



COLORADO

Department of Transportation

Statewide Bridge Enterprise



Bridge Enterprise Q2 FY2019 Quarterly Report

February 21, 2019

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Bridge Enterprise Q2 FY2019

Quarterly Report

Introduction

This report is the 31st 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 2018; which coincides with the second quarter of CDOT’s 2019 fiscal year (Q2 FY2019). 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 Q2 FY2019 achievements, some of which are discussed in further detail later in the report:

- Drafted and finalized the 30th Colorado Bridge Enterprise Quarterly Report for Q1 FY2019.
- Finalized the FY2018 BE Annual Newsletter.
- Approved the 4th Budget Supplement of FY2019 to establish funding for:
 - Design phase for US 285 over South Fork South Platte River (H-13-G)
 - Design phase for I-25 SB over Draw (K-18-U)
 - Construction phase for US 34 over North Fork Colorado River (D-13-A)
- Approved the 5th Budget Supplement of FY2019 to establish funding for the I-76 over Clear Creek (E-16-LU/LT) design phase
- Approved the Second Amendment to the Central 70 Project Agreement and First Amendment to the Issuer’s Loan Agreement.
- Authorized the execution of the Memorandum of Settlement in Relation to the Supervening Event Submission of the Central 70 Project.
- Adopted the FY2019-20 Draft Budget.
- Approved resolution instructing the Department to submit three grant applications for the USDOT Competitive Highway Bridge Program and supporting priority bridge projects submitted by BE and Staff Bridge.
- Developed three grant applications for the USDOT Competitive Highway Bridge Program, which included a combined 26 BE eligible and 33 total structures.
- Updated program status for various program metrics including Major Achievements, Total Program Financial Performance, Status of FASTER Eligible Structures and Status of 2010A Bond Structures.
- Completed monthly updates to the overall Program Schedule for work completed in October, November, and December of 2018.
- 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.
- Evaluated 17 newly eligible structures and updated the BE Prioritization Plan (Q3 FY2019).

Program Highlights

Project Progress Update

During Q2 FY2019, the BE funded several top tier projects from the BE Prioritization Plan. A conservative approach was taken due to significant program commitments to Ballot List Projects. BE staff will be re-programming available resources in Q3 and Q4 of FY2019 since Prop. 109 and 110 were defeated.

Construction funding was approved to replace US 34 over North Fork Colorado River (D-13-A) in Region 3. The deck is rated “poor” and was punched through several times in the past due to the severity of its condition. Significant ongoing maintenance and repairs have been required to keep this bridge in service.

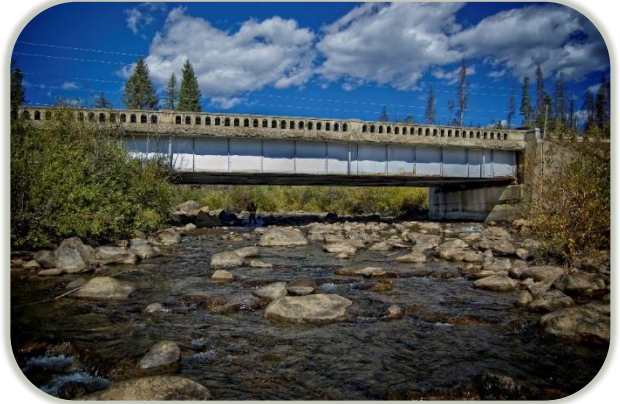


Image 1. Existing US 34 over North Fork Colorado River (D-13-A)

Preconstruction funding was approved for US 285 over South Fork, South Platte River (H-13-G) and I-25 SB over Draw (K-18-U) in Region 2. H-13-G is routinely monitored by CDOT Maintenance Staff during heavy rain and snowmelt. The structure was overtopped in the past, and is periodically closed during high water events for public safety. Additionally, numerous timber piles supporting the bridge are heavily rotted and decayed resulting in a substructure rating of “poor”. K-18-U has a superstructure rating of “poor” due to corrosion and holes in the existing steel superstructure.



Image 2. Existing US 285 over South Fork South Platte River (H-13-G)



Image 3. Existing I-25 SB over Draw (K-18-U)



Image 4. Existing I-76 over Clear Creek (E-16-LU/LT)

Preconstruction funding was approved for I-76 over Clear Creek (E-16-LU/LT) in Region 1. E-16-LU and E-16-LT have superstructure ratings of “poor” due to numerous of steel fatigue cracks found throughout both of the bridge superstructures. A fatigue study, including a special inspection, full scale load test, and finite element model development, was performed and it was determined that these structures are ideal candidates for rehabilitation. Essential repairs were performed by CDOT to address critical findings from the special inspection.

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 increased to a total of 334 in July 2018. 17 structures were added to the program after July 2018 to increase the count to 351. The progress status associated with the 217 and 351 is itemized in *Table 1* and *Table 2* respectively.

Table 1. 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 2. Project Status of FASTER Eligible Structures as of Q2 FY2019

Project Phase	# of Structures
Remaining	170
In Design	14
Design Completed	2
In Construction	22
Projects Completed	143 ¹
Total	351

In January 2019, BE staff evaluated the bi-annually updated “poor” bridge list released by CDOT Staff Bridge and performed an update to the BE Prioritization Plan accordingly. This information was advanced to the Q2 FY2019 report for expedited distribution. Structures added to the program during this update are itemized in *Table 3*.

Table 3. New Program Eligible Structures

Region	Structure ID	County	Facility Carried over Featured Intersection	Added to the Program
1	E-17-IF	Adams	I-270 WB over Ditch Rd, Burlington Canal	Jan. 2019
1	E-16-EW	Denver	Speer Blvd ND over I-25	Jan. 2019
1	E-16-HS	Broomfield	SH 121 SB over US 287, RR Spur	Jan. 2019
1	E-16-IT	Jefferson	I-76 WB over Clear Creek	Jan. 2019
1	E-16-IU	Jefferson	I-76 EB over Clear Creek	Jan. 2019
1	E-16-JU	Jefferson	I-76 WB over Marshall Street	Jan. 2019
2	I-17-GQ	El Paso	I-25 NB over Academy Blvd	Jan. 2019
2	I-17-GR	El Paso	I-25 SB over Academy Blvd	Jan. 2019
2	H-17-CF	El Paso	County Road 404 over I 25	Jan. 2019
2	K-18-L	Pueblo	US 50 over Fountain Creek	Jan. 2019
2	M-21-I	Otero	US 350 over Draw	Jan. 2019
2	O-19-D	Las Animas	US 350 over Lunning Arroyo	Jan. 2019
3	F-11-AD	Eagle	I-70 over US 6/24, RR, Eagle River	Jan. 2019
3	H-02-FI	Mesa	I-70 Frontage Rd over Adobe Creek SR	Jan. 2019
3	H-03-AY	Mesa	I-70 over US 6, Colorado River	Jan. 2019
3	H-11-AB	Lake	SH 300 over California Gulch	Jan. 2019
4	F-22-V	Washington	US 36 over Vega Creek	Jan. 2019

¹ Six structures were completed through external funding (F-20-BR, F-22-E, F-23-F, D-12-F, I-18-I, K-18-AC)

Figure A. Current Status of FASTER Eligible Structures

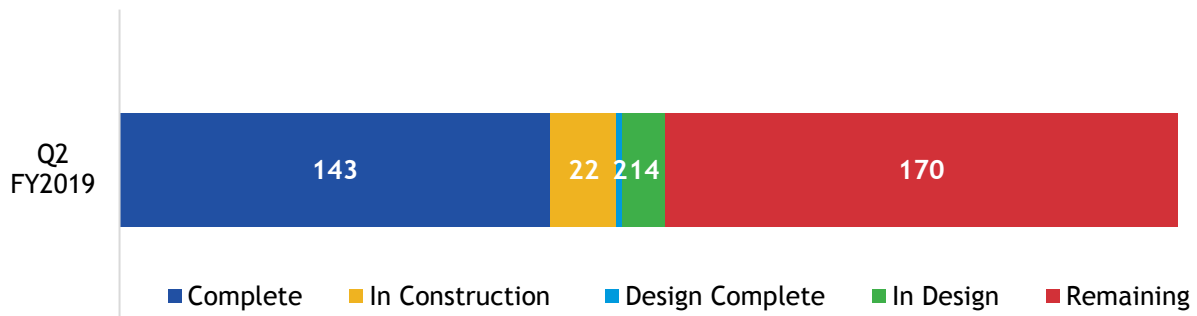
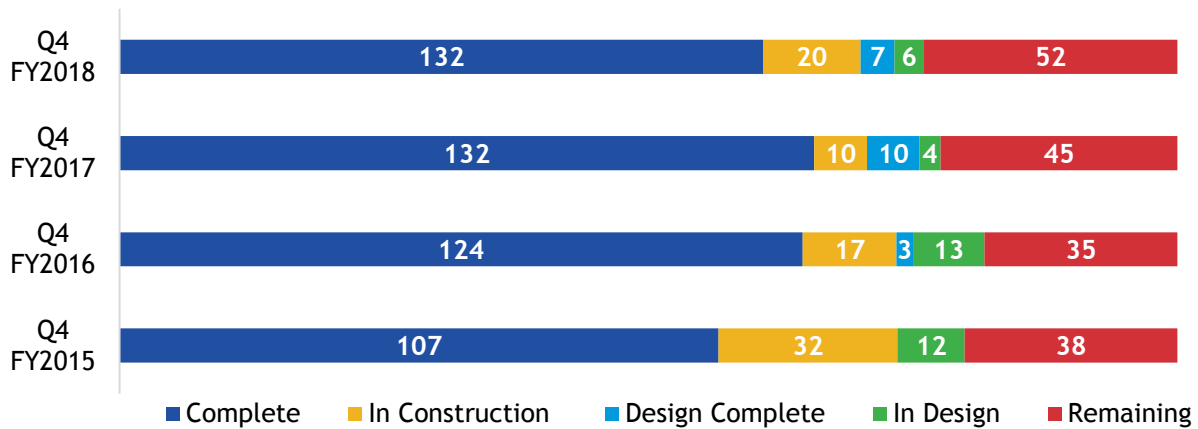


Figure B. Historic Status of FASTER Eligible Structures



Other relevant Q2 FY2019 bridge statistics are as follows:

- Approximately 47% of FASTER eligible structures are now in construction or completed.
- Approximately 5% of FASTER eligible structures are currently in design or design is completed.
- Approximately 48% of FASTER eligible structures are remaining.

Completed Projects

Two structures were completed during this period as itemized in *Table 4*.

Table 4. Completed Structures²

Region	Original Structure ID	County	Facility Carried over Featured Intersection
4	G-25-K	Kit Carson	SH 59 over I-70
5	K-11-G	Saguache	US 50 over Agate Creek

² Additional information on structure G-25-K is provided in the Q4 FY18 Report.



Image 5. US 59 over I-70 (G-25-K) Replacement



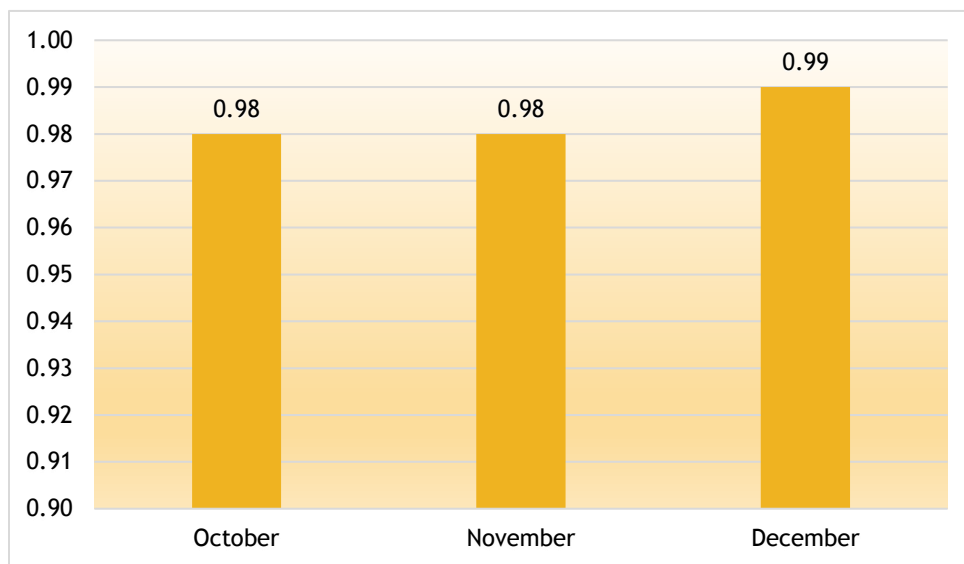
Image 6. US 50 over Agate Creek (K-11-G) Replacement

Program Activities and Accomplishments of Q2 FY2019

Program Schedule Update

The program schedule was updated three times during the period for work completed in October, November, and December 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 C* below. The Active Project SPI provides a high-level snapshot of the actual performance vs the planned performance of projects in the BE program.

Figure C. Active Projects SPI Reported by Month, for the Period



Prioritization Plan

Bridge Enterprise staff completed the bi-annual update of the Prioritization Plan³ in January 2019 based on the updated “poor” bridge list released by CDOT Staff Bridge. Pursuant to this update, 17 structures were added and can be found in *Table 3*. In accordance with PD BE16.1, BE staff performed a programmatic analysis of all statewide BE eligible structures that have not been replaced or rehabilitated based on BE guidelines. This included extensive coordination with CDOT Region staff and Staff Bridge Branch.

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,

³ Reference Appendix A for the Prioritization Plan

including the Viaduct (I-70 over US6, UPRR and CCD St.). These structures represent nearly 30% 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 Q2 FY2019, BE staff continued coordination with the project team to track project progress and refine BE program models as necessary. BE has incorporated the proposed Second Amendment to the IAA into the cash flow forecast. This amendment adds two new milestones and extends out the schedule with substantial completion now planned for Sept. 2022 rather than July 2022. The forecast expenditures did not increase, only the timing of the expenditures. The project completed several significant milestones which are summarized below.

October 2018:

- Closure and removal of York Street on-ramp to I-70
- Begin Brighton Boulevard concrete box culvert (CBC) installation, portion under Brighton
- Boulevard was completed and traffic re-opened
- Implement traffic phasing on east end of Project to facilitate construction
- Permanent closure of eastbound lanes of 46th Avenue from York Street to Colorado Boulevard
- Commence construction at Peoria Street interchange
- Construction of temporary sound barriers along the existing viaduct area, on the north side of I-70 between Williams St. and Vasquez Blvd. and on the south side of I-70 between Josephine St. and Columbine St. and between Thompson Ct. and Milwaukee St.
- Completion of UPRR Trackwork Phase 1
- Completion of Pre-Characterization Soil Sampling

November 2018:

- Record of Decision (ROD) #5 was executed
- Completed east UPRR Shoofly and switch UPRR traffic on to temporary alignment
- Began construction of I-270 over I-70 Bridge
- Began construction of I-70 over Peoria Bridge
- Completion of UPRR Trackwork Phase 2
- Began utility relocations around Swansea Elementary School and UPRR
- Majority of temporary sound walls in neighborhoods have been installed
- Acceptance of IQC Lab
- First snow and ice services took place

December 2018:

- Complete Phase 3 at Swansea Elementary (reconstruction of playground and parking area) by DPS Contractor
- Complete Peoria temporary detour for bridge construction
- Begin construction of cast-in-place walls
- Continue construction of the I-70 over Peoria Bridge
- Begin permanent pavement and drainage on the East Segment (Milestone 1 limits)
- Begin UPRR Phase 3 construction
- I-270 drilled caissons for piers
- Completed detour paving within Milestone 1
- Began fabrication of I-270 steel girders

Proposition 109 and 110 Impacts

The defeat of the ballot measures will have significant impacts on the BE program. Ballot funding would have addressed a significant quantity of “poor” bridge deck area outside of the program, allowing BE to fund additional bridge rehabilitation and replacement projects throughout the state. Proposition 110 planned to address 26 total BE eligible structures. Many of these structures were high cost due to location and project complexity. BE staff will be coordinating with CDOT to determine if there are any opportunities to progress ballot list projects with BE eligible components by leveraging BE funding.

Ballot funding was needed to progress the Floyd Hill project which addresses westbound I-70 from Floyd Hill to the Veteran’s Memorial Tunnel. BE was committed to funding the FASTER eligible component of the Floyd Hill project, the replacement of F-15-BL. This bridge carries traffic on westbound traffic on I-70 over Clear Creek and US 6 at the base of Floyd Hill. CDOT plans to “shelf” the Floyd Hill project if external funding is not identified. BE funding will be re-programmed to address other eligible structures in the program. Since the timeline for the larger corridor improvement project is now unknown, BE is coordinating with Staff Bridge and Region Staff to initiate a study to determine if a near-term solution is needed to address F-15-BL.

USDOT Competitive Highway Bridge Program

The Notice of Funding Opportunity (NOFO) was released on September 5, 2018 for the FY18 USDOT Competitive Highway Bridge Program. BE staff and Staff Bridge developed an evaluation model to identify the candidate projects with the highest probability of award based on the Selection Criteria outlined in the NOFO. The recommended projects are shown below in *Table 5*. The grant applications address high priority structures in the Denver metro area and various rural areas throughout northwestern and southern Colorado. Each of these projects will address numerous structures from the BE Prioritization Plan and will aim to reduce the number of planned and unplanned (emergency) lane/bridge closures required to perform bridge repairs.

Table 5. CHBP Grant Projects

App#	Location	Description	BE Eligible Structures	# of Structures
1	Region 1	I-70 between Colfax Ave. and Harlan St.	6	10
2	Region 2	Concrete Box Culvert and Corrugated Metal Pipe Culvert Program	13	14
3	Region 1 Region 4	Eastern Plains Timber Bridge Replacement Program	7	9

The Region 1 “I-70 project” is an extremely high priority for BE and CDOT. This corridor serves the northwest suburbs of Denver, the State’s capital, and is characterized by high average daily traffic (ADT) well into the tens of thousands. Aside from being the primary gateway to the recreational areas of the Rocky Mountains, it is also a key component of the National Freight System, USDOT Primary Highway Freight Network, the Multimodal Freight Network, and represents the most significant east-to-west highway for movement of goods in the state and Nation. Over the past decade, maintenance activities and emergency closures associated with these 10 structures have increased in frequency and severity. Repairs to these structures frequently result in traffic jams and significant delays for users of

the corridor. One such event resulted in a traffic jam that spanned nearly 100 miles from the I-70 crossing of West 32nd Ave in Denver to Vail.



Image 7. Multi-lane Closure on I-70 over West 32nd Ave (E-16-HF) for Bridge Deck Repairs

The BE program plans to provide the bulk of the required funding match since most of the structures included in the grant applications are FASTER eligible. BE staff worked closely with CDOT and a consultant team to develop the grant applications which were submitted in advance of the December 4, 2018 deadline.

I-25 South Gap Project

The Gap is an 18-mile stretch of Interstate 25 from south of Castle Rock to Monument. It is the only four-lane section of I-25, connecting Colorado's two largest cities, Denver and Colorado Springs. Over the years, congestion, crashes and delays have grown due to population growth and increasing numbers roadway users. Currently, the project is in the construction phase.

Bridge Enterprise has committed to funding the eligible portions of the project, the I-25 bridges over South Lake Gulch Road. The decks of H-17-CH/CI are in “poor” condition, and several substructure units are in state of advanced deterioration (Images 8 and 9). Both structures have substandard vertical under clearance and lateral clearance, which has resulted in vehicular impact damage to the structure. The cost to replace H-17-CH/CI should be reduced due to the economy of scale of the I-25 South Gap Project as compared to a standalone project. These structures are currently in design, and are scheduled to be delivered with Package #3 of the project.



Image 8. H-17-CI Typical Deck Underside



Image 9. H-17-CI Pier Cap Deterioration

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

Table 6. Projects Substantially Complete over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	60,062	598,161	1	1
2	-	-	0	0
3	-	-	0	0
4	-	-	0	0
5	-	-	0	0
Total	60,062	598,161	1	1
% of Total Current Program	0.1%	0.2%	3.8%	1.5%
Previous Quarter (Q1 FY2019)	1,020,333	172,650		
Difference	-960,271	425,511		

Since September 30, 2018 the budget and encumbrance balances decreased by \$534,760. During this time, two projects were removed from the project count.

Removed/Closed Out:

- I-70/Havana (E-17-JP)
- US 6/Garrison (F-16-ER)

Additions:

- None

Financial Information

The following is a program overview of financial statistics as of December 31, 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 December 31, 2018, a total of \$1,321.7M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$956.9M and \$47.0M (all funding sources), respectively. Reference *Table 7* below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q1 FY2019) 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 7. Program Financial Statistics as of December 31, 2018 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q2 FY2019	Total Q1 FY2019
Budget	\$307.9	\$909.6	\$40.7	\$63.5	\$1,321.7	\$1,315.0
Expenditures	\$307.9	\$544.8	\$40.7	\$63.5	\$956.9	\$933.0
Encumbrances	\$0.0	\$47.0	\$0.0	\$0.0	\$47.0	\$49.1

- The Statewide Bridge Enterprise program currently consists of 154 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count has increased due to the addition of several new structures that are planned to go to preconstruction this spring. The current programmed amount for these 154 structures is approximately \$1,384.0M. *Table 8* below provides an itemization of current funding sources for the Bridge Enterprise program.

Table 8. Current Allocation Plan (\$ in Millions)

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Total
\$298.1	\$971.9	\$104.2	\$9.8	\$1,384.0

The Program Allocation Plan⁴ tracks BE projects programmed since the beginning of the Bond Program by funding source, preconstruction activity and construction activity. In addition, the Program Allocation Plan includes projects that have yet to be budgeted, primarily FY2019, and includes budget adjustments that have not been posted to the accounting system as of December 31, 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 \$1,384.0M, a decrease of \$39.3M from the \$1,423.3M total liability reported on September 30, 2018. This is primarily the result of de-programming additional funding for Floyd Hill, the addition of 17 new structures, the release of budget savings and more refined estimates.

The Four-Year Quarterly Cash Flow Projection (*Figure D*) 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 have been modified by the Second Amendment to the IGA between CDOT, HPTE and BE. These changes have been incorporated in the cash flow. This

⁴ Reference Appendix A for the Current Allocation Plan

forecast model also considers 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 \$200.1M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (January 2019 through December 2022), down to \$31.2M. In accordance with the Second Amendment to the IAA, the final milestone and substantial completion payments are now both scheduled in September of 2022. In accordance with Resolution BE-17-11-1, the contingency for the BE share of potential Supervening Events has been included in the cash drawdown forecast.

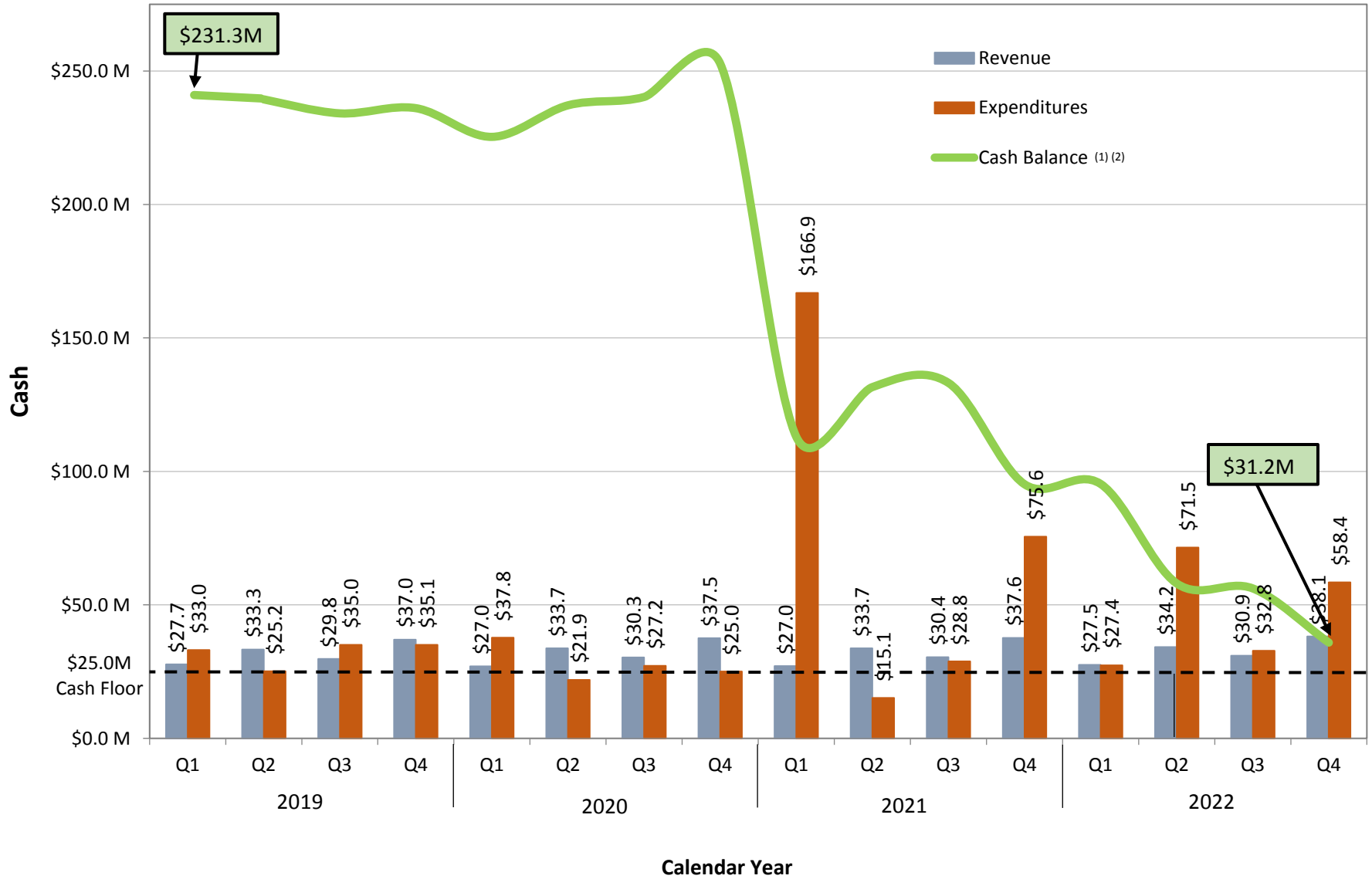
BE will continue to monitor and update the model and incorporate the most current revenue, cash and drawdown forecasts.

Figure D. Four Year Quarterly Cash Flow Projections



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Colorado Bridge Enterprise
Four Year Quarterly Cash Flow Projection

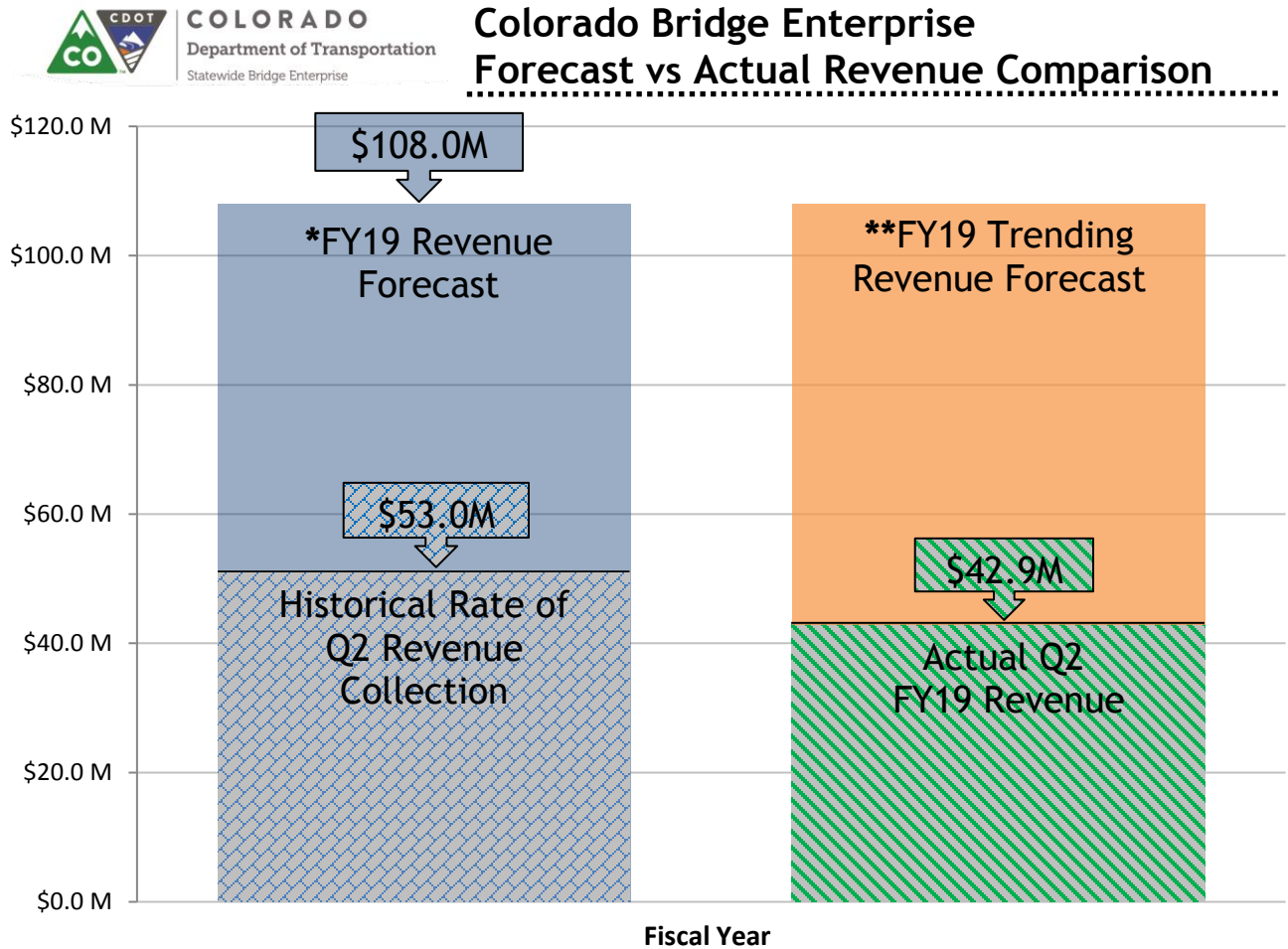


(1) Cash balance line includes the use of \$172.3M of preconstruction activities for the Central 70.

(2) Estimated impact to cash - assuming cash contribution to Central 70 project through Q3 2022, for milestone and availability payments from the most recent financial model

As of Q2 FY2019, actual YTD FASTER revenues were \$42.9M, which is \$10.1M below the historical rate of collection when applied to the revenue forecast of \$108.0M. The Colorado Department of Revenue has implemented a new system which has caused a slowdown in the remittance of revenue to BE. It is expected that BE will receive all revenues earned by the end of FY2019. BE will follow up to see if this trend continues and will report back to the Board of Directors. This information is shown below in Figure E.

Figure E. Forecast vs Actual FASTER Revenue Comparison

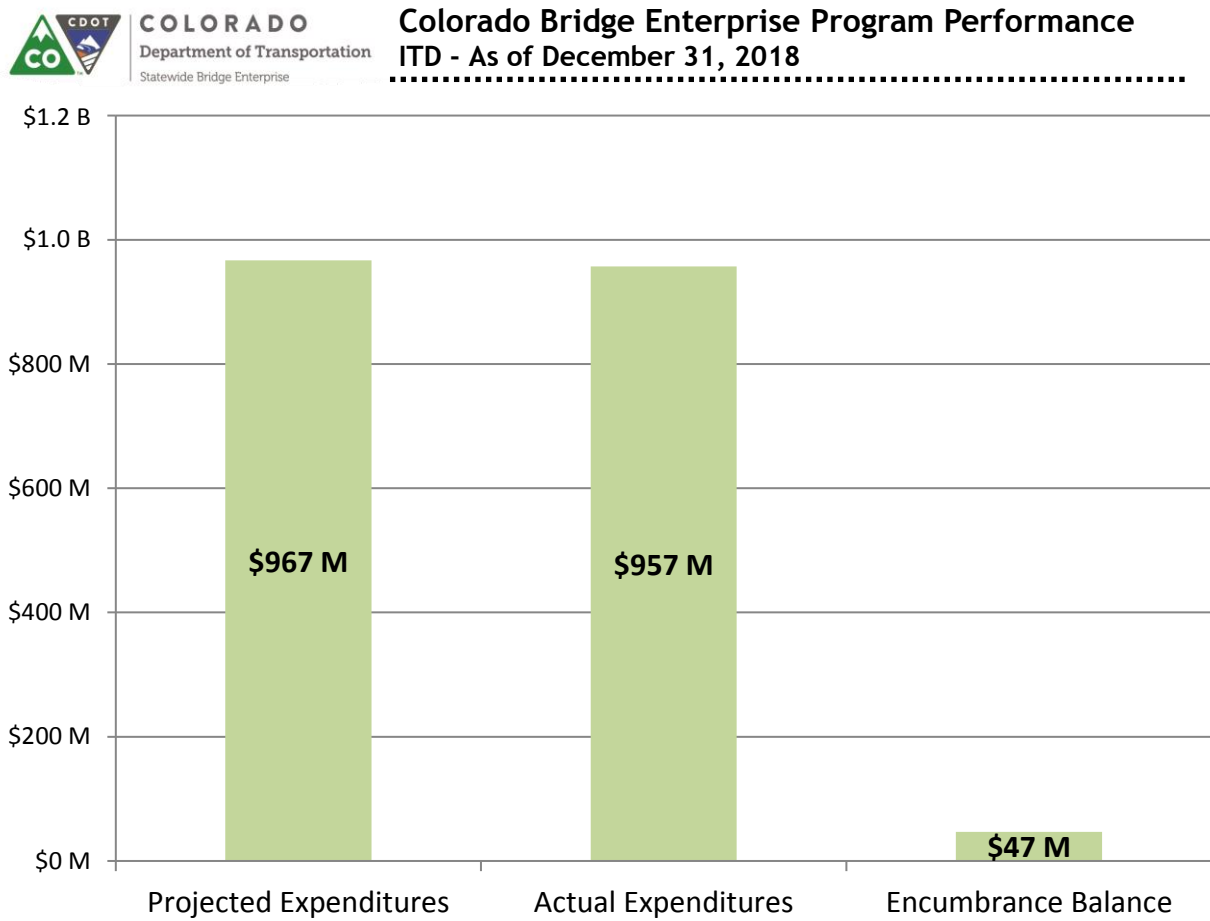


* Information Provided by OFMB

** Department of Revenue implemented a new system, remittance to BE is behind, but is expected to catch up by the end of FY19.

The Total Program Financial Performance graph (Figure F) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$967M on December 31, 2018, an increase of \$10M since September 30, 2018. Actual LTD expenditures as of December 31, 2018 are \$957M as compared to \$933M on September 30, 2018, an increase of \$24M or 2.6%. The current encumbrance balance is \$47M compared to \$49M on June 30, 2018, a decrease of \$2M or -4.1%.

Figure F. 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
In Design	D-28-P	4	US 34 ML over REPUBLICAN RIVER	Green	Yellow	Green
In Design	G-17-A	1	US 85 ML over SAND CREEK	Green	Yellow	Green
In Design	H-17-CH	1	I 25 ML NBND over COUNTY ROAD	Green	Yellow	Green
In Design	H-17-CI	1	I 25 ML SBND over COUNTY ROAD	Green	Yellow	Green
In Design	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR	Green	Yellow	Green
Remaining	H-17-CF	4	COUNTY ROAD 404 over I 25 ML	Green	Yellow	Green
Remaining	D-04-G	3	SH 64 ML over STRAWBERRY CREEK	Green	Orange	Green
In Design	E-16-LT	1	I-76 ML EBND over CLEAR CREEK	Green	Orange	Green
In Design	E-16-LU	1	I-76 ML WBND over CLEAR CREEK	Green	Orange	Green
In Design	H-13-G	2	US 285 ML over S FK SOUTH PLATTE RIVER	Green	Orange	Green
In Design	F-13-S_MINOR	3	I 70 ML over FOREST SERVICE ROAD	Green	Orange	Green
Remaining	D-03-A	3	SH 64 ML over WHITE RIVER	Green	Orange	Green
Remaining	M-24-I	2	SH 101 ML over DRAW	Green	Orange	Green
Remaining	M-24-A	2	SH 101 ML over DRAW	Green	Orange	Green
Remaining	I-05-V	3	SH 92 ML over GUNNISON RIVER	Green	Orange	Green
Remaining	D-27-G	4	US 34 ML over N FK REPUBLICAN RIVER	Green	Orange	Green
Remaining	H-19-C	2	US 24 ML over DRAW	Green	Orange	Green
In Design	K-18-U	2	I 25 ML SBND over DRAW	Green	Orange	Green
Remaining	M-22-N	2	SH 71 ML over HIGHLINE CANAL	Green	Orange	Green
Remaining	D-28-D	4	US 34 ML over REPUBLICAN RIVER	Green	Orange	Yellow
Remaining	D-24-O	4	US 34 ML over DRAW	Green	Orange	Yellow
Remaining	P-12-A	5	US 285 ML over CONEJOS RIVER OVERFLOW	Green	Orange	Yellow
Remaining	F-19-E	1	US 36 ML over DRAW	Green	Orange	Yellow
Remaining	F-20-J	1	US 40 ML over DRAW	Green	Orange	Yellow
Remaining	C-22-K	4	US 6 ML over UPRR, PLATTE, BEAVER CANAL	Green	Orange	Yellow
Remaining	D-25-E	4	SH 61 ML over SURVEYOR CREEK	Green	Orange	Yellow
Remaining	E-16-EO	1	SPEER BLVD SBND over I 25 ML	Green	Orange	Yellow
Remaining	E-16-EW	1	SPEER BLVD NBND over I 25 ML	Green	Orange	Yellow
Remaining	E-16-JU	1	I 76 ML WBND over MARSHALL STREET	Green	Orange	Orange
Remaining	I-13-G	2	US 24 ML over DRAW	Green	Orange	Orange
Remaining	E-17-IF	1	I 270 ML WBND over DITCH RD, BURLINGTON CANAL	Green	Orange	Orange
Remaining	M-21-I	2	US 350 ML over DRAW	Green	Orange	Orange
Remaining	E-16-HE	1	I 70 ML EBND over WEST 32ND AVE	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	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER	Green	Orange	Orange
Remaining	E-16-JJ	1	RAMP to I 70 EBND over I 70 ML	Green	Orange	Orange
Remaining	F-16-OG	1	RAMP to I-25 NBND over US 6 ML	Green	Orange	Orange
Remaining	K-18-J	2	US 50 ML over I 25 ML	Green	Orange	Orange
Remaining	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER	Green	Orange	Orange
Remaining	E-16-GY	1	I 70 ML EBND over SH 391 ML	Green	Orange	Orange
Remaining	M-22-Y	2	US 350 ML over DRAW	Green	Orange	Orange
Remaining	E-16-HF	1	I 70 ML WBND over WEST 32ND AVE	Green	Orange	Orange
Remaining	E-16-IT	1	I 76 ML WBND over CLEAR CREEK	Green	Orange	Orange
Remaining	E-16-IU	1	I 76 ML EBND over CLEAR CREEK	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-11-AD	3	I 70 ML over US 6/24, RR, EAGLE RIVER	Green	Orange	Orange
Remaining	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR	Green	Orange	Orange
Remaining	E-16-GX	1	I 70 ML WBND 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-03-AY	3	I 70 ML over US 6 ML, COLORADO RIVER	Green	Orange	Orange
Remaining	M-21-J	2	US 350 ML over DRAW	Green	Orange	Orange
Remaining	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK	Green	Orange	Orange
Remaining	O-19-D	2	US 350 ML over LUNNING ARROYO	Green	Orange	Orange
Remaining	F-16-O	1	US 6 ML over SH 121 ML	Green	Orange	Orange
Remaining	E-17-AT	1	SH 6 ML over SAND CREEK	Green	Orange	Orange
Remaining	I-17-GR	4	I 25 ML SBND ove ACADEMY BLVD	Green	Orange	Orange
Remaining	I-17-GO	2	I 25 ML NBND over ACADEMY BLVD	Green	Orange	Orange
Remaining	F-12-AO	3	I 70 ML EBND over GULLER GULCH	Green	Orange	Orange
Remaining	F-12-AL	3	I 70 ML WBND over COORAL CREEK	Green	Orange	Orange
Remaining	K-18-L	2	US 50 ML over FOUNTAIN CREEK	Green	Orange	Orange
Remaining	F-22-V	4	US 36 ML over VEGA CREEK	Green	Orange	Orange
Design Complete	B-16-EU	4	COUNTY ROAD 48 over I 25 ML	Yellow	Green	Green
In Design	F-09-K	3	US 6 ML over CASTLE CREEK	Yellow	Yellow	Green
In Design	J-17-X	2	SH 115 ML over ROCK CREEK	Yellow	Yellow	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	Yellow	Orange	Yellow
Remaining	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	Yellow	Orange	Yellow
Remaining	F-20-L	1	I 70 SERVICE RD over DRAW SR	Yellow	Orange	Yellow
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK	Yellow	Orange	Orange
Remaining	G-22-BB	4	SH 71 ML 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
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR	Yellow	Orange	Orange
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK	Yellow	Orange	Orange
Remaining	E-14-AV	1	I 70 ML over CLEAR CREEK	Yellow	Orange	Orange
Remaining	K-15-G	2	US 50 ML over DRAW	Yellow	Orange	Orange
Remaining	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUSS RT	Yellow	Orange	Orange
Remaining	C-23-F	4	I 76 ML EBND over TWENTY TWO SLOUGH	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	G-17-AL	1	SH 105 ML over DRAW	Yellow	Orange	Orange
Remaining	L-21-G	2	US 50 ML EBND over APISHAPA RIVER	Yellow	Orange	Orange
Remaining	M-21-B	2	US 350 ML over LONE TREE ARROYO	Yellow	Orange	Orange
Remaining	M-21-C	2	US 350 ML over HOE RANCH ARROYO	Yellow	Orange	Orange
Remaining	N-21-F	2	US 350 ML SHEEP CANYON ARROYO	Yellow	Orange	Orange
Remaining	P-13-D	5	SH 142 ML over RIO SAN ANTONIO	Yellow	Orange	Orange
Remaining	F-06-A	3	US 6 ML over ELK CREEK	Yellow	Orange	Orange
Remaining	C-17-G	4	I 25 SERVICE RD over DRAW SR	Yellow	Orange	Orange
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK	Yellow	Orange	Orange
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND	Yellow	Orange	Orange
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK	Yellow	Orange	Orange
Remaining	B-27-D	4	US 6 ML over FRENCHMAN CREEK	Yellow	Orange	Orange
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR	Yellow	Orange	Orange
Remaining	E-17-HD	1	SH 35 ML over SAND CREEK	Yellow	Orange	Orange
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML	Yellow	Orange	Orange
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER	Yellow	Orange	Orange
Remaining	P-07-S	5	IRR# SH 151 ML over STOLLSTEIMER CREEK	Yellow	Orange	Orange
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER	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	D-15-AQ	4	SH 7 ML WBND over BOULDER CREEK	Yellow	Orange	Orange
Remaining	F-17-CZ	1	US 285 ML over LITTLE DRY CREEK	Yellow	Orange	Orange
Remaining	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR	Yellow	Orange	Orange
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH 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	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	F-12-AT	3	I 70 ML WBND over POLK CREEK	Yellow	Orange	Orange
Remaining	H-11-AB	3	SH 300 ML over CALIFORNIA GULCH	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	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

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-15-G	2	SH 9 ML over MACK GULCH			
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR SPUR			
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH			
Remaining	C-16-W	4	US 34 ML WBND over BARNES INLET CANAL			
Remaining	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK SR			
Remaining	O-18-BI	2	COUNTY ROAD over I 25 ML			
Remaining	N-17-BG	2	I 25 ML NBND over SULL CREEK			
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK			
Remaining	K-19-V	2	ORDINANCE ROAD over US 50 ML			
Remaining	G-12-C	2	SH 9 ML over PLATTE GULCH			
Remaining	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK			
Remaining	J-04-X	3	SH 348 ML over IRONSTONE CANAL			
Remaining	H-02-FI	3	I 70 FRONTAGE RD over ADOBE CREEK SR			
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER			
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	G-22-BL	4	I 70 ML EBND over US 24 ML			
Remaining	D-18-BN	4	COUNTY ROAD 4 over I 76 ML, BNSF RR			
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-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	K-19-U	2	US 50 ML EBND over CHICO CREEK			
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-18-BG	2	W FRONTAGE ROAD over SAND CREEK			
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			

Good
 Better
 Best



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	I-17-GH	2	US 24 SERVICE RD over FOUNTAIN CREEK SR			
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	P-09-L	5	US 84 ML over RIO BLANCO			
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR			
Remaining	I-17-AI	2	US 24 BUSINESS RT over FOUNTAIN CREEK			

Good
 Better
 Best



COLORADO
Department of Transportation
Statewide Bridge Enterprise

Appendix B

Program Allocation Plan



Program Funding by Source Summary										
Sources:					Construction					Total All Funds
	FASTER	Bond	Bond Interest	Total	Other	FASTER	Bond	Bond Interest	Total	
Federal	\$ -	\$ -	\$ -	\$ 5,106,979	\$ 21,225,639	\$ -	\$ -	\$ -	\$ 21,225,639	\$ 26,332,618
State	-	-	-	925,518	143,827	-	-	-	143,827	\$ 1,069,345
Local	-	-	-	25,139,799	10,984,670	-	-	-	10,984,670	\$ 36,124,469
FASTER	268,745,236	-	-	268,745,236	-	703,108,409	-	-	703,108,409	\$ 971,853,645
Bank of America Loan	-	-	-	12,030,650	28,668,324	-	-	-	28,668,324	\$ 40,698,974
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	\$ 268,745,236	\$ 52,835,939	\$ 546,911	\$ 365,331,032	\$ 61,022,460	\$ 703,108,409	\$ 245,307,666	\$ 9,279,210	\$ 1,018,717,745	\$ 1,384,048,777