



COLORADO

Department of Transportation

Statewide Bridge Enterprise

Colorado Bridge Enterprise

Quarterly Report No. 29 (Q4 FY2018)



September 20, 2018

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Introduction

This report is the 29th 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 April, May, and June of 2018; which coincides with the fourth quarter of CDOT’s 2018 fiscal year (Q4 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.

The following is an itemization of significant Q4 FY2018 achievements, some of which are discussed in further detail later in the report:

- Drafted and finalized the 28th Colorado Bridge Enterprise Quarterly Report for Q3 FY2018.
- Completed monthly updates to the overall Program Schedule for work completed in April, May, and June of 2018.
- Approved the 9th Budget Supplement of FY2018 for emergency funding of the preconstruction and construction phases for SH 59 over I-70 (G-25-K).
- Approved the 10th Budget Supplement of FY2018 to establish a ROW phase for US 6 over Castle Creek (F-09-K).
- Approved the 11th Budget Supplement of FY2018 to increase the current design and utility phase budgets for US 34 over North Fork Colorado River (D-13-A).
- Approved the resolution to refine BE eligibility criteria based on the new CDOT and FHWA “poor” bridge definition.
- Acknowledgment of new BE bridge assets.
- 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.
- Performed maintenance on the program baseline risk-based probabilistic cost estimate.
- Completed the Bridge Enterprise FY2019-2022 Four-Year Plan and coordinated updates to the FY2019-2022 Statewide Transportation Improvement Program (STIP).
- Evaluated 117 newly eligible structures and updated the BE Prioritization Plan (Q1 FY2019).

Program Highlights

Shelf Program Update

Since the BE milestone payment schedule for Central 70 was released in September 2017, BE has been aggressively programming available resources and advancing shelf projects to construction once all required clearances are obtained (e.g. ROW, RR, environmental). FY2018 to date, seven shelf projects have been funded for construction. Additional funding was approved for the following shelf projects from the July 2018 Prioritization Plan to progress each respective project toward Advertisement:

- US 34 over North Fork Colorado River (D-13-A)
- US 6 over Castle Creek (F-09-K)

Emergency Replacement of SH59 over I-70 near Siebert

On April 12, 2018, an accident compromised the structural integrity of SH 59 over I-70 (G-25-K). CDOT executive management declared an emergency; allowing staff to follow emergency contracting and procurement rules to accelerate the removal and replacement of the structure. Construction Manager/General Contractor (CM/GC) contracting enabled the design team to leverage the Contractor's in-house capabilities to expedite construction.

Demolition of the existing structure was completed on April 16, 2018, and the new bridge was opened to traffic 76 days later on June 29, 2018. Based on available information, this project is one of the fastest; if not the fastest bridge replacement ever performed in Colorado using conventional construction methods. Accelerated bridge construction techniques were considered, but were not viable due to a myriad of factors. The project is currently scheduled for completion in Q1 FY2019.

Figure A. Bridge Replacement Timeline



Grand Avenue Bridge Project Update

The Grand Ave Bridge replacement project replaces a functionally obsolete structure (F-07-A) in Glenwood Springs with a new structure designed to current standards. Additionally, this project improves the functionality of traffic and pedestrian interfaces on each end of the project. The project required an extensive environmental process as well as significant regional design collaboration since the project is located in a semi-urban corridor.

The contracting team submitted a successful bid through the construction manager/general contractor (CM/GC) process and was given Notice to Proceed in 2016 by CBE. A ribbon cutting ceremony was held on June 22, 2018. The project contractor is approaching substantial completion, which is slated for the end of July 2018 and will begin punch list items towards final completion.

Photo 1. Grand Ave Bridge Ribbon Cutting Ceremony



Fatigue Study of I-76 over Clear Creek

A fatigue study is in-progress on I-76 WB/EB over Clear Creek (E-16-LU/E-16-LT). During Q4 FY2018, a blended team of CDOT staff and consultants conducted inspection and full-scale load testing of the structures. Finite element models of the bridges are being developed and calibrated using data gathered from load testing. 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.

During the inspection, the team encountered a fatigue crack that appeared to be rapidly propagating. A temporary repair was performed to mitigate the cracking until permanent retrofits are installed as part of the upcoming rehabilitation contract.

Photo 2. Load Testing of E-16-LU using Fully Loaded Dump Trucks



Photo 3. Installation of an Arrest Hole to Mitigate Fatigue Cracking



Refinements to BE Eligibility Criteria

In 2018, CDOT adopted a new “poor” bridge definition that is consistent with FHWA mandates for bridge condition reporting. In June 2018, the Board approved a resolution to adopt refined program eligibility criteria based on the new CDOT “poor” definition. This resolution allows CBE to more closely align with CDOT and FHWA policy. A summary of the changes has been provided in *Table 1*.

Table 1. Legacy vs. New BE Eligibility Criteria

Legacy	New
Legacy CDOT “Poor” Definition	New CDOT “Poor” Definition
*Sufficiency Rating (SR) < 50 and Classified as: Structurally Deficient (SD) or Functionally Obsolete (FO)	Bridges ** Superstructure, Substructure, or Deck Rating of 4 or less Culverts **Culverts Rating of 4 or less

*Sufficiency Rating is on a 1-100 scale

**Ratings are on a 0-9 scale

BE staff predict that it will be challenging to address the increasing population with current resource levels, which are only forecast to grow marginally year-to-year. A 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. Staff are also exploring alternatives to address more eligible structures by:

- Bundling multiple structures to achieve economy of scale and reduce structure replacement/rehabilitation costs
- Capitalizing on the availability of external funding from the upcoming Ballot Measure and FHWA Rural Bridge Grant Program

Increase in BE Eligible Structure Population

As of the end of June 2018, there were a total of 217 structures considered eligible to receive FASTER funding. Due to refinements to BE eligibility criteria, the structure count will increase to a total of 334 in July 2018. The progress status associated with the 217 and 334 is itemized in *Table 2* and *Table 3* respectively. A list of newly BE eligible structures has been provided in Appendix A.

Table 2. Project Status of FASTER Eligible Structures as of Q4 FY2018

Project Phase	# of Structures
Remaining	52
In Design	6
Design Completed	7
In Construction	20
Projects Completed	132
Total	217

Table 3. Project Status of FASTER Eligible Structures as of Q1 FY2019

Project Phase	# of Structures
Remaining	167
In Design	9
Design Completed	4
In Construction	22
Projects Completed	132
Total	334

Figure B. Historic Status of FASTER Eligible Structures

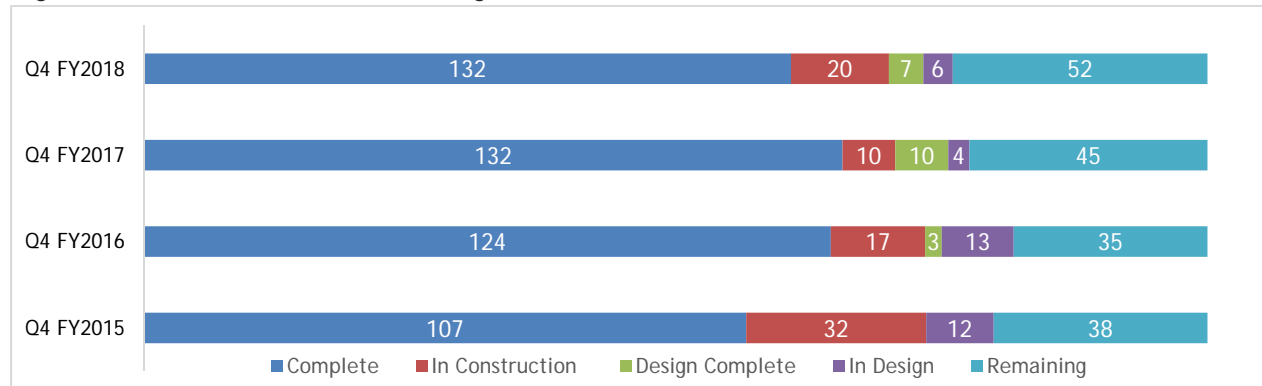
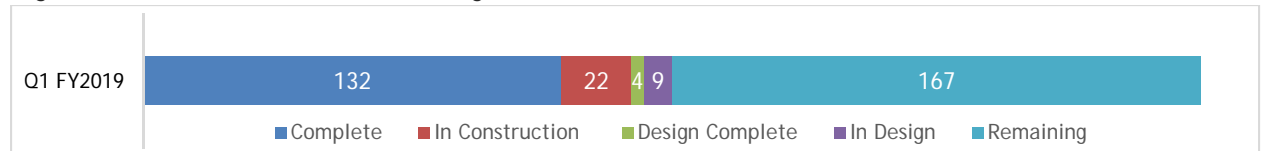


Figure C. Current Status of FASTER Eligible Structures



Relevant Q4 FY2018 bridge statistics are as follows:

- Approximately 70% of FASTER eligible structures are now in construction or completed.
- Approximately 6% of FASTER eligible structures are currently in design or design is completed.
- Approximately 24% of FASTER eligible structures are remaining.

Relevant Q1 FY2019 bridge statistics are as follows:

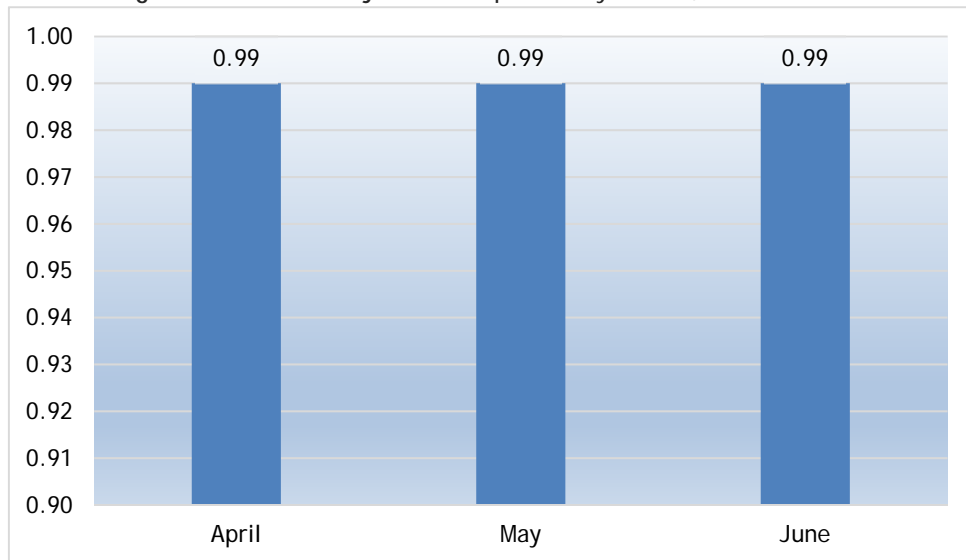
- Approximately 46% of FASTER eligible structures are now in construction or completed.
- Approximately 4% of FASTER eligible structures are currently in design or design is completed.
- 50% of FASTER eligible structures are remaining.

Program Activities and Accomplishments in Q4 FY2018

Program Schedule Update

The program schedule was updated three times during the period for work completed in April, May, and June of 2018. 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 D* below. Historically, BE has reported an overall program SPI. This metric currently has marginal value due to dilution of the SPI, which has resulted from a significant number of completed projects with an SPI = 1.0. It was determined that reporting active project SPI would provide a better indication of the status of projects in the BE program.

Figure D. Active Project SPI Reported by Month, for the Period



Prioritization Plan

Bridge Enterprise staff completed the bi-annual update of the Prioritization Plan¹ in Q1 FY2019 based on the poor list provided by Staff Bridge in July 2018. This information is being reported in the Q4 FY2018 Quarterly Report due to significant impacts resulting from recent refinements to BE eligibility criteria. Through this update, 117 newly eligible structures were evaluated. Extensive coordination with CDOT Region Staff and the Staff Bridge Branch is ongoing to better understand the profile of newly eligible projects. 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.

¹ Reference Appendix B for the Prioritization Plan

Four-Year Program Plan

Bridge Enterprise staff completed work on the program’s Four-Year Program Plan which incorporates current program commitments, the BE Prioritization Plan, forecasted revenues, Department/FHWA policy or guidance, Board resolutions, etc. The release of the FY2019-FY2022 plan was delayed to Q4 FY2018 due to complications related to the cyberattack on the CDOT network. The timing of future yearly plan releases will be adjusted to Q3 to align with CDOT’s Statewide Transportation Improvement Program (STIP) and the biannual update of the On-System Poor Bridge List in December/January.

The plan includes: an update on active BE projects and program fiscal information; a summary of the FY18 program; and the program forecast for FY2019-FY2022. A parametric risk-based cost estimate was also provided for all potential upcoming projects in the plan. The current Four-Year Plan is available for download from the BE program SharePoint site, <http://connectsp/sites/CBE/default.aspx>.

Central 70 Project 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. Six FASTER eligible structures will be addressed by the project, including the Viaduct (I-70 over US6, UPRR and CCD St.). These structures represent approximately 60% of BE’s current statewide eligible bridge deck area. 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.

In Q4 FY2018, BE staff continued coordination with the project team, and budgeted \$260.8M for construction milestone payments and an additional \$30M for preconstruction activities as stated in the First Amendment of the IAA. Additionally, the project completed several significant milestones which are summarized in *Table 4* below.

Table 4. Completed Central 70 Project Milestones

Date	Milestone
April 16, 2018	Union Pacific Railroad (UPRR) commenced construction of the 36th Yard Expansion Project (Phase 0)
April 25, 2018	Completed demolition of Colonial Manor Motel (Colonial)
May 11, 2018	Submitted the UPRR General and Stage 1 Final PUC Application
June 15, 2018	Permanent Project Office mobilized at former Pilot location, 3543 E. 46th Avenue, Denver, CO 80216
June 20, 2018	Began construction of Temporary Wall at Swansea Elementary (Forecast completion in August 2018)
July 10, 2018	Notice to Proceed (NTP) 2 issued by the Department - commencement of construction related activities and operations and maintenance (O&M) during construction (excluding snow and ice)
July 18, 2018	NTP3 issued by the Department - commencement of snow and ice O&M activities
August 3, 2018	Groundbreaking Ceremony

For additional information, Central 70 Quarterly Status Report for Q4 FY2018 has been included in Appendix C.

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 5* shows the encumbrance and budget balances as of June 30, 2018, by Region, for projects that have been substantially complete for more than six months.

Table 5. Projects Substantially Complete over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrance (\$)	Budget Balance (\$)	Projects	Phases
1	1,506,757	432,471	4	5
2	-	-	0	0
3	-	-	0	0
4	-	-	0	0
5	166,013	428,770	1	1
Total	1,672,770	861,241	5	6
% of Total Current Program	4.1%	0.2%	17.9%	9.5%
Previous Quarter (Q3 FY2018)	2,264,191	660,790		
Difference	-591,421	200,451		

Since March 31, 2018 the budget and encumbrance balances decreased by \$390,970. During this time, one project was removed from the project count.

Removed/Closed Out:

- US 40/Tollgate Creek (F-17-GO & F-17-GA)

Additions:

- None

Program Financial Information

The following is a program overview of financial statistics as of June 30, 2018.

- 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 June 30, 2018, a total of \$1,294.3M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$917.6M and \$40.8M (all funding sources), respectively. Reference *Table 6* below for details by funding source.
- The increase to the budget is primarily due to the budgeting of \$260.8M for Central 70 construction milestone payments and \$30.0M for additional Central 70 pre-construction activities.
- For comparison purposes, the totals from the previous quarterly report (Q3 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 6. Program Financial Statistics as of June 30, 2018 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q4 FY2018	Total Q3 FY2018
Budget	\$307.9	\$881.2	\$40.7	\$64.5	\$1,294.3	\$994.5
Expenditures	\$307.9	\$505.5	\$40.7	\$63.5	\$917.6	\$893.0
Encumbrances	\$0.0	\$40.8	\$0.0	\$0.0	\$40.8	\$35.8

- The Statewide Bridge Enterprise program currently consists of 135 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count has increased to recognize two newly BE eligible Central 70 structures and the addition of a one new structure (F-13-S_Minor). The current programmed amount for these 135 structures is approximately \$1,425.0M. *Table 7* below provides an itemization of current funding sources for the Bridge Enterprise program.

Table 7. Current Allocation Plan (\$ in Millions)

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Total
\$298.1	\$1,011.9	\$105.2	\$9.8	\$1,425.0

The Program Allocation Plan² 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 June 30, 2018. 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 \$1,425.0M, an increase of \$28.3M from the \$1,396.7M total liability reported on March 31, 2018. This is primarily

² Reference Appendix D for the Current Allocation Plan

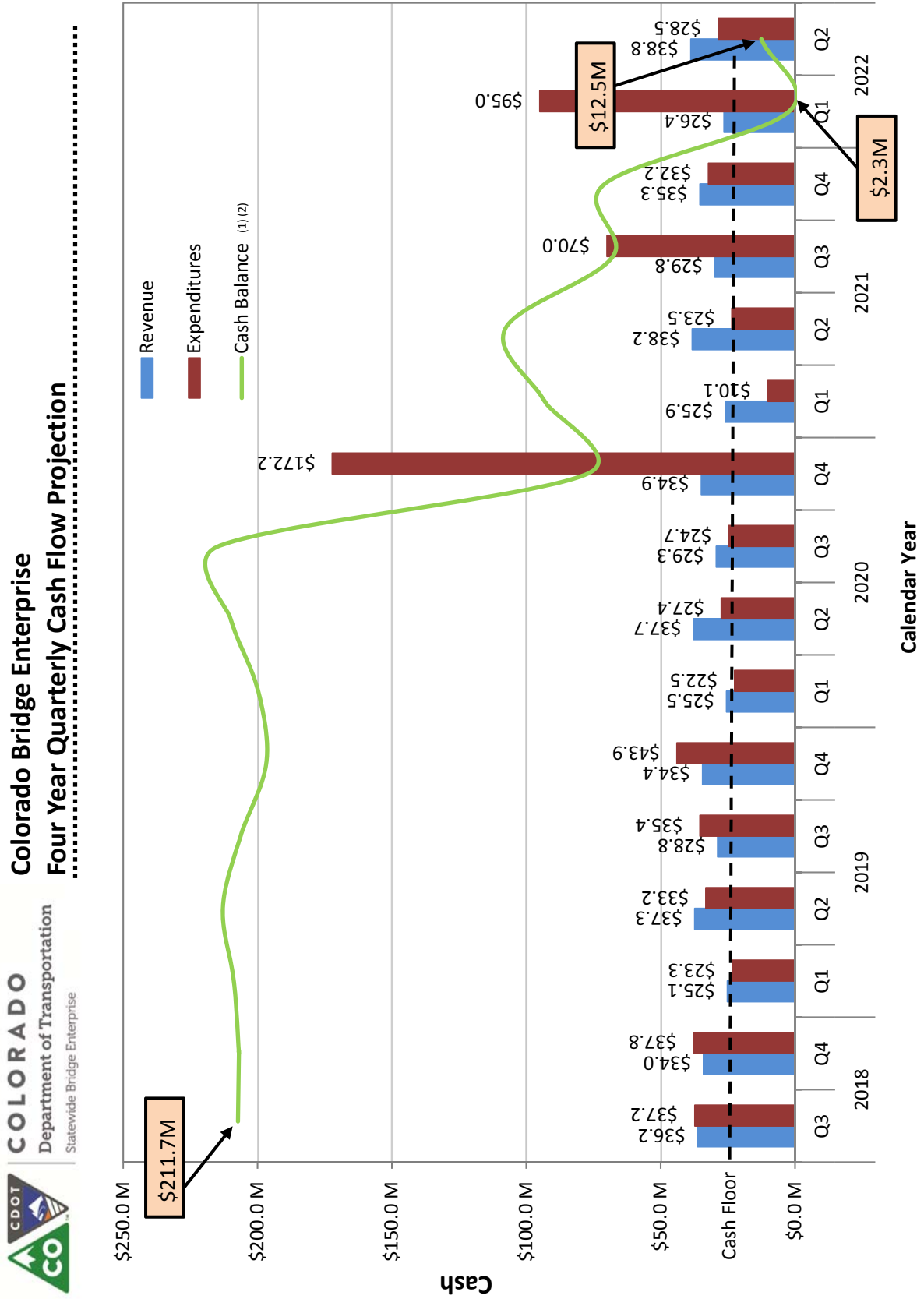
the result of budgeting an additional \$30.0M to Central 70 Pre-construction phases as stated in the First Amendment of the IAA plus adjustments and releases of project budgets.

The Four-Year Quarterly Cash Flow Projection (*Figure E*) 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 \$199.2M due to the Central 70 project during the period of the Four-Year Cash Flow (July 2018 through June 2022), down to \$12.5M. The final milestone and substantial completion payments are both scheduled in March of 2022, and the cash balance is forecast to drop to \$2.3M by the end of March 2022 before rebounding the following quarter to \$12.5M. In accordance with Resolution BE-17-11-1, the contingency for the BE share of potential Supervening Events has been included.

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.

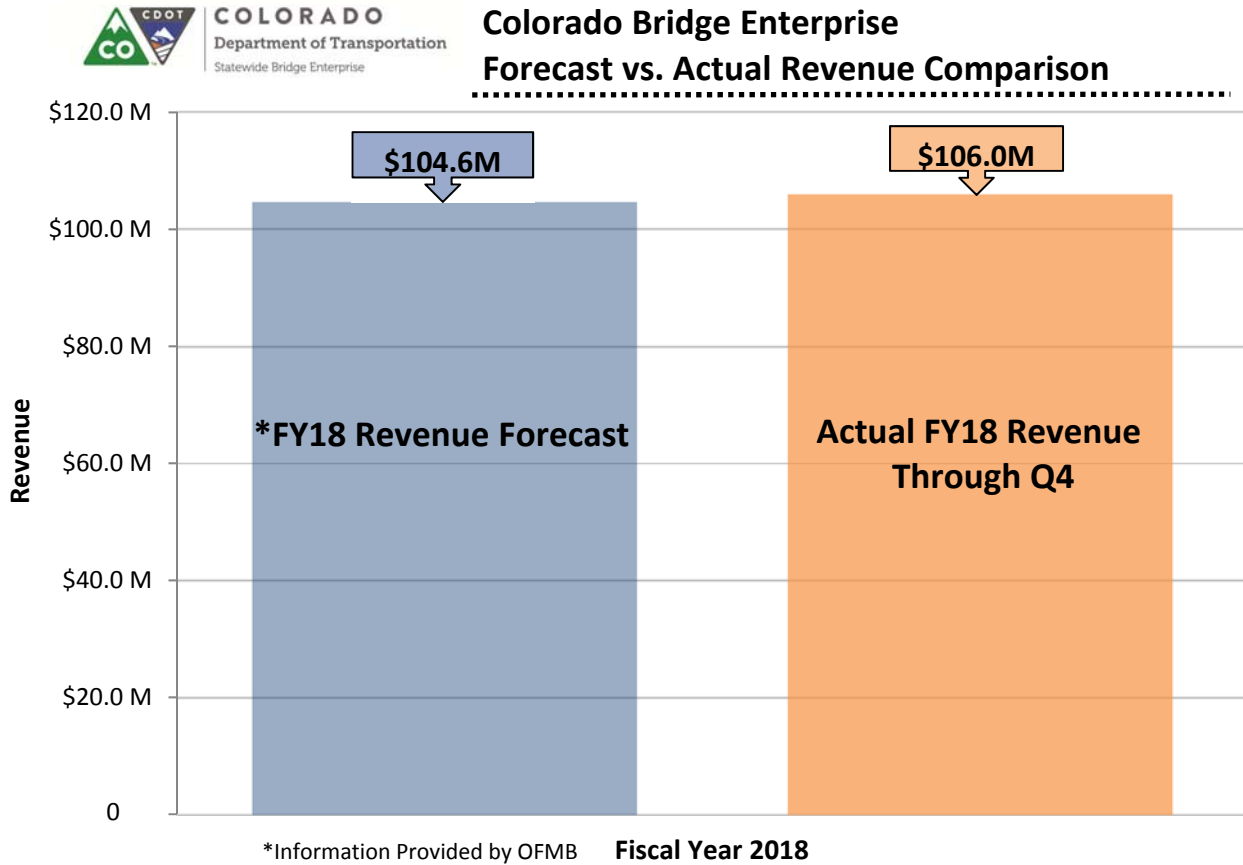
Figure E. Four Year Quarterly Cash Flow Projection



(1) Cash balance line includes the use of \$172.3M 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) Forecast negative cash will be refined as data and forecasts in the upcoming years are updated and will be mitigated by managing AD dates.

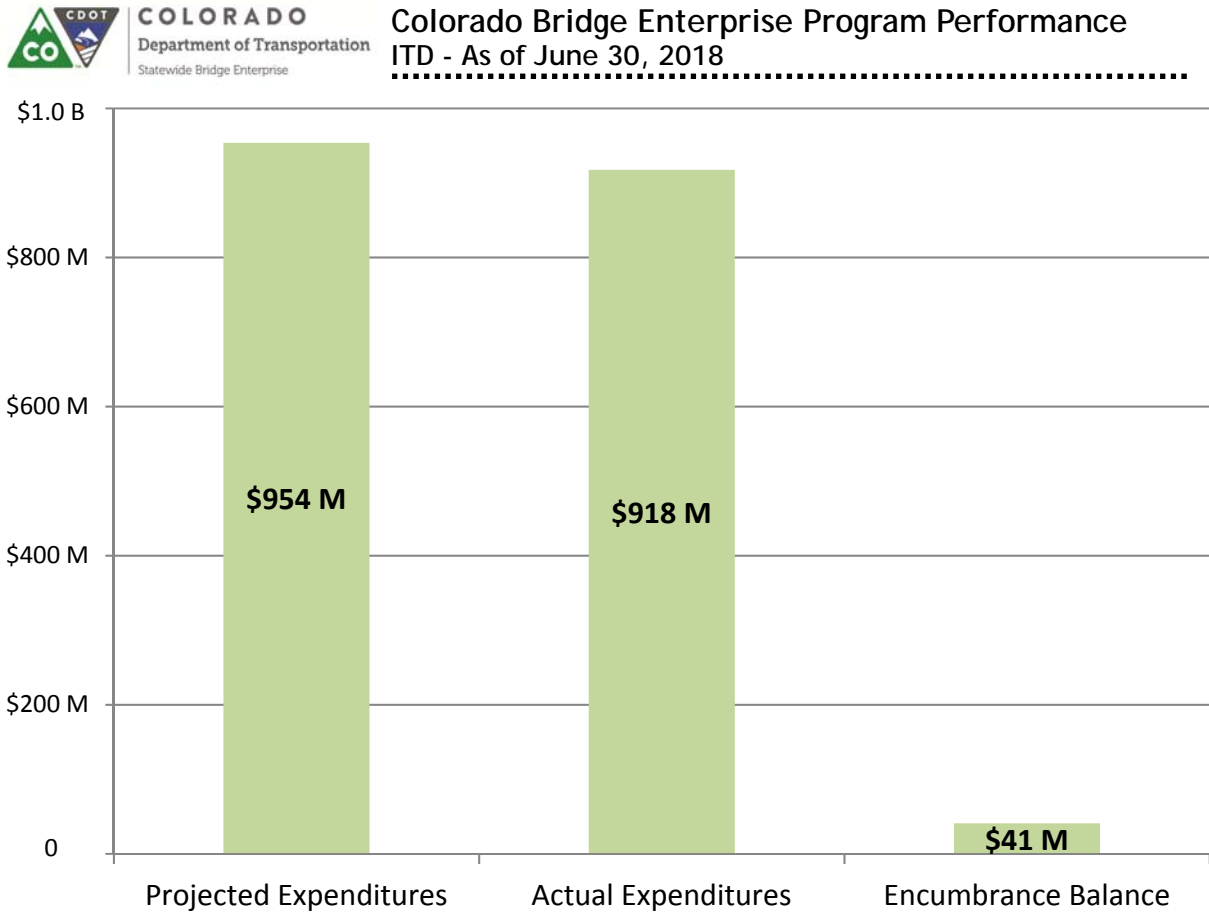
Actual Q4 FY2018 FASTER revenues were \$106.0, which is \$1.4M above the FY2018 Revenue Forecast. This information is shown below in *Figure F*.

Figure F. Forecast vs Actual FASTER Revenue Comparison



The Total Program Financial Performance graph (*Figure G*) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$954M on June 30, 2018, an increase of \$38M since March 31, 2018. Actual LTD expenditures as of June 30, 2018 are \$918M as compared to \$893M on March 31, 2018, an increase of \$25M or 2.8%. The current encumbrance balance is \$41M compared to \$36M on March 31, 2018, an increase of \$5M or 13.9%.

Figure G. Total Program Financial Performance





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Appendix A
Newly BE Eligible Structures
Q1 FY2019



Appendix A
 Newly BE Eligible Structures
 Q1 FY2019

Region	Original Bridge Number	County	Facility Carried over Featured Intersection	Added to the Program
1	E-17-AT	ADAMS	SH 6 ML over SAND CREEK	7/18
1	E-17-ID	ADAMS	I 270 WBND over SOUTH PLATTE RIVER	7/18
1	E-17-IE	ADAMS	I 270 ML EBND over SOUTH PLATTE RIVER	7/18
1	E-17-IH	ADAMS	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR	7/18
1	F-16-BC	ARAPAHOE	SH 88 ML over BEAR CREEK	7/18
1	F-17-CZ	ARAPAHOE	US 285 ML over LITTLE DRY CREEK	7/18
1	F-19-AJ	ARAPAHOE	I 70 STRASBURG SPU over UP RR	7/18
1	F-19-C	ARAPAHOE	US 36 ML over LITTLE COMANCHE CREEK	7/18
1	E-14-AV	CLEAR CREEK	I 70 ML over CLEAR CREEK	7/18
1	E-16-EO	DENVER	SPEER BLVD SBND over I 25 ML	7/18
1	E-17-GA	DENVER	I 70 ML WBND over SH 35 ML	7/18
1	E-17-GB	DENVER	I 70 ML EBND over SH 35 ML	7/18
1	E-17-HD	DENVER	SH 35 ML over SAND CREEK	7/18
1	F-16-DA	DENVER	23RD AVENUE over I 25 ML	7/18
1	E-16-FZ	JEFFERSON	I 70 ML over HARLAN STREET	7/18
1	E-16-GX	JEFFERSON	I 70 ML WBND over SH 391 ML	7/18
1	E-16-GY	JEFFERSON	I 70 ML EBND over SH 391 ML	7/18
1	E-16-HE	JEFFERSON	I 70 ML EBND over WEST 32ND AVE	7/18
1	E-16-HF	JEFFERSON	I 70 ML WBND over WEST 32ND AVE	7/18
1	E-16-JJ	JEFFERSON	RAMP to I 70 EBND over I 70 ML	7/18
1	F-15-Q	JEFFERSON	US 40 ML over BEAVER BROOK	7/18
1	F-16-HI	JEFFERSON	I 70 ML WBND over US 40 ML	7/18
1	F-16-HK	JEFFERSON	I 70 ML WBND over WEST 20th AVE	7/18
1	F-16-O	JEFFERSON	US 6 ML over SH 121 ML	7/18
1	F-20-C	ARAPAHOE	I 70 SERVICE RD over RATTLESNAKE CREEK SR	7/18
1	F-20-D	ARAPAHOE	US 36 ML over EAST BIJOU CREEK	7/18
1	F-20-F	ARAPAHOE	US 40 ML over EAST BIJOU CREEK	7/18
1	F-20-J	ARAPAHOE	US 40 ML over DRAW	7/18
1	F-20-L	ARAPAHOE	I 70 SERVICE RD over DRAW SR	7/18
1	G-17-AC	DOUGLAS	CR107 (Liggett RD) over I 25 ML	7/18
1	G-17-AG	DOUGLAS	HAPPY CANYON ROAD over I 25 ML	7/18
1	H-17-CH	DOUGLAS	I 25 ML NBND over COUNTY ROAD	7/18
1	H-17-CI	DOUGLAS	I 25 ML SBND over COUNTY ROAD	7/18
2	H-13-N	PARK	US 24 ML over DRAW	7/18
2	I-15-AO	TELLER	US 24 ML over DRAW	7/18
2	I-15-T	TELLER	US 24 ML over DRAW	7/18
2	I-17-AI	EL PASO	US 24 BUSINESS RT over FOUNTAIN CREEK	7/18
2	I-17-GH	EL PASO	US 24 SERVICE RD over FOUNTAIN CREEK SR	7/18
2	I-17-H	EL PASO	US 24 BUSINESS RT over FOUNTAIN CREEK	7/18
2	I-17-IL	EL PASO	MAXWELL STREET AR over DRAW AR	7/18
2	I-17-X	EL PASO	US 24 SERVICE RD over FOUNTAIN CREEK SR	7/18
2	I-18-BG	EL PASO	W FRONTAGE ROAD over SAND CREEK	7/18
2	J-14-C	PARK	SH 9 ML LOUIS GULCH	7/18
2	J-15-G	FREMONT	SH 9 ML over MACK GULCH	7/18
2	K-15-G	FREMONT	US 50 ML over DRAW	7/18
2	K-18-AC	PUEBLO	US 50 ML over DRY CREEK	7/18
2	K-18-AD	PUEBLO	SH 96 ML over BIG DRY CREEK	7/18



Appendix A
 Newly BE Eligible Structures
 Q1 FY2019

2	K-18-BT	PUEBLO	SH 96 ML over UP RR, FOUNTAIN CRK	7/18
2	K-18-EL	PUEBLO	BONFORTE BLVD over SH 47 ML	7/18
2	K-18-J	PUEBLO	US 50 ML over I 25 ML	7/18
2	K-18-U	PUEBLO	I 25 ML SBND over DRAW	7/18
2	K-19-A	PUEBLO	SH 231 ML over ARKANSAS RIVER	7/18
2	K-19-U	PUEBLO	US 50 ML EBND over CHICO CREEK	7/18
2	K-19-V	PUEBLO	ORDINANCE ROAD over US 50 ML	7/18
2	L-19-A	PUEBLO	US 50 BUSINESS over SIX MILE CREEK	7/18
2	L-21-G	OTERO	US 50 ML EBND over APISHAPA RIVER	7/18
2	L-22-C	CROWLEY	SH 96 ML over MEREDITH CANAL	7/18
2	M-16-Q	HUERFANO	SH 69 ML over DRAW	7/18
2	M-21-B	OTERO	US 350 ML over LONE TREE ARROYO	7/18
2	M-22-N	OTERO	SH 71 ML over HIGHLINE CANAL	7/18
2	M-22-U	OTERO	US 350 ML over OTERO DITCH	7/18
2	M-24-A	BENT	SH 101 ML over DRAW	7/18
2	M-24-I	BENT	SH 101 ML over DRAW	7/18
2	N-17-BG	HUERFANO	I 25 ML NBND over SULL CREEK	7/18
2	N-21-C	OTERO	US 350 ML over DRAW	7/18
2	N-21-F	OTERO	US 350 ML SHEEP CANYON ARROYO	7/18
2	N-28-G	BACA	SH 116 ML over BEATY CREEK	7/18
2	N-28-H	BACA	SH 116 ML over BUFFALO CREEK	7/18
2	O-18-BI	LAS ANIMAS	COUNTY ROAD over I 25 ML	7/18
2	O-26-I	BACA	US 160 ML over DRAW	7/18
2	P-18-AD	LAS ANIMAS	COUNTRY CLUB ROAD over I 25 ML	7/18
2	P-18-BS	LAS ANIMAS	COUNTY ROAD 18.9 over I 25 ML	7/18
2	P-19-G_MINOR	LAS ANIMAS	SH 239 ML over CANAL	7/18
3	D-03-A	RIO BLANCA	SH 64 ML over WHITE RIVER	7/18
3	D-04-G	RIO BLANCA	SH 64 ML over STRAWBERRY CREEK	7/18
3	D-13-V	GRAND	US 34 ML over STILLWATER CREEK	7/18
3	F-06-Z	GARFIELD	I 70 ML WBND over COLORADO RIVER	7/18
3	F-11-AP	EAGLE	I 70 ML WBND over TIMBER CREEK	7/18
3	F-12-AL	SUMMIT	I 70 ML WBND over COORAL CREEK	7/18
3	F-12-AO	SUMMIT	I 70 ML EBND over GULLER GULCH	7/18
3	F-12-AS	EAGLE	I 70 ML EBND over POLK CREEK	7/18
3	F-12-AT	EAGLE	I 70 ML WBND over POLK CREEK	7/18
3	G-04-R	GARFIELD	US 6 ML over PARACHUTE CREEK SR	7/18
3	G-11-T	EAGLE	US 24 ML over UP RR	7/18
3	H-03-BL	MESA	SH 141 ML over COLORADO RIVER	7/18
3	J-04-X	MONTROSE	SH 348 ML over IRONSTONE CANAL	7/18
4	B-24-A	LOGAN	US 6 ML EBND over STERLING CANAL NO 1	7/18
4	B-27-D	PHILLIPS	US 6 ML over FRENCHMAN CREEK	7/18
4	C-15-M	LARIMER	US 34 ML over DEVILS GULCH	7/18
4	C-16-W	LARIMER	US 34 ML WBND over BARNES INLET CANAL	7/18
4	C-17-G	LARIMER	I 25 SERVICE RD over DRAW SR	7/18
4	C-18-AG	WELD	US 85 ML SBND over SOUTH PLATTE RIVER	7/18
4	C-18-AP	WELD	WB 34 RMP to SB 85 over US 85 BUSS RT	7/18
4	C-18-AV	WELD	US 34 ML EBND over RAMP to US 85 SBND	7/18
4	C-18-J	WELD	US 34 BUSINESS over SOUTH PLATTE RIVER	7/18
4	C-22-AY	MORGAN	I 76 ML WBND over BNSF RR, BEAVER CREEK	7/18



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Appendix A

Newly BE Eligible Structures
Q1 FY2019

4	C-22-BG	MORGAN	I 76 ML EBND over US 34 SPUR	7/18
4	C-23-F	LOGAN	I 76 ML EBND over TWENTY TWO SLOUGH	7/18
4	C-26-A	YUMA	SH 59 ML over COYOTE CREEK	7/18
4	D-15-AQ	BOULDER	SH 7 ML WBND over BOULDER CREEK	7/18
4	D-18-BN	WELD	COUNTY ROAD 4 over I 76 ML, BNSF RR	7/18
4	D-24-O	WASHINGTON	US 34 ML over DRAW	7/18
4	F-20-BR	ELBERT	I 70 ML EBND over COUNTY ROAD 190, DRAW	7/18
4	F-22-E	WASHINGTON	US 36 ML over DRAW	7/18
4	F-23-F	WASHINGTON	US 36 ML over DRAW	7/18
4	G-19-D	ELBERT	SH 86 ML over WEST BIJOU CREEK	7/18
4	G-22-BB	LINCOLN	SH 71 ML over I 70 ML	7/18
4	G-22-BL	LINCOLN	I 70 ML EBND over US 24 ML	7/18
4	G-22-H	LINCOLN	US 24 ML over DRAW	7/18
4	H-22-A	LINCOLN	SH 71 ML over NORTH RUSH CREEK	7/18
5	J-12-AJ	CHAFFEE	US 285 ML over DRAW	7/18
5	K-09-B	SAGUACHE	SH 114 ML over COCHETOPA CREEK	7/18
5	L-05-C	OURAY	FARM ACCESS to 550 over COW CREEK AR	7/18
5	P-07-S	ARCHULETA	IRR# SH 151 ML over STOLLSTEIMER CREEK	7/18
5	P-09-X	ARCHULETA	IRR# US 84 ML over COYOTE CREEK	7/18
5	P-12-A	CONEJOS	US 285 ML over CONEJOS RIVER OVERFLOW	7/18
5	P-13-D	CONEJOS	SH 142 ML over RIO SAN ANTONIO	7/18



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Appendix B

Prioritization Plan



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Design Complete	N-17-BN	2	I 25 ML SBND over CO RD 640, BUTTE CREEK	Green	Green	Green
Design Complete	N-17-S	2	I 25 ML NBND over CO RD 103, BUTTE CREEK	Green	Green	Green
In Design	G-17-A	1	US 85 ML over SAND 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-LT	1	I-76 ML EBND over CLEAR CREEK	Green	Orange	Green
Remaining	E-16-LU	1	I-76 ML WBND over CLEAR CREEK	Green	Orange	Green
Remaining	F-13-S_MINOR	3	I 70 ML over FOREST SERVICE ROAD	Green	Orange	Green
Remaining	D-28-D	4	US 34 ML over REPUBLICAN RIVER	Green	Orange	Yellow
Remaining	D-28-P	4	US 34 ML over REPUBLICAN RIVER	Green	Orange	Yellow
Remaining	H-13-G	2	US 285 ML over S FK SOUTH PLATTE RIVER	Green	Orange	Yellow
Remaining	D-27-G	4	US 34 ML over N FK REPUBLICAN RIVER	Green	Orange	Yellow
Remaining	P-12-A	5	US 285 ML over CONEJOS RIVER OVERFLOW	Green	Orange	Yellow
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER	Green	Orange	Yellow
Remaining	F-12-AO	3	I 70 ML EBND over GULLER GULCH	Green	Orange	Yellow
Remaining	K-18-U	2	I 25 ML SBND over DRAW	Green	Orange	Yellow
Remaining	F-12-AL	3	I 70 ML WBND over COORAL CREEK	Green	Orange	Yellow
Remaining	I-13-G	2	US 24 ML over DRAW	Green	Orange	Orange
Remaining	D-04-G	3	SH 64 ML over STRAWBERRY CREEK	Green	Orange	Orange
Remaining	K-18-J	2	US 50 ML over I 25 ML	Green	Orange	Orange
Remaining	E-16-HE	1	I 70 ML EBND over WEST 32ND AVE	Green	Orange	Orange
Remaining	D-24-O	4	US 34 ML over DRAW	Green	Orange	Orange
Remaining	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER	Green	Orange	Orange
Remaining	C-22-K	4	US 6 ML over UPRR, PLATTE, BEAVER CANAL	Green	Orange	Orange
Remaining	M-21-J	2	US 350 ML over DRAW	Green	Orange	Orange
Remaining	M-22-Y	2	US 350 ML over DRAW	Green	Orange	Orange
Remaining	F-16-OG	1	RAMP to I-25 NBND over US 6 ML	Green	Orange	Orange
Remaining	E-16-HF	1	I 70 ML WBND over WEST 32ND AVE	Green	Orange	Orange
Remaining	F-11-AP	3	I 70 ML WBND over TIMBER CREEK	Green	Orange	Orange
Remaining	F-12-AS	3	I 70 ML EBND over POLK CREEK	Green	Orange	Orange
Remaining	F-19-E	1	US 36 ML over DRAW	Green	Orange	Orange
Remaining	D-03-A	3	SH 64 ML over WHITE RIVER	Green	Orange	Orange
Remaining	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER	Green	Orange	Orange
Remaining	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR	Green	Orange	Orange

Good
 Better
 Best



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-12-AT	3	I 70 ML WBND over POLK CREEK	Green	Orange	Orange
Remaining	E-16-GX	1	I 70 ML WBND over SH 391 ML	Green	Orange	Orange
Remaining	E-16-GY	1	I 70 ML EBND over SH 391 ML	Green	Orange	Orange
Remaining	E-16-FZ	1	I 70 ML over HARLAN STREET	Green	Orange	Orange
Remaining	F-16-HI	1	I 70 ML WBND over US 40 ML	Green	Orange	Orange
Remaining	F-16-HK	1	I 70 ML WBND over WEST 20th AVE	Green	Orange	Orange
Remaining	H-17-CH	1	I 25 ML NBND over COUNTY ROAD	Green	Orange	Orange
Remaining	H-17-CI	1	I 25 ML SBND over COUNTY ROAD	Green	Orange	Orange
Remaining	F-22-E	4	US 36 ML over DRAW	Green	Orange	Orange
Remaining	F-20-BR	4	I 70 ML EBND over COUNTY ROAD 190, DRAW	Green	Orange	Orange
Remaining	F-20-J	1	US 40 ML over DRAW	Green	Orange	Orange
Remaining	F-23-F	4	US 36 ML over DRAW	Green	Orange	Orange
Remaining	M-24-I	2	SH 101 ML over DRAW	Green	Orange	Orange
Remaining	M-24-A	2	SH 101 ML over DRAW	Green	Orange	Orange
Remaining	F-16-O	1	US 6 ML over SH 121 ML	Green	Orange	Orange
Remaining	H-19-C	2	US 24 ML over DRAW	Green	Orange	Orange
Remaining	E-17-AT	1	SH 6 ML over SAND CREEK	Green	Orange	Orange
Remaining	J-17-X	2	SH 115 ML over ROCK CREEK	Green	Orange	Orange
Remaining	E-16-EO	1	SPEER BLVD SBND over I 25 ML	Green	Orange	Orange
Remaining	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK	Green	Orange	Orange
Remaining	M-22-N	2	SH 71 ML over HIGHLINE CANAL	Green	Orange	Orange
Design Complete	L-22-L	2	SH 71 ML over ARKANSAS RIVER	Yellow	Green	Green
In Design	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	Yellow	Yellow	Green
In Design	D-13-A	3	US 34 ML over N FK COLORADO RIVER	Yellow	Yellow	Green
In Design	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	Orange
Remaining	G-22-BB	4	SH 71 ML over I 70 ML	Yellow	Orange	Orange
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML	Yellow	Orange	Orange
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK	Yellow	Orange	Orange
Remaining	E-16-JJ	1	RAMP to I 70 EBND over I 70 ML	Yellow	Orange	Orange
Remaining	N-21-C	2	US 350 ML over DRAW	Yellow	Orange	Orange
Remaining	C-22-BG	4	I 76 ML EBND over US 34 SPUR	Yellow	Orange	Orange
Remaining	I-13-H	2	US 24 over Draw	Yellow	Orange	Orange

Good
 Better
 Best



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-16-DA	1	23RD AVENUE over I 25 ML			
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK			
Remaining	E-14-AV	1	I 70 ML over CLEAR CREEK			
Remaining	K-15-G	2	US 50 ML over DRAW			
Remaining	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUSS RT			
Remaining	C-23-F	4	I 76 ML EBND over TWENTY TWO SLOUGH			
Remaining	N-17-BG	2	I 25 ML NBND over SULL CREEK			
Remaining	F-19-F	1	US 36 ML over DRAW			
Remaining	L-19-F	2	US 50 BUS RT. over DRAW			
Remaining	G-17-AL	1	SH 105 ML over DRAW			
Remaining	L-21-G	2	US 50 ML EBND over APISHAPA RIVER			
Remaining	M-21-B	2	US 350 ML over LONE TREE ARROYO			
Remaining	M-21-C	2	US 350 ML over HOE RANCH ARROYO			
Remaining	N-21-F	2	US 350 ML SHEEP CANYON ARROYO			
Remaining	P-13-D	5	SH 142 ML over RIO SAN ANTONIO			
Remaining	C-17-G	4	I 25 SERVICE RD over DRAW SR			
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK			
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND			
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR			
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK			
Remaining	B-27-D	4	US 6 ML over FRENCHMAN CREEK			
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR			
Remaining	D-25-E	4	SH 61 ML over SURVEYOR CREEK			
Remaining	E-17-HD	1	SH 35 ML over SAND CREEK			
Remaining	K-19-U	2	US 50 ML EBND over CHICO CREEK			
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML			
Remaining	P-09-L	5	US 84 ML over RIO BLANCO			
Remaining	P-07-S	5	IRR# SH 151 ML over STOLLSTEIMER CREEK			
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER			
Remaining	D-15-AQ	4	SH 7 ML WBND over BOULDER CREEK			
Remaining	F-17-CZ	1	US 285 ML over LITTLE DRY CREEK			
Remaining	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR			
Remaining	F-20-L	1	I 70 SERVICE RD over DRAW SR			
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH CREEK			

Good
 Better
 Best



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	K-18-AC	2	US 50 ML over DRY CREEK	Yellow	Orange	Orange
Remaining	G-11-T	3	US 24 ML over UP RR	Yellow	Orange	Orange
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML	Yellow	Orange	Orange
Remaining	K-18-BT	2	SH 96 ML over UP RR, FOUNTAIN CRK	Yellow	Orange	Orange
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL	Yellow	Orange	Orange
Remaining	N-28-G	2	SH 116 ML over BEATY CREEK	Yellow	Orange	Orange
Remaining	N-28-H	2	SH 116 ML over BUFFALO CREEK	Yellow	Orange	Orange
Remaining	O-26-I	2	US 160 ML over DRAW	Yellow	Orange	Orange
Remaining	H-13-A	2	US 285 ML over MIDDLE FK S PLATTE RIVER	Yellow	Orange	Orange
Remaining	H-03-BL	3	SH 141 ML over COLORADO RIVER	Yellow	Orange	Orange
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML	Yellow	Orange	Orange
Remaining	F-20-F	1	US 40 ML over EAST BIJOU CREEK	Yellow	Orange	Orange
Remaining	H-13-N	2	US 24 ML over DRAW	Yellow	Orange	Orange
Remaining	I-05-V	3	SH 92 ML over GUNNISON RIVER	Yellow	Orange	Orange
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK	Yellow	Orange	Orange
Remaining	K-09-B	5	SH 114 ML over COCHETOPA CREEK	Yellow	Orange	Orange
Remaining	M-16-Q	2	SH 69 ML over DRAW	Yellow	Orange	Orange
Remaining	P-09-X	5	IRR# US 84 ML over COYOTE CREEK	Yellow	Orange	Orange
Remaining	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK	Yellow	Orange	Orange
Remaining	M-22-U	2	US 350 ML over OTERO DITCH	Yellow	Orange	Orange
Remaining	J-12-AJ	5	US 285 ML over DRAW	Yellow	Orange	Orange
Remaining	L-22-C	2	SH 96 ML over MEREDITH CANAL	Yellow	Orange	Orange
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML	Yellow	Orange	Orange
Remaining	E-15-P	1	SH 72 ML over COAL CREEK	Yellow	Orange	Orange
Remaining	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR	Yellow	Orange	Orange
Remaining	I-17-AI	2	US 24 BUSINESS RT over FOUNTAIN CREEK	Yellow	Orange	Orange
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1	Yellow	Orange	Orange
Remaining	D-16-CV	4	SH 157 ML over BNSF RR	Yellow	Orange	Orange
Remaining	G-22-H	4	US 24 ML over DRAW	Yellow	Orange	Orange
Remaining	I-15-AO	2	US 24 ML over DRAW	Yellow	Orange	Orange
Remaining	I-15-T	2	US 24 ML over DRAW	Yellow	Orange	Orange
Remaining	I-18-BG	2	W FRONTAGE ROAD over SAND CREEK	Orange	Orange	Orange
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH	Orange	Orange	Orange
Remaining	C-16-W	4	US 34 ML WBND over BARNES INLET CANAL	Orange	Orange	Orange
Remaining	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK SR	Orange	Orange	Orange

Good
 Better
 Best



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	O-18-BI	2	COUNTY ROAD over I 25 ML			
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK			
Remaining	I-17-GH	2	US 24 SERVICE RD over FOUNTAIN CREEK SR			
Remaining	K-19-V	2	ORDINANCE ROAD over US 50 ML			
Remaining	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK			
Remaining	J-04-X	3	SH 348 ML over IRONSTONE CANAL			
Remaining	J-15-G	2	SH 9 ML over MACK GULCH			
Remaining	F-19-AJ	1	I 70 STRASBURG SPU over UP RR			
Remaining	P-18-BS	2	COUNTY ROAD 18.9 over I 25 ML			
Remaining	D-18-BN	4	COUNTY ROAD 4 over I 76 ML, BNSF RR			
Remaining	F-06-A	3	US 6 ML over ELK CREEK			
Remaining	G-04-R	3	US 6 ML over PARACHUTE CREEK SR			
Remaining	G-19-D	4	SH 86 ML over WEST BIJOU CREEK			
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT			
Remaining	G-12-C	2	SH 9 ML over PLATTE GULCH			
Remaining	G-17-AG	1	HAPPY CANYON ROAD over I 25 ML			
Remaining	K-18-EL	2	BONFORTE BLVD over SH 47 ML			
Remaining	F-15-Q	1	US 40 ML over BEAVER BROOK			
Remaining	I-17-X	2	US 24 SERVICE RD over FOUNTAIN CREEK SR			
Remaining	P-18-AD	2	COUNTRY CLUB ROAD over I 25 ML			
Remaining	P-19-G_MINOR	2	SH 239 ML over CANAL			
Remaining	J-14-C	2	SH 9 ML LOUIS GULCH			
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR			
Remaining	I-17-IL	2	MAXWELL STREET AR over DRAW AR			
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER			
Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL			
Remaining	E-17-IC	1	YORK STREET over I 270 ML			
Remaining	F-16-GG	1	PERRY STREET over US 6 ML			
Remaining	K-19-A	2	SH 231 ML over ARKANSAS RIVER			
Remaining	I-17-O	2	I 25 SERVICE RD over PINE CREEK			
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR			

Good
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COLORADO
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Appendix C

Central 70 Quarterly Status Report



Quarterly Status Report

April through June 2018



PREPARED BY:



COLORADO
Department of
Transportation

IN CONSULTATION WITH:



COLORADO
Department of Transportation
Statewide Bridge Enterprise



COLORADO
Department of
Transportation

DATE: August 16, 2018

TO: Transportation Commission

FROM: Tony DeVito, Project Director, Central 70 Project

SUBJECT: Quarterly Update

PROJECT PROGRESS

This memo summarizes the status of the Central 70 Project across the following areas:

- Status of Notice to Proceed (NTP)
- Status of Pre-Development Budget
- Status of Community Commitments

ACTION

No actions are requested at this time. This memo is for information purposes only. (Data summarized is through June 2018)

BACKGROUND

Per the Central 70 Project Intra-Agency Agreement, dated August 22, 2017, the Central 70 Project Director shall provide quarterly updates to the Transportation Commission, BE Board of Directors, and the HPTE Board of Directors through Final Acceptance.

MATTERS REQUIRING POLICY INPUT

None at this time.

COMPLETED MILESTONES

- Aug 31, 2017: Announcement of Preferred Proposer
- Nov 21, 2017: Commercial Close
- Dec 21, 2017: Financial Close
- Feb 9, 2018: NTP1 was issued by the Enterprises.
- April 16, 2018: Union Pacific Railroad (UPRR) commenced construction of the 36th Yard Expansion Project (Phase 0)
- Apr 25, 2018: Completed demolition of Colonial Manor Motel (Colonial)
- May 11, 2018: Submitted the UPRR General and Stage 1 Final PUC Application
- June 15, 2018: Permanent Project Office mobilized at former Pilot location, 3543 E. 46th Avenue, Denver, CO 80216
- June 20, 2018: Began construction of Temporary Wall at Swansea Elementary (Forecast completion in August 2018)

- July 10, 2018: Notice to Proceed (NTP) 2 issued by the Department – commencement of construction related activities and operations and maintenance (O&M) during construction (excluding snow and ice)
- July 18, 2018: NTP3 issued by the Department – commencement of snow and ice O&M activities
- August 3, 2018: Groundbreaking Ceremony

LAWSUIT UPDATE

Lawsuit/Complaint	Status
Lawsuit filed against Environmental Protection Agency (EPA) regarding Air Quality standards	Ruling in EPA’s favor
Title VI complaint filed against FHWA regarding Environmental Justice	Administrative decision in the Colorado Department of Transportation’s (CDOT) favor
Drainage lawsuit against City of Denver	Ruling in City of Denver’s favor
National Environmental Policy Act (NEPA) Lawsuit filed against FHWA regarding connected action	Lawsuit dismissed with prejudice
NEPA lawsuit filed against FHWA regarding environmental issues	Injunction denied; plaintiffs request for reconsideration denied; merits scheduled to be briefed this fall

ISSUES

A summary of issues tracking on the project follows. As described below, KMP and the Central 70 team are working collaboratively towards resolution of all issues, with the shared goal of reaching Project completion in late 2022. None of the issues described below currently impact the ability to achieve that goal.

The UPRR and Burlington Northern Santa Fe (BNSF) Railroad Agreements were not executed prior to Commercial Close. The UPRR agreement was executed on February 2, 2018 and sent as Enterprise Change Notice 003 to KMP to incorporate into the Project Agreement. KMP submitted a Detailed Supervening Event Submission (DSES) on June 22, 2018 due to the execution date of the UPRR RRA. The Enterprises are currently developing a response to this submittal. KMP, the Enterprises, and UPRR continue to work toward developing a mitigation strategy to minimize any impacts associated with the UPRR work. All parties continue to meet regularly on the mitigation strategy. The Burlington Northern Santa Fe Railway (BNSF) RRA is still in negotiations and has been delayed due to additional Right-of-Way (ROW) that KMP has identified in the 30% design plans. As the BNSF RRA does not contain a mechanism to revise the ROW after execution, BNSF and the Department are incorporating this additional ROW into the agreement. The BNSF agreement is anticipated to be executed in September 2018.

The Project Agreement restricts KMP from starting construction of the UPRR bridge until after the UPRR completes the 36th Yard Expansion construction (Phase 0). UPRR was originally

expected to complete this work prior to NTP2 (commencement of construction activities). This work is now scheduled to be completed in October 2018. KMP has submitted Supervening Event Notice 2.0 for this delay. The Enterprises are currently working with the UPRR on mitigating any potential impact to the Project schedule.

KMP has not received approval of the Baseline Schedule by the BNSF as of the date of this report. This is a Project Agreement requirement and KMP committed to having these approvals by NTP1 (commencement of design activities) plus 95 Working Days as a condition of the Enterprises' issuance of NTP1 in February 2018. KMP received approval of the Baseline Schedule by the other two railroads on the Project, Denver Rock Island Railroad (DRIR) and UPRR, on April 27, 2018 and April 10, 2018, respectively. BNSF provided comments on the schedule on June 19, 2018. KMP is addressing these comments.

SCHEDULE STATUS

The Enterprises conditionally accepted the Baseline Schedule on February 9, 2018. KMP submitted a Revised Baseline Schedule on June 8, 2018. The Enterprises reviewed this submittal and provided comments to KMP on June 29, 2018. KMP is addressing these comments along with BNSF comments that were received in mid-June.

KMP is also working on another Revised Baseline Schedule that will reflect the updated construction sequencing that KMP is developing as design progresses. KMP anticipates submitting this schedule to the Enterprises in August 2018.

KMP is reporting that the Project is 9.32% complete thru the end of June 2018. Design is 57.26% complete and Construction is 0% complete.

KMP's Overall Project Percent Complete for the second quarter of 2018 decreased from that reported by KMP in the first quarter (KMP reported 9.57%). This was due to an accounting error in the baseline file that KMP for the Performance Percent Complete calculation in Primavera, which resulted in the design cost being double counted in the overall budgeted total cost of the Project. This error has been corrected by KMP.

Event	Baseline Date	Forecast Date	Status
Commercial Close	11/21/2017	NA	Complete
Financial Close	12/21/2017	NA	Complete
NTP1	02/09/2018	NA	Complete
NTP2	06/01/2018	07/10/2018	Pending
NTP3 (Snow and Ice Control Services)	07/01/2018	07/18/2018	Pending
Payment Milestone 1 (Sand Creek Bridge to Chambers Road)	12/09/2019	12/09/2019	
Payment Milestone 2 (Dahlia Street to Sand Creek Bridge)	11/10/2020	11/10/2020	
Payment Milestone 3 (Westbound I-70 Brighton Boulevard to Dahlia Street)	10/17/2020	10/17/2020	

Event	Baseline Date	Forecast Date	Status
Payment Milestone 4 (Eastbound I-70 Brighton Boulevard to Dahlia Street)	09/29/2021	09/29/2021	
Commence Intelligent Transportation System (ITS)/ Tolling Testing/Integration	09/06/2021	09/26/2021	
Substantial Completion	03/25/2022	03/25/2022	
Final Acceptance	07/16/2022	07/16/2022	

BUDGET STATUS

No changes to the project budget have occurred in the reporting period.

Enterprises Costs Estimate	Amount
Environmental Phase	\$40.3M
Procurement Phase	\$80.8M
Delivery Phase	\$56.8M
Miscellaneous Enterprise Reserve	\$10.2M
ROW Phase	\$131.3M
Utility Phase	\$41.7M
Enterprises Construction Total	\$350.9M

In addition to the funds listed in the table above, the Enterprises have established a contingency (funded by the Department and Colorado Bridge Enterprise) to cover additional costs due to Supervening Events and Change Orders during the construction phase of the Project. Per the Project Agreement, the Enterprises have the option of paying KMP for changes via a lump sum payment or by adjusting the annual availability payment. The current balance of this contingency fund is provided in the table below.

Contingency	Amount
Enterprises Change Order/Supervening Event Initial Contingency	\$43.3M
Executed Change Orders – Previous	\$0M
Executed Change Orders – Current Period	\$0M
Remaining Enterprises Change Order/Supervening Event Contingency Balance	\$43.3M

CONTRACT CHANGE NOTICES

As of June 30, 2018, the Enterprises have issued (18) Enterprise Change Notices, received (11) Developer Change Notices, issued (2) Directive Letters, received (3) Supervening Event Notices, received (1) Preliminary Supervening Event Submission, received (1) Detailed Supervening Event Submissions, and executed (12) Change Orders. The change orders executed to date have all been for minor revisions to the Project Agreement that have no schedule or cost impacts to the Project.

No claims have been filed by KMP against the Project and the Dispute Resolution Panel (DRP) has not been utilized. It is anticipated that all DRP members will be finalized prior to NTP2.

QUALITY ISSUES

A summary of the Enterprises’ quality oversight program of KMP is provided in the table below. The Enterprises conduct assessments of KMP’s performance of project activities based on risk, with higher risk activities being evaluated on a more frequent basis. Conformances indicate that KMP is fully compliant with the Project Agreement requirements, while nonconformances indicated that KMP’s performance is not fully compliant with the Project Agreement and requires correction. KMP has diligently corrected or is working toward correcting all Nonconforming work to meet the requirements of the Project Agreement.

Month	Conformances	Nonconformances	Conformance Percentage
April 2018	75	20	79%
May 2018	440	64	87%
June 2018	367	58	86%

During the second quarter of 2018, KMP continued to implement their Corrective Action Plan (CAP) related to Design and Deliverable Quality. Through implementation of this Corrective Action Plan, they have improved their conformance percentage for Design and Deliverables. The improvement in conformance percentage is largely due to better adherence to their Independent Quality Control processes.

KMP continues to work towards resolution with the Civil Rights Compliance Process with the recent addition of Civil Rights to overall IQC process. KMP began early field investigations and property demolition (Early Work) supporting the design development. The Enterprises’ audits during this quarter showed high conformance percentage during KMP’s implementation of the Early Work.

SAFETY ISSUES

Field activities consisted of survey, potholing, geotechnical borings, and demolition. KMP reported five safety incidents during the reporting period (equipment/property damage and utility strike), but no injuries. KMP will provide accident information within the project limits starting with NTP2.

MAINTENANCE/TRAFFIC ISSUES

The O&M responsibilities on the Project transition from the Department to KMP at NTP2 and NTP3, which are anticipated in July 2018. Jorgensen has co-located into the Havana Yard in order to have a smooth transition of maintenance at NTP2, but CDOT has not given possession of the facility to date. The Department is working with KMP on baseline asset conditions and identifying assets that CDOT maintenance will take care of before transferring responsibility to KMP.

CIVIL RIGHTS STATUS

KMP is currently working to meet the 11.6% DBE goal for the design period. To date, KMP has allocated \$4.16 million in work to DBE design companies. For local hire, KMP and its subcontractors have enrolled local hires on both the professional services and construction side. From a program wide standpoint, KMP has formed a workforce task force in addition to the compliance-related task force to increase collaboration between KMP and WORKNOW, the community-based employment platform partnering to support local hiring on Central 70. KMP has enrolled 59 local hires and 15 OJT participants to date.

MITIGATION/COMMUNITY COMMITMENTS STATUS

As of the date of this report, 80 of the 148 identified Record of Decision (ROD) mitigation measures are either in progress or completed.

The Enterprises have made significant progress toward completing one of the more complex and time-intensive mitigations--providing home improvements to approximately 250 homes located near the I-70 viaduct (35 homes opted out of receiving improvements). These improvements are being provided via a partnership with the City of Denver and several nonprofits, which has further leveraged CDOT's commitment and provided over 1,100 separate improvements to these homes.

WORKNOW gained momentum, reaching its 200th placement in June, one month earlier than anticipated. These placements were for both entry-level and advancement positions across the entire metro Denver construction industry. KMP began collaborating directly with WORKNOW and hosted seven "Meet and Greet" sessions for WORKNOW participants to learn more about Central 70's signatory unions and other non-union subcontractors. Eight individuals have enrolled in a registered apprenticeship program since the Meet and Greet sessions began.

The Enterprises have completed three ROD re-evaluations to date. Two additional ROD re-evaluations are in progress. Re-evaluation #4 is being prepared to incorporate the Developer's Alternative Technical Concepts (ATCs) into the project. Re-evaluation #5 is to request expansions of the construction limits in areas around I-270, Peoria Street, Quebec Street, and Sand Creek. State Historic Preservation Office (SHPO) consultation will be required for elements of this re-evaluation.

COMMUNITY ENGAGEMENT

The Enterprises have continued to focus on neighborhood outreach as the start of construction approaches. This includes monthly "chips and chats" at a local restaurant, newsletters and e-blasts, briefings to nonprofit organizations and community leaders, and presence at community events. The team is also increasing outreach to the broader commuter audience through various media platforms. The Project is featured regularly on tv news and print media and the team is working in partnership with the Developer to develop messaging around construction coping and awareness.



COLORADO
Department of Transportation
Statewide Bridge Enterprise

Appendix D

Program 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	-	134,129	280,564	-	414,694	-	4,000,000	-	-	4,000,000	4,414,694	06/21/12	10/05/18	01/08/19	08/08/20
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
170 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
170 ML EBND over SAND CREEK	17537	1	E-17-BY	1	-	-	-	-	-	-	-	-	-	-	-	03/31/10	03/31/11	07/29/11	07/06/12
176 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	07/13/12
176 ML WBND over SOUTH PLATTE RIVER	18070	1	E-17-GL	1	-	-	-	-	-	-	-	-	-	-	-	03/29/10	05/19/11	09/12/11	07/13/12
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	04/29/08	02/02/12	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	-	-	1,819,331	-	1,819,331	-	1,250,185	6,000,689	-	7,250,874	9,070,205	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	-	7,597,096	850,700	-	8,447,796	-	9,835,495	9,060,728	2,000,000	20,896,223	29,344,019	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				
176 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
176 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	9,117,758	-	500,000	9,856,084	12,181,504	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	15,888,690	-	-	16,411,143	19,918,035	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	1	86,567	1,675,000	-	1,761,568	-	24,593,290	-	500,000	25,093,290	26,854,858	11/26/12	11/20/14	04/13/15	11/29/16
US 6 over Garrison	19478	1	F-16-ER	1	1	605,839	200,000	-	805,840	-	13,374,599	500,000	-	13,874,599	14,680,439	03/29/13	07/03/14	01/15/15	04/30/16
Central 70 RW Design Utilities	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	158,410,144	-	-	158,410,144	-	-	-	-	-	158,410,144	07/22/13			
Environmental	19631	6		1	-	20,233,100	-	-	20,233,100	-	-	-	-	-	20,233,100	07/22/13			
Miscellaneous	19631	0		1	25,000,000	4,937,283	-	-	4,937,283	-	-	-	-	-	4,937,283	07/22/13			
Consturction	19631	0		1	-	11,503,094	-	-	36,503,094	-	-	-	-	-	36,503,094	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	22716	1	F-15-BL	1	-	3,674,600	-	-	3,674,600	-	27,000,000	-	-	27,000,000	30,674,600				
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	12/01/10	-	-	-
CUCHARAS & SH 12 PURGATOIRE RIVER COMBINED CONST.	18640	0	O-16-A & P-17-H	2	-	-	-	-	-	-	-	2,132,692	-	2,132,692	2,132,692	-	10/20/11	02/24/12	11/15/12

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
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	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	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	6,319,335	-	09/22/11	08/20/12	03/07/13
US 50 ML over BNSF RR	18155	1	L-28-C	2	-	1,553,259	106,079	-	1,659,338	-	6,166,545	1	-	6,166,546	7,825,884	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	2,405,061	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	3,681,516	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	5,679,626	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	7,547,800	599,222	1,908,484	-	10,055,506	-	-	-	-	-	10,055,506	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	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	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	3,928,686	-	03/06/14	04/01/15	10/29/16
Mesa Ave over I-25 ML		1	L-18-AU	2	-	-	-	-	-	-	3,527,195	10,000	-	3,537,195	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	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	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	39,890,734	-	03/06/14	02/10/15	12/27/18
I-25 over Ilex, RR, Bennet	19205	1	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	-	03/06/14	02/10/15	12/27/18
Sub-Total Ilex										1,300,757	58,449,350	161,983	-	59,912,090	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	1,795,588	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	03/01/18	05/29/18	06/30/19
Combined	22320					34,717			34,717		4,312,863			4,347,580					
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	2,472,227	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	2,149,471	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	-	7,397,500	-	-	7,397,500	7,909,100	05/13/15	08/30/18	12/10/18	10/01/19
SH 96 over Rush Creek	21011	1	K-17-F	2	-	425,000	-	-	425,000	-	2,546,388	-	-	2,546,388	2,971,388	07/29/15	03/29/18	07/16/18	12/14/18
I-25 over CO RD640, Butte Creek		1	N-17-BN	2															
I-25 over CO RD 103, Butte Creek	20407	1	N-17-S	2		630,700	-	-	630,700		10,040,200	-	-	10,040,200	10,670,900	10/13/17	08/02/18	11/05/18	05/08/20
I-25 over US 160 ML, RR Spur	22350	1	N-17-AD	2		856,700	-	-	856,700		13,000,000	-	-	13,000,000	13,856,700	11/06/17	02/04/21	04/05/21	12/02/22
US 6 ML over EAGLE RIVER	18160	1	F-09-H	3	155,656	150,986	-	-	306,642	-	-	4,201,213	-	4,201,213	4,507,855	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	2,716,286	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



Colorado Bridge Enterprise
 Program Allocation Plan - Quarterly Update
 As of June 30, 2018 (FY18 -Period 13)

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	-	1,779,324	-	1,779,325	-	12,457,691	500,000	-	12,957,691	14,737,016	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	75,569	30,986,992	10,537,357	-	41,599,918	1,675,353	54,923,984	-	-	56,599,337	98,199,255	05/11/11	07/01/15	01/01/16	10/30/18
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	10/30/18
US 34 over NORTH FORK COLORADO RIVER	21010	1	D-13-A	3	-	1,259,374	-	-	1,259,374	-	4,900,000	-	-	4,900,000	6,159,374	06/08/17	11/29/18	03/01/19	11/13/19
I-70 WBND over Colorado River	21007	1	F-05-L	3	231,182	26,919	-	-	258,101	-	-	-	-	-	258,101	08/12/15	02/01/18	04/02/18	09/14/18
	22359					41,981			41,981		3,909,758			3,909,758	3,951,739				
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	01/11/18	03/16/18	08/20/18
	22360					50,711			50,711		3,708,628			3,708,628	3,759,339				
I-70 WBND over Colorado River Overflow	21009	1	G-03-Q	3	410,959	47,567	-	-	458,526	-	-	-	-	-	458,526	08/12/15	01/04/18	03/26/18	08/15/18
	22170					65,098			65,098		4,291,597			4,291,597	4,356,695				
	22576	1	F-09-K	3		300,000			300,000		2,600,000			2,600,000	2,900,000	05/24/18	05/02/19	06/27/19	10/31/19
I-70 over FOREST SERVICE ROAD	22712	1	F-13-S	3		311,600			311,600						311,600	08/15/18			
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	-	1,408,433	249,641	-	1,658,074	-	-	3,358,015	-	3,358,015	5,016,089	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 POU DRE 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	-	1,113,514	-	-	1,113,514	-	8,765,272	-	-	8,765,272	9,878,786	06/17/15	06/21/18	09/03/18	02/09/19
I-25 ML over County Road 48	20999	1	B-16-EU	4	-	1,415,300	-	-	1,415,300	-	3,900,000	-	-	3,900,000	5,315,300	06/01/16	11/29/19	04/01/19	12/31/19
Prospect Road over I-25	22248	1	B-16-AM	4	-	2,903,200	-	-	2,903,200	-	18,483,675	-	-	18,483,675	21,386,875	11/01/17	11/01/17	11/10/18	07/28/20
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	11/01/17	11/01/17	11/10/18	09/25/19
SH59 over I-70 (Emergency)	22566	1	G-25-K	4	-	2,300,000	-	-	2,300,000	-	8,450,000	-	-	8,450,000	10,750,000	04/16/18		04/27/18	10/10/18
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 UNCOMPAGHRE 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	-	4,977,169	-	-	4,977,169	5,942,863	01/30/15	11/09/15	12/05/16	08/18/17
US 50 over AGATE CREEK	22436	1	K-11-G	5	-	-	-	-	-	-	1,727,162	-	-	1,727,162	1,727,162	03/29/18	03/29/18	06/18/18	10/08/18
FY 19 Design for Future Years						11,653,999			11,653,999						11,653,999				
PRE-BOND PROJECTS		16		All	2,338,990	85,383	-	-	2,424,373	29,706,723	6,071,210	-	-	35,777,933	38,202,306				
Total		135			\$ 43,202,947	\$ 300,579,663	\$ 52,835,939	\$ 546,911	\$ 397,165,460	\$ 62,022,461	\$ 711,234,813	\$ 245,307,666	\$ 9,279,210	\$ 1,027,844,150	\$ 1,425,009,610	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	25,139,799	-	-	-	25,139,799	11,984,673	-	-	-	11,984,673	\$ 37,124,472
FASTER	-	300,579,663	-	-	300,579,663	(1)	711,234,813	-	-	711,234,812	\$ 1,011,814,475
Bank of America Loan	12,030,650	-	-	-	12,030,650	28,668,323	-	-	-	28,668,323	\$ 40,698,973
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	-	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 43,202,947	\$ 300,579,663	\$ 52,835,939	\$ 546,911	\$ 397,165,460	\$ 62,022,461	\$ 711,234,813	\$ 245,307,666	\$ 9,279,210	\$ 1,027,844,150	\$ 1,425,009,610