	1	480,916	87,922	-	-	568,838	-	-	1,293,744	-	1,293,744	1,862,582	11/01/10	01/05/12	04/23/12	06/15/12
US 85 Cook Ranch Road to Louviers over draws	18899	2	G-16-B & G-16-C	1	-	-	-	-	-	-	40,845	2,952,598	-	2,993,443	2,993,443	-	06/28/12	10/19/12	11/15/13
US 85 over Sand Creek	19201	1	G-17-A	1	1	96,129	280,564	-	376,694	-	4,000,000	-	-	4,000,000	4,376,694	06/21/12	-	-	-
I-25 SANTA FE BRIDGES	18107	1	F-16-DT	1	103,040	624,989	-	-	728,029	11,225,034	2,977,229	-	-	14,202,263	14,930,292	11/04/10	03/16/11	07/11/11	07/07/14
I-25 SANTA FE BRIDGES	18107	1	F-16-DW	1	-	-	-	-	-	-	-	-	-	-	-	11/04/10	03/16/11	07/11/11	07/07/14
I 70 ML WBND over SAND CREEK	17537	1	E-17-GE	1	1,332,918	-	-	-	1,332,918	-	72,565	9,190,738	-	9,263,303	10,596,221	03/31/10	03/31/11	07/29/11	07/06/12
I 70 ML EBND over SAND CREEK	17537	1	E-17-BY	1	-	-	-	-	-	-	-	-	-	-	-	03/31/10	03/31/11	07/29/11	07/06/12
I 76 ML EBND over SOUTH PLATTE RIVER	18070	1	E-17-GM	1	-	962,189	-	-	962,189	-	23,276	12,080,497	-	12,103,773	13,065,962	03/29/10	05/19/11	09/12/11	07/23/12
I 76 ML WBND over SOUTH PLATTE RIVER	18070	1	E-17-GL	1	-	-	-	-	-	-	-	-	-	-	-	03/29/10	05/19/11	09/12/11	07/23/12
US 287+SH 88 over US 40 ML	18083	1	F-16-FW	1	-	603,407	516,500	-	1,119,907	310,294	14,414	6,110,347	-	6,435,055	7,554,962	03/31/10	06/30/11	09/26/11	01/16/13
SH121 ML-WADSWORTH over BEAR CREEK	18220	1	F-16-CS	1	-	1,076,625	-	-	1,076,625	348,289	120,892	8,432,470	-	8,901,651	9,978,276	04/01/10	10/20/11	03/26/12	08/30/13
SH 95 ML over UP RR, RR SPUR	18082	1	E-16-GQ	1	396,399	-	-	-	396,399	-	60,333	6,293,279	-	6,353,612	6,750,011	02/02/12	04/29/08	04/24/12	11/01/13
US 6 ML over SH 95 ML/SHERIDAN AVE.	18154	1	F-16-FL	1	318,483	585,721	-	-	904,204	-	312	12,626,612	-	12,626,924	13,531,128	04/01/09	10/21/11	01/03/12	07/12/13
SH 121 WADSWORTH PARKWAY ML SBND over US 36 ML	18194	1	E-16-FK	1	-	-	1,571,097	-	1,571,097	-	4,273,930	19,370,801	-	23,644,731	25,215,828	05/27/11	09/30/11	05/10/12	10/30/13
CNTY RD / OLD WADS over US 36 ML	18195	1	E-16-FL	1	-	583,182	1,500,620	-	2,083,802	-	1,878,228	8,537,572	-	10,415,800	12,499,602	05/27/11	09/30/11	05/10/12	10/30/13
US 40 ML EBND over SAND CREEK	18180	1	F-17-F	1	2	-	1,819,331	-	1,819,333	-	1,250,185	6,000,689	-	7,250,874	9,070,207	08/01/11	05/02/13	07/23/13	03/16/15
US 40 ML WBND over SAND CREEK	18180	1	F-17-BS	1	-	-	-	-	-	-	-	-	-	-	-	08/01/11	05/02/13	07/23/13	03/16/15
PECOS STREET over I 70 ML	18149	1	E-16-FW	1	-	6,097,615	512,347	-	6,609,962	4,380,000	249,582	14,097,698	-	18,727,280	25,337,242	04/01/11	08/07/12	11/05/12	10/01/13
PEORIA STREET over I 76 ML	18152	1	E-17-EX	1	-	10,998	1,466,306	-	1,477,304	-	14,108	3,299,496	-	3,313,604	4,790,908	04/01/11	05/02/13	07/24/13	12/05/13
US 85 ML NBND over DAD CLARK GULCH	18191	1	F-16-F	1	-	-	686,671	-	686,671	-	-	2,316,449	-	2,316,449	3,003,120	10/14/11	08/16/12	11/27/12	09/05/13
SH 88 ML/ARAP RD over CHERRY CREEK	18147	1	F-17-DM	1	-	7,611,291	850,700	-	8,461,991	-	9,835,495	9,060,728	2,000,000	20,896,223	29,358,214	02/01/11	08/15/13	10/21/13	08/03/15
Wetland Monitoring	21474	0	F-17-DM	1	-	194,600	-	-	194,600	-	-	-	-	-	194,600	-	-	-	-
I 76 ML EBND over UP RR	18151	1	E-17-DC	1	-	2,477,672	-	-	2,477,672	-	11,628,627	371,722	1,000,000	13,000,349	15,478,021	04/15/11	02/14/14	08/04/14	11/06/15
I 76 ML WBND over UP RR	18151	1	E-17-DU	1	-	-	-	-	-	-	-	-	-	-	-	04/15/11	02/14/14	08/04/14	11/06/15
SH 44 ML over BULL SEEP	18206	1	E-17-ER	1	8,501	-	3,727,424	-	3,735,925	1,620,976	5,182,593	2,557,057	-	9,360,626	13,096,551	07/01/11	09/26/13	01/06/14	08/14/15
SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	18206	1	E-17-CA	1	-	-	-	-	-	-	-	-	-	-	-	07/01/11	09/26/13	01/06/14	08/14/15
US 6 ML over SOUTH PLATTE RIVER	19190	1	F-16-EF	1	-	-	-	-	-	-	9,750,739	6,342,205	600,000	16,692,944	16,692,944	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BRYANT STREET	18192	1	F-16-EN	1	-	3,530,749	5,445,850	-	8,976,599	951,229	11,000,419	12,837,177	2,279,210	27,068,035	36,044,634	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BNSF RR	18202	1	F-16-EJ	1	-	1,195,223	-	-	1,195,223	-	4,447,009	5,995,919	1,600,000	12,042,928	13,238,151	09/01/11	10/15/12	06/30/13	12/21/15
US 40 ML EBND over TOLLGATE CREEK	18204	1	F-17-GO	1	55,730	-	2,269,690	-	2,325,420	238,326	9,117,696	-	500,000	9,856,022	12,181,442	02/01/11	01/16/14	06/09/14	09/22/16
US 40 ML WBND over TOLLGATE CREEK	18204	1	F-17-GA	1	-	-	-	-	-	-	-	-	-	-	-	02/01/11	01/16/14	06/09/14	09/22/16
SH 58 over FORD	18770	1	E-16-HA	1	-	-	692,994	-	692,994	-	57,877	5,271,384	-	5,329,261	6,022,255	11/14/11	03/21/13	06/03/13	06/27/14
US 287 Federal over BNSF at 69th Ave.	18908	1	E-16-AA	1	-	1,246,385	2,260,507	-	3,506,892	522,453	16,188,690	-	-	16,711,143	20,218,035	11/01/12	11/20/14	01/29/15	11/18/16
US 287 Federal over BNSF at 69th Ave.	20513	0	E-16-AA	1	-	648,232	-	-	648,232	-	-	-	-	-	648,232	-	-	-	-
I-70 ML over Havana St.	19339	1	E-17-JP	1	-	86,567	1,675,000	-	1,761,567	-	24,893,290	-	500,000	25,393,290	27,154,857	11/26/12	11/20/14	04/13/15	11/29/16
US 6 over Garrison	19478	1	F-16-ER	1	-	605,839	200,000	-	805,839	-	13,374,599	500,000	-	13,874,599	14,680,438	03/29/13	07/03/14	01/15/15	04/30/16
I-70 ML Viaduct RW	19631	1	E-17-FX	1	-	150,552,896	-	-	150,552,896	-	-	-	-	-	150,552,896	07/22/13	-	-	-
Design	19631	0	E-17-FX	1	-	7,278,162	-	-	7,278,162	-	-	-	-	-	7,278,162	07/22/13	-	-	-
Utilities	19631	0	E-17-FX	1	-	233,100	-	-	233,100	-	-	-	-	-	233,100	07/22/13	-	-	-
Environmental	19631	0	E-17-FX	1	-	2,653,275	-	-	2,653,275	-	-	-	-	-	2,653,275	07/22/13	-	-	-
Miscellaneous	19631	0	E-17-FX	1	25,000,000	11,591,900	-	-	36,591,900	-	-	-	-	-	36,591,900	07/22/13	-	-	-
Construction	19631	0	E-17-FX	1	-	-	-	-	-	-	260,845,502	-	-	260,845,502	260,845,502	07/22/13	-	-	-
I 70(BUSINESS RT) over I 70 ML	19984	1	F-14-Y	1	-	-	-	546,911	546,911	-	10,937,963	-	-	10,937,963	11,484,874	01/27/14	03/06/15	04/02/15	06/27/16
I 70 over CLEAR CREEK		1	F-15-BL	1	-	3,000,000	-	-	3,000,000	-	27,000,000	-	-	27,000,000	30,000,000	-	-	-	-
I-76 WBND over CLEAR CREEK		1	E-16-LU	-	-	-	-	-	-	-	12,000,000	-	-	12,000,000	12,000,000	-	-	-	-
I-76 EBND over CLEAR CREEK		1	E-16-LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH 9 ML over CURRANT CREEK	18059	1	J-15-B	2	180,766	-	-	-	180,766	1,675,834	1	-	-	1,675,835	1,856,601	09/01/10	12/09/10	05/04/11	10/31/11
SH 89 ML over ARKANSAS RIVER	18131	1	L-28-F	2	177,535	63,267	-	-	240,802	-	-	6,129,155	-	6,129,155	6,369,957	06/01/10	12/30/10	02/16/11	04/30/12
SH9 ML over Buckskin Gulch	17681	1	G-12-L	2	133,913	-	-	-	133,913	111,688	-	76,865	-	188,553	322,466	01/04/10	06/09/11	09/05/11	12/29/11
I 25 ML NBND over DRAW	18414	1	J-18-S	2	-	-	-	-	-	-	-	1,043,384	-	1,043,384	1,043,384	09/01/10	10/13/11	02/20/12	09/17/12
I 25 ML NBND over DRAW	18414	1	J-18-T	2	-	-	-	-	-	-	-	-	-	-	-	09/01/10	10/13/11	02/20/12	09/17/12
SH 120 ML over RR, ARKANSAS RIVER	18013	1	K-16-K	2	-	468,198	-	-	468,198	-	653,545	4,833,271	-	5,486,816	5,955,014	07/09/10	05/25/12	10/08/12	06/27/14
US 350 ML over DRAW	18177	1	M-21-D	2	-	449,681	-	-	449,681	-	-	1,509,477	-	1,509,477	1,959,158	02/01/11	08/25/11	10/19/11	05/18/12
US 24 ML over BLACK SQUIRREL CREEK	18203	1	H-18-A	2	-	288,894	-	-	288,894	-	-	2,993,733	-	2,993,733	3,282,627	06/01/10	09/09/11	11/15/11	08/17/12
CUCHARAS	18250	1	O-16-A	2	-	176,063	-	-	176,063	-	-	-	-	-	176,063	12/01/10	-	-	-
SH 12 PURGATOIRE RIVER	18251	1	P-17-H	2	-	150,662	-	-	150,662	-	-	-	-	-	150,662	1			

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	-	4,888,000			4,888,000				
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	-	6,000,000	-	-	6,000,000	05/13/15			
SH 96 over Rush Creek	21011	1	K-17-F	2	-	425,000	-	-	425,000	-	3,190,000	-	-	3,190,000	07/29/15			
I-25 over CO RD640, Butte Creek			N-17-BN	2														
I-25 over CO RD 103, Butte Creek	20407	1	N-17-S	2	-	630,700	-	-	630,700	-	14,000,000	-	-	14,000,000				
	22350	1	N-17-AD	2	-	856,700	-	-	856,700	-	13,000,000	-	-	13,000,000				
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

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	-	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	-	4,900,000	-	-	4,900,000	5,725,774	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	-	4,608,100	-	-	4,608,100	4,674,500					
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	-	3,667,600	-	-	3,667,600	3,734,000					
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	-	4,291,597	-	-	4,291,597	4,377,508					
		1	F-09-K	3	-	-	-	-	-	-	2,600,000	-	-	2,600,000	2,600,000				
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	-	1,389,984	249,641	-	1,639,625	-	-	3,358,015	-	3,358,015	4,997,640	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 POUFRE 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	-	9,929,000	-	-	9,929,000	11,099,375	06/17/15			
I-25 ML over County Road 48	20999	1	B-16-EU	4	-	737,900	-	-	737,900	-	3,900,000	-	-	3,900,000	4,637,900				
Prospect Road over I-25	22248	1	B-16-AM	4	-	2,903,200	-	-	2,903,200	-	17,083,900	-	-	17,083,900	19,987,100				
I-25 ML over DRAW (Hillsboro)	22482	1	C-17-EL	4	-	78,100	-	-	78,100	-	3,526,600	-	-	3,526,600	3,604,700				
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	-	-	-	-	-	-	2,452,200	-	-	2,452,200	2,452,200				
FY 18 Design for Future Years						6,883,841			6,883,841						6,883,841				
FY 19 Design for Future Years						5,789,899			5,789,899						5,789,899				
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				
<b>Total</b>	<b>128</b>				<b>\$ 43,127,379</b>	<b>\$ 267,175,010</b>	<b>\$ 52,835,939</b>	<b>\$ 546,911</b>	<b>\$ 363,685,239</b>	<b>\$ 62,022,461</b>	<b>\$ 709,005,315</b>	<b>\$ 245,307,666</b>	<b>\$ 9,279,210</b>	<b>\$ 1,025,614,652</b>	<b>\$ 1,389,299,891</b>	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:			

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	\$ 5,106,980	\$ -	\$ -	\$ -	\$ 5,106,980	\$ 21,225,639	\$ -	\$ -	\$ -	\$ 21,225,639	\$ 26,332,619
State	925,518	-	-	-	925,518	143,827	-	-	-	143,827	\$ 1,069,345
Local	25,064,232	-	-	-	25,064,232	11,984,673	-	-	-	11,984,673	\$ 37,048,905
FASTER	-	267,175,010	-	-	267,175,010	(1)	709,005,315	-	-	709,005,314	\$ 976,180,324
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>	<u>\$ 43,127,379</u>	<u>\$ 267,175,010</u>	<u>\$ 52,835,939</u>	<u>\$ 546,911</u>	<u>\$ 363,685,239</u>	<u>\$ 62,022,461</u>	<u>\$ 709,005,315</u>	<u>\$ 245,307,666</u>	<u>\$ 9,279,210</u>	<u>\$ 1,025,614,652</u>	<u>\$ 1,389,299,891</u>