



COLORADO
Department of Transportation
Statewide Bridge Enterprise

Bridge Enterprise Quarterly Report #37



**FY 2020
Q4**

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INTRODUCTION

This report is the 37th Quarterly Report published in support of the Colorado Bridge Enterprise (BE). This Report outlines the progress and accomplishments associated with the BE Program for work completed during April, May, and June of 2020; which coincides with the fourth quarter of CDOT's 2020 Fiscal Year (Q4 FY2020). Detailed information regarding the FASTER (Funding Advancement for Surface Transportation and Economic Recovery) legislation, program development activities, bond programs, previous significant milestones and achievements can be found in the Program Annual Reports and Quarterly Reports viewable on the Colorado Department of Transportation (CDOT) website at <https://www.codot.gov/programs/BridgeEnterprise>

The following is an itemization of significant Q4 FY2020 BE activities, some of which are discussed in further detail later in the report:

- Drafted and finalized the 36th Bridge Enterprise Quarterly Report (Q3 FY2020).
- Approved the 8th Budget Supplement of FY2020 to increase funding for the:
 - Design phase of I-25 NB & SB over South Academy Boulevard (I-17-GQ/GR) in El Paso County.
 - Design phase of SH 92 over Gunnison River (I-05-V) in Delta County.
- Approved the 9th Budget Supplement of FY2020 to establish funding for the:
 - Design phase of I-76 WB & EB over York Street (E-17-GV/GW) in Adams County.
 - Construction phase of SH 101 over Draw (M-24-A/I) in Bent County.
- Approved the 10th Budget Supplement of FY2020 to increase funding for the:
 - Design phase of I-76 WB & EB over Clear Creek (E-16-LT/LU) in Clear Creek County.
- Approved a resolution to formally acknowledge the following structures which have become assets of the Bridge Enterprise:
 - SH 71 over Arkansas River in Otero County (L-22-LL)
 - I-25 NB & SB over Iron Phoenix in Pueblo County (K-18-DF)
 - I-25 NB & SB over D Street in Pueblo County (K-18-DG)
 - US 6 over Castle Creek in Eagle County (F-09-KA)
 - SH 60 over South Platte River in Weld County (C-17-FT)
 - County Road 48 over I-25 in Larimer County (B-16-HC)
- Continued evaluation of funding scenarios for BE eligible components of projects on the approved SB267/SB1/SB262 project list.
- Performed maintenance on the program baseline cost estimate.
- Status updates for various program metrics including: major achievements, total program financial performance, and status of FASTER eligible structures.
- Completed monthly updates to the program schedule for work completed in April, May, and June of 2020, and conducted a schedule change control board meeting.
- Continued efforts to reduce excess budget on projects with completed phases and reallocate savings to other BE projects.
- Updated the BE Prioritization Plan based on the updated Staff Bridge Poor List (completed Q1 FY2021).
- Initiated a programmatic risk assessment and began development of a programmatic risk informed financial model.
- Supported Region 3 with the development of a FY2020 INFRA program grant application for the I-70 Vail Pass Safety and Operations Improvement Project.

PROGRAM HIGHLIGHTS

Program Progress Update

In Q4 FY2020, BE Staff took a conservative approach to programming in response to the ongoing COVID-19 pandemic. Although the pandemic has resulted in significant operational and procedural changes within CDOT and throughout the industry, it appears that impacts to active and planned BE projects have been minimal to date, however the situation is dynamic and future impacts are possible. BE revenues decreased from March through May but rebounded significantly in June. It appears the short-term decrease in revenues was related to a lag in collections, extensions of vehicle registration “grace periods”, reductions in vehicle sales, and/or reporting due to office closures and staffing adjustments. BE staff will continue to closely monitor program forecasts.

During this period, BE staff accelerated the programming of I-76 EB and WB over York St. These structures require frequent planned and unplanned maintenance and repairs. Recently a concrete patch fell from one of the bridge decks, causing emergency closures and repairs. Upon further assessment, Staff Bridge has identified approximately 50 structures in Region 1 with similar deck issues as a result of aging, deteriorated concrete bridge decks. Region 1 Staff, Staff Bridge, and Bridge Enterprise are currently working on a comprehensive long-term plan to pool resources and address this population of structures.

Table 1. Structures Funded for Design in Q4 FY2020

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-17-GV	1	I-76 EB over York St	Adams
E-17-GW	1	I-76 WB over York St	Adams



Image 1. Concrete Patch Deck Repairs on I-76 over York St



Image 2. Deteriorated Deck Underside on I-76 over York St



Image 3. Hole In Deck of I-76 over York St Viewed from the Underside

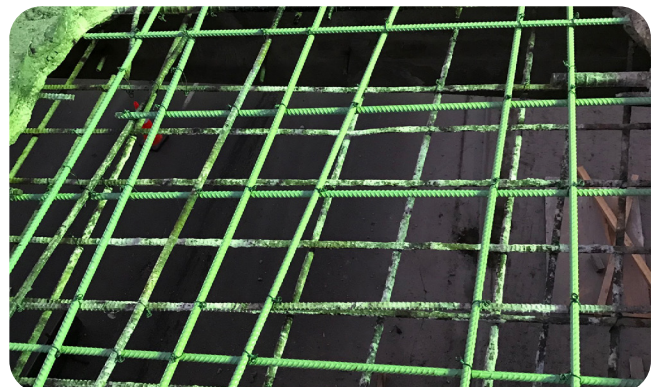


Image 4. Hole In Deck of I-76 over York St Viewed from Above

Two structures were also funded for construction during this period.

Table 2. Structures funded for construction in Q4 FY2020

Bridge ID	Region	Facility Carried over Featured Intersection	County
M-24-A	2	SH 101 over Draw	Bent
M-24-I	2	SH 101 over Draw	Bent



Image 5. SH 101 over Draw in Bent County Viewed from the West (M-24-A)



Image 6. SH 101 over Draw in Bent County Viewed from the West (M-24-I)

FY2020 USDOT INFRA Discretionary Grant Program

CDOT/BE was awarded \$60.7M through the FY2020 USDOT INFRA Discretionary Grant Program to advance the I-70 Vail Pass Safety and Operations Improvement Project. The BE program was leveraged to improve the competitiveness of the grant applications by increasing the state funding match and showing participation of multiple stakeholders. The project includes: the reconstruction of the BE eligible eastbound bridge over Polk Creek, construction of an eastbound auxiliary lane, shoulder widening, westbound curve modifications, reconstruction of a truck ramp, dynamic message signs, a variable speed limit system, and automated anti-icing technologies. In Q3 FY2020 the BE Board of Directors approved a resolution committing up to \$40M in BE funding for the replacement of I-70 EB over Polk Creek (F-12-AS).



Image 7. Substandard Curve Geometry at I-70 over Polk Creek Viewed from Recreational Path



Image 8. I-70 EB over Polk Creek in Eagle County

FASTER Eligible Structure Population

Q4 FY2020 Project Status Updates:

- Seven structures advanced to construction
- Five structures advanced to design
- Eight structures added to the FASTER eligible population

Table 3. Project Status of FASTER Eligible Structures as of Q4 FY2020

Project Status	Q4 FY2020 # of Structures
Remaining	142
In Design	52
Design Complete	1
In Construction	20
Project Completed	161
Total	376

Figure A. Current Status of FASTER Eligible Structures

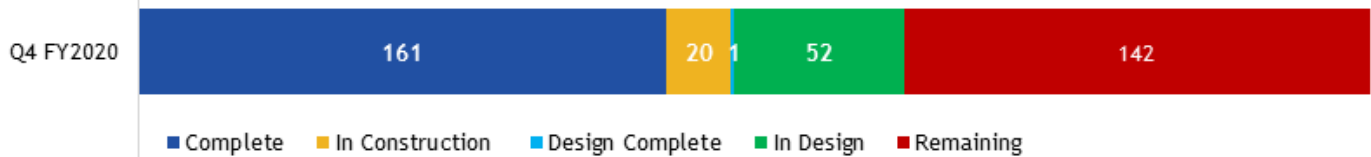
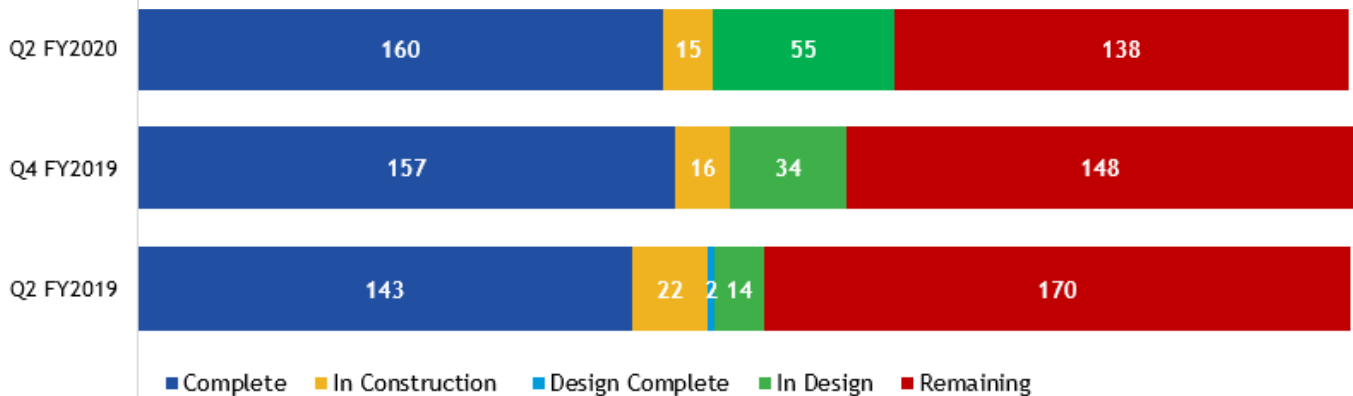


Figure B. Historic Status of FASTER Eligible Structures



Other relevant Q4 FY2020 bridge statistics are as follows:

- Approximately 48% of FASTER eligible structures are in construction or complete.
- Approximately 14% of FASTER eligible structures are in design or design is complete.
- Approximately 38% of FASTER eligible structures are remaining.
- 1.5 million square feet of “poor” rated deck area has been addressed to date.

PROGRAM ACTIVITIES & ACCOMPLISHMENTS

Program Schedule

The overall monthly program Schedule Performance Index (SPI) for Q4 FY2020 remained constant at or near 0.99, primarily due to the performance of completed projects. As some significant projects within the program have reached substantial completion, the program active project SPI has experienced some index volatility. These statistical occurrences were anticipated when deciding to report dual metrics. Currently, two active projects contribute to much of the SPI lag. The lagging active SPI is forecast to continue into FY2021, however improving project performance due to ongoing mitigation efforts is reflected in the improving active project SPI reported for Q4 FY2020. The program overall and active monthly Schedule Performance Index (SPI) for Q4 FY2020 is listed below.

Table 4. Overall and Active Project SPI Reported by Month

Month	Overall SPI	Active SPI
April	0.99	0.72
May	0.99	0.78
June	0.99	0.79

The overall SPI for the BE Program is 0.99, which is well above the 0.90 BE Program goal.

Four-Year Project Plan

The BE Four-Year Project Plan was finalized and includes: a summary of the FY2020 program, an update on active BE projects, program fiscal information, the program forecast for FY2021-FY2024, and a summary of program performance, including commentary on the developing impacts from COVID-19. Staff also worked with the Region planners and State Transportation Improvement Plan (STIP) team to coordinate BE program updates with the draft FY2021-FY2024 STIP.

Prioritization Plan

Bridge Enterprise staff completed the bi-annual update of the Prioritization Plan¹ in August 2020 based on the updated “poor” bridge list released by CDOT Staff Bridge. 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 task was completed in Q1 FY2021, however this information was advanced to the Q4 FY2020 report for expedited distribution. Pursuant to this update, eight structures were added and can be found in Table 5. The final updated Prioritization Plan involved extensive input from CDOT Region staff as well as Staff Bridge.

Table 5. New FASTER Eligible Structures

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-17-GV	1	I-76 EB over York St	Adams
E-17-GW	1	I-76 WB over York St	Adams
F-15-BM	1	Ramp to US 6 over Clear Creek	Clear Creek
I-19-B	2	SH 94 over Big Spring Creek	El Paso
L-20-C	2	US 50 over Farmers Oxford Ditch	Pueblo
B-18-I	4	SH 14 over Eaton Ditch	Weld
G-19-B	4	SH 86 over Kiowa Creek	Elbert
I-24-N	4	US 40 over Draw	Lincoln

¹ Reference Appendix C for the Prioritization Plan



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 are being addressed by the project, 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 Q4 FY2020, BE staff continued to coordinate with the Central 70 project team to refine the BE program models and track project progress. Several significant milestones were completed during this quarter, which are summarized below.



Image 9. Sign Installation

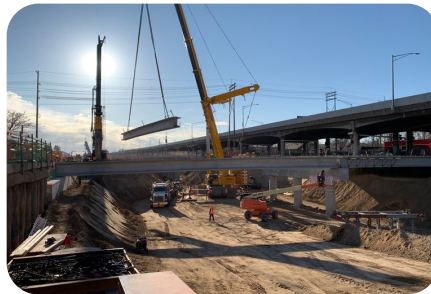


Image 10. Placing UPRR Girders

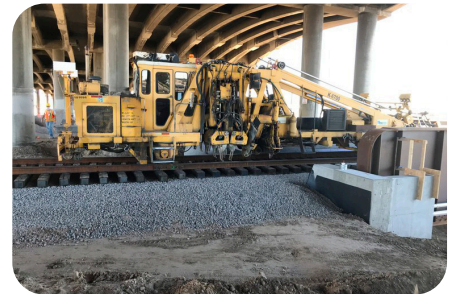


Image 11. Track Excavation Work

April

- Continued to receive UPRR girders at the site
- Continued substructure work on the first phase of UPRR Bridge over I-70
- Continued punch-list work setting permanent sign structures and paving in Milestone 1 limits
- Continued placing girders on the Cover
- Began the placement of full height wall panels in the lowered section

May

- Began placing girders on the UPRR bridge
- Continued BNSF Bridge work
- Continued restoration of various bridge structures along I-70
- Continued construction of the lowered section
- Continued placing girders on the Cover and began placing the deck
- Continued placement of full height wall panels in the lowered section

June

- Continued placing UPRR girder and deck plates at the project site and began welding
- Completed BNSF Bridge work at the BNSF Market Lead tracks
- Continued restoration of various bridge structures along I-70
- Began installing electrical and fire suppression systems under the Cover
- Continued placement of full height wall panels in the lowered section

Region 2 CBC Program Update



Image 12. Deterioration of Concrete on US 24 over Draw in Teller County (I-15-AO)

In Q1 FY2020, CDOT/BE was awarded a \$12.5M discretionary grant through the US-DOT Competitive Highway Bridge Program (CHBP) for the Concrete Box Culvert and Corrugated Metal Pipe Culvert Program in CDOT Region 2. This design-build project will address 14 FASTER eligible structures in rural areas of southern Colorado. The structures are located along key corridors and their replacement will assist with rural mobility as well as enhance statewide connections to interstate commerce through the elimination of load restricted routes. During project planning CDOT and BE identified five additional FASTER eligible structures that are potential candidates for inclusion in the project. All 19 of the structures were funded for design in Q2 FY2020.

- Region Staff continuing to advance survey, hydraulics, and preparation of Design-Build procurement documents.
- The Region is anticipating release of the draft RFP and final RFP in winter and spring 2020, respectively.

Region 4/1 Rural Bridge Replacement

The Eastern Plains Bridge Replacement Program addresses seven FASTER eligible structures and four non-eligible structures throughout Eastern Colorado in CDOT Regions 4 and 1. These bridges provide critical rural mobility and play a key role in the movement of agricultural and resource products in the State. Maintenance needs of the bridges has greatly increased in recent years and the average age of the existing bridges is approaching 80 years. Funding to advance the design phase through preliminary design was approved in Q2 FY2020.

- The Region selected CM/GC project delivery.
- The RFP for CM services is scheduled for release in July with contractor selection anticipated in September 2020.



Image 13. Deterioration of I-70 Service Rd over Draw (F-20-L)

Floyd Hill Project Update

This corridor improvement project includes the replacement of two eligible structures, F-15-BL, which carries traffic westbound on I-70 over Clear Creek and US 6 at the base of Floyd Hill, and F-15-BM, the ramp to US 6 from I-70 westbound. \$100M in SB267 funds were committed to the project in November 2019, however a significant funding gap still exists. BE, HPTE, and CDOT are evaluating potential alternatives to eliminate the funding gap. In Q4 FY2020, the project team continued to advance the preliminary design and the NEPA evaluation.

- BE is investigating options to fund BE eligible items using revenues, debt, or a combination of strategies
- HPTE executed a contract for a consultant team to perform a funding gap study.
- One additional structure (F-15-BM) within the project limits recently became BE eligible.



Image 14. Existing I-70 WB over Clear Creek and US 6 in Clear Creek County (F-15-BL)

Speer Blvd & 23rd Ave Project Update



Image 15. Impact Damage from Truck Strike Speer Blvd over I-25 in Denver (E-16-EW)

This project will eliminate existing sub-standard vertical clearance conditions, mitigating damage caused by high-frequency truck strikes and opening the corridor to unrestricted freight traffic. Additionally, the planned replacement structure will accommodate future corridor modifications of I-25 through Central Denver. The completed Central I-25 Planning and Environmental Linkages (PEL) study evaluated various alternatives to improve local and regional mobility through the corridor segment and will inform the development of bridge alternatives during scoping and preliminary design phases.

- The PEL study was released in June 2020.
- The release of the preliminary design RFP is anticipated in July 2020.

Budget and Encumbrances

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 June 30, 2020, by Region, for projects that have been substantially complete for more than six months. On April 24, 2020, the Chief Engineer and Chief Financial Officer announced guidance regarding project de-budget and closure. This guidance has defined substantial completion as project final acceptance. The table below will be re-evaluated in the Q1 FY2021 Quarterly Report and will reflect the definition established in the guidance.

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

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	1,288,681	413,031	1	1
3	1,682	23,383	1	2
4	58,050	24,349	1	1
5	-	-	0	0
Total	1,348,413	460,763	3	4
% of Total Current Program	0.6%	0.4%	7.5%	6.3%
Previous Quarter (Q3 FY2020)	577,191	1,228,700		
Difference	771,222	-767,937		

Since March 31, 2020 the budget and encumbrance balances have increased by \$3,285. During this time, one project was added to the list and no projects were removed from the list leaving three projects that are six months or older since substantial completion. The Region 3 project is in the closure process.

Removed/Closed Out	Additions
None	SH 60 over South Platte River (C-17-B)

FINANCIAL INFORMATION

Q4 FY2020
Financial Statistics
as of
June 30, 2020

- The program has multiple funding sources, including: proceeds from the 2010 Build America Bond program, FASTER bridge fee dollars (collected yearly revenues from vehicle registrations), bank loan, and other funds, which are primarily Federal. In addition, BE received a grant for the Concrete Box Culvert (CBC) and Corrugated Metal Pipe (CMP) project in Region 2 from the USDOT FY18 Competitive Highway Bridge Program (CHBP).
- From program inception (life-to-date) through June 30, 2020, a total of approximately \$1,366.1M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,038.4M and \$198.5M (all funding sources), respectively. Reference *Table 7* below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q3 FY2020) are also reported in the far-right column.
- \$ 307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 7. Program Financial Statistics as of June 30, 2020 (\$ in Millions)

	Build America Bonds 2010 A Proceeds (\$ M)	FASTER Bridge (\$ M)	Bank of America Loan (\$ M)	Other Funds (\$ M)	Total Q4 FY2020 (\$ M)	Total Q3 FY2020 (\$ M)
Budget	\$307.9	\$951.7	\$40.7	\$65.8	\$1,366.1	\$1,365.5
Expenditures	\$307.9	\$626.1	\$40.7	\$63.7	\$1,038.4	\$1,023.9
Encumbrance	\$0.0	\$198.7	\$0.0	\$0.0	\$198.7	\$51.4

The Bridge Enterprise program currently consists of 188 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count has increased due to the addition of two new structures that have advanced to preconstruction. The current programmed amount for these 188 structures is approximately \$1,683.5M. *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 (\$ M)	FASTER Bridge (\$ M)	Other Funds (\$ M)	Bond Interest (\$ M)	Total (\$ M)
\$298.1	\$1,258.8	\$116.8	\$9.8	\$1,683.5

The Program Allocation Plan² 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 programmed projects that have yet to be budgeted, beginning with FY2021, through FY2024, and includes budget adjustments that have not been posted as of June 30, 2020. 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 \$1,683.5M, an increase of \$84.0M from the \$1,599.0M total liability reported on March 31, 2020. This is primarily the result of projects from the updated Four Year Plan (FY2021 through FY2024).

The Four-Year Quarterly Cash Flow Projection³ 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 defined by the Second Amendment to the IAA between CDOT, HPTE and BE and are incorporated in the cash flow. This 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 (Availability) Payment, which grows at 2% per year.

Bridge Enterprise has forecast the cash balance to decrease by approximately \$282.5M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (July 2020 through June 2024), down to \$26.1M. The low point in cash is forecast at \$8.4M in December 2022 and then begins climbing back up to \$26.1M, above the established \$25.0M cash floor for BE. BE will closely monitor estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance. In accordance with the Second Amendment to the IAA, the final milestone and substantial completion payments are now both scheduled in August 2022 and September of 2022, respectively. 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.

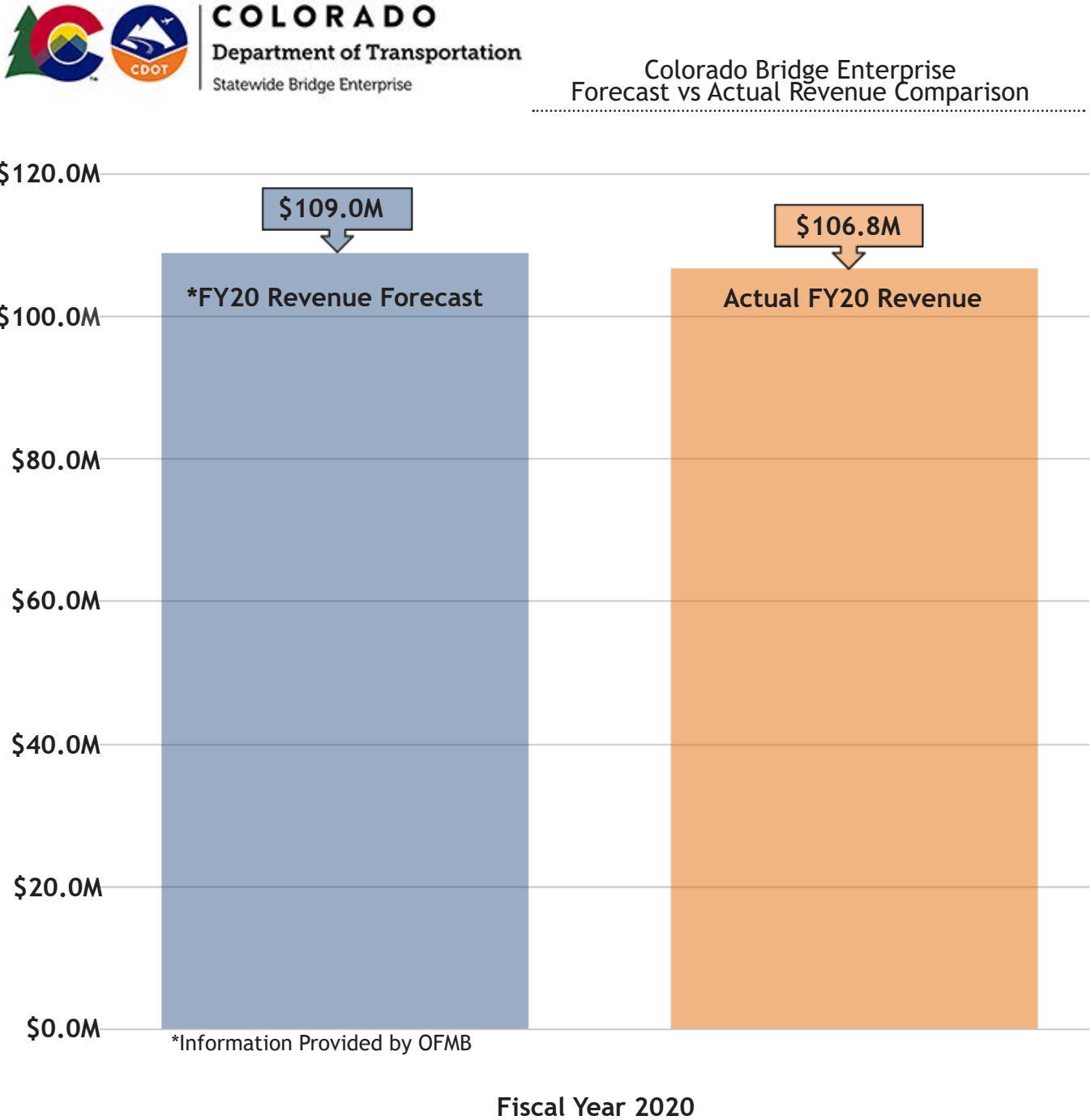
BE will continue to monitor and update the model and incorporate the most current revenue, cash and drawdown forecasts.

² Reference Appendix B for the Program Allocation Plan

³ Reference Appendix A for the Cash Flow Projection

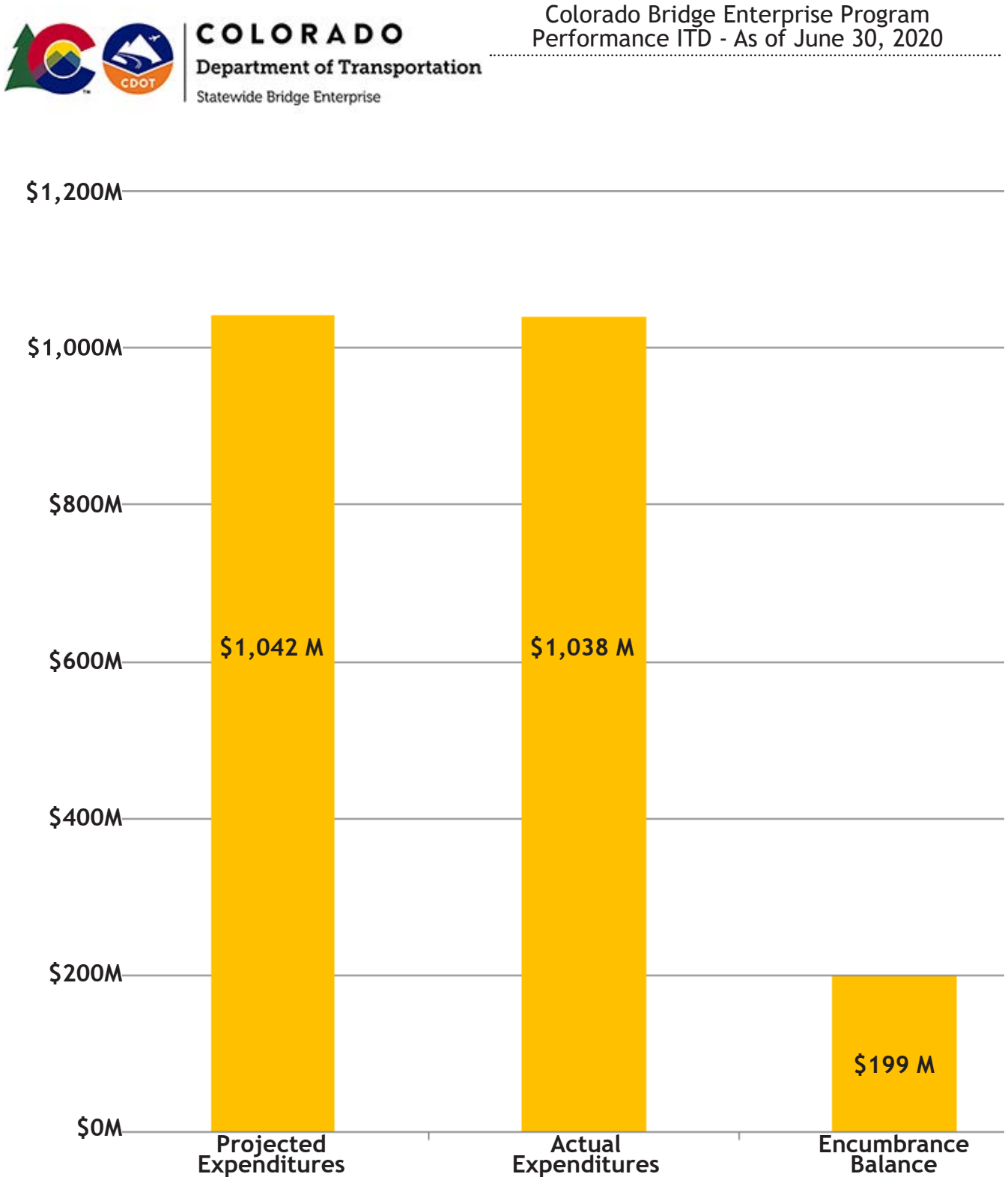
As of Q4 FY2020, actual YTD BE revenues were \$106.8M, which is \$2.2M below the FY2020 revenue forecast of \$109M. It appears that the revenue shortfall is a timing issue related to temporary COVID-19 impacts (see Monitoring of Potential COVID-19 Impacts above). The most recent revenue forecasts from OMFB forecast a slight revenue reduction, but recognize that the revenue timing differences experienced in the last quarter of FY2020 should resolve them-selves in FY2021. This information is shown below in *Figure C*.

Figure C. Forecast vs Actual FASTER Revenue Comparison



The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,042M on June 30, 2020, an increase of \$9M since March 31, 2020. Actual LTD expenditures as of June 30, 2020 are \$1,038M as compared to \$1,024M on March 31, 2020, an increase of \$14M or 1.4%. The current encumbrance balance is \$199M, an increase of \$148M since March 31, 2020, primarily due to Central 70.

Figure D. Total Program Financial Performance

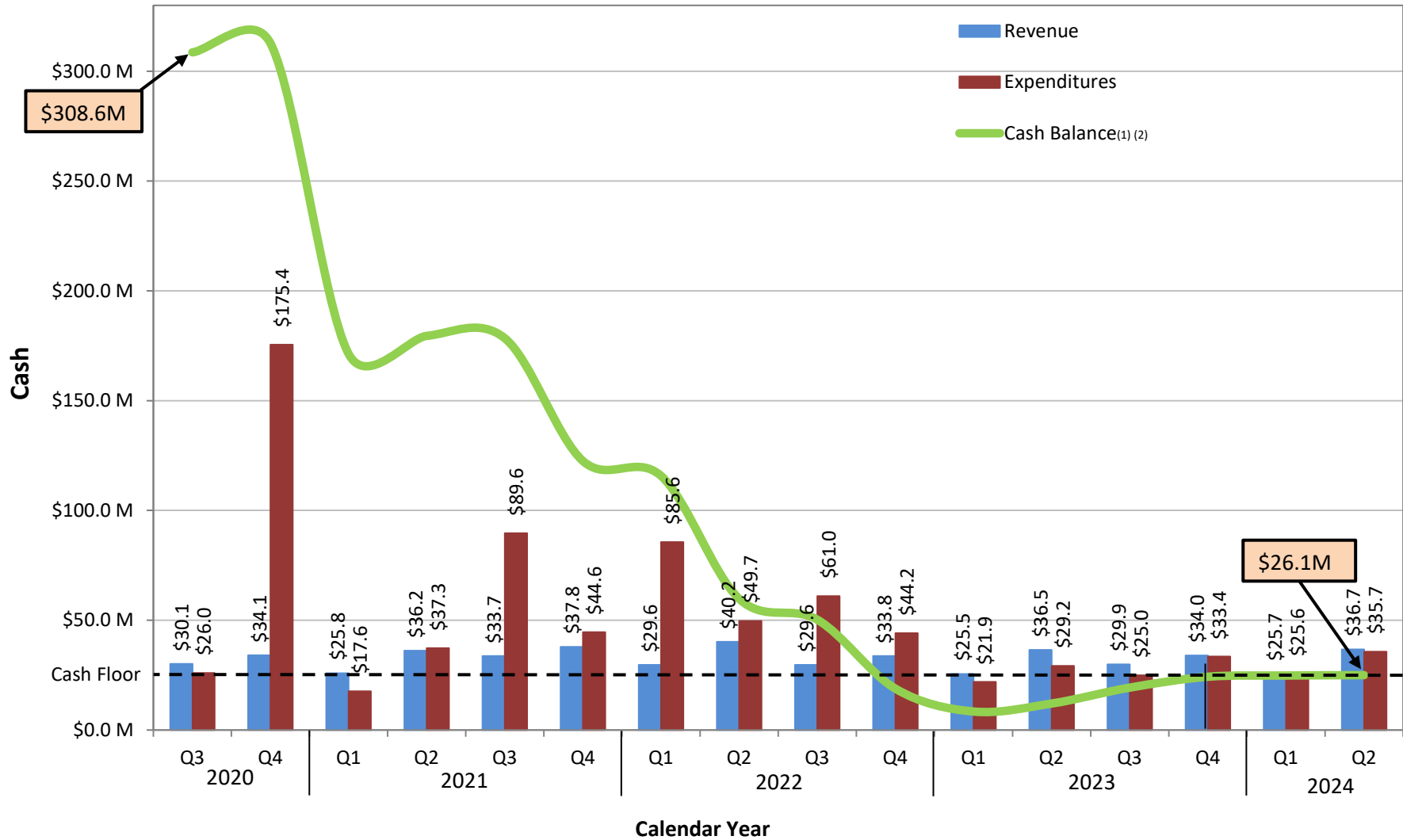


APPENDICES

Appendix A Cash Flow Graph



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 Central 70 project for milestone and availability payments from the most recent financial model

Appendix B
Program Allocation Plan

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	\$ 7,236,019	\$ -	\$ -	\$ -	\$ 7,236,019	\$ 21,225,639	\$ -	\$ -	\$ -	\$ 21,225,639	\$ 28,461,658
State	\$ 925,518	-	-	-	925,518	143,827	-	-	-	143,827	\$ 1,069,345
Local	\$ 25,139,799	-	-	-	25,139,799	21,397,636	-	-	-	21,397,636	\$ 46,537,435
FASTER	\$ -	301,129,929	-	-	301,129,929	-	957,621,042	-	-	957,621,042	\$ 1,258,750,971
Bank of America Loan	\$ 12,030,650	-	-	-	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	\$ 45,331,986	\$ 301,129,929	\$ 52,835,939	\$ 546,911	\$ 399,844,765	\$ 71,435,426	\$ 957,621,042	\$ 245,307,666	\$ 9,279,210	\$ 1,283,643,344	\$ 1,683,488,109

Appendix C
Prioritization Plan



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Design Complete	M-24-I	2	SH 101 ML over DRAW	Best	Best	Best
Design Complete	M-24-A	2	SH 101 ML over DRAW	Best	Best	Best
In Design	E-16-HE	1	I 70 ML EBND over WEST 32ND AVE	Best	Better	Best
In Design	D-04-G	3	SH 64 ML over STRAWBERRY CREEK	Best	Better	Best
In Design	P-12-A	5	US 285 ML over CONEJOS RIVER OVERFLOW	Best	Better	Best
In Design	F-19-E	1	US 36 ML over DRAW	Best	Better	Best
In Design	M-21-I	2	US 350 ML over DRAW	Best	Better	Best
In Design	D-28-D	4	US 34 ML over REPUBLICAN RIVER	Best	Better	Best
In Design	E-17-GW	1	I 76 ML EBND over YORK STREET	Best	Better	Best
In Design	I-17-GQ	2	I 25 ML NBND over ACADEMY BLVD	Best	Better	Best
In Design	I-17-GR	2	I 25 ML SBND over ACADEMY BLVD	Best	Better	Best
In Design	M-22-Y	2	US 350 ML over DRAW	Best	Better	Best
In Design	D-24-O	4	US 34 ML over DRAW	Best	Better	Best
In Design	E-17-GV	1	I 76 ML WBND over YORK STREET	Best	Better	Best
In Design	F-13-S_MINOR	3	I 70 ML over FOREST SERVICE ROAD	Best	Better	Best
In Design	I-05-V	3	SH 92 ML over GUNNISON RIVER	Best	Better	Best
In Design	O-19-D	2	US 350 ML over LUNNING ARROYO	Best	Better	Best
In Design	E-16-HF	1	I 70 ML WBND over WEST 32ND AVE	Best	Better	Best
In Design	F-20-J	1	US 40 ML over DRAW	Best	Better	Best
In Design	D-03-A	3	SH 64 ML over WHITE RIVER	Best	Better	Best
In Design	H-13-G	2	US 285 ML over S FK SOUTH PLATTE RIVER	Best	Better	Best
In Design	I-13-G	2	US 24 ML over DRAW	Best	Better	Best
In Design	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR	Best	Better	Best
In Design	D-25-E	4	SH 61 ML over SURVEYOR CREEK	Best	Better	Best
In Design	M-21-J	2	US 350 ML over DRAW	Best	Better	Best
In Design	H-17-CF	2	COUNTY ROAD 404 over I 25 ML	Best	Better	Best
In Design	C-22-K	4	US 6 ML over UPRR, PLATTE, BEAVER CANAL	Best	Better	Best
In Design	E-16-EO	1	SPEER BLVD SBND over I 25 ML	Best	Better	Best
In Design	E-16-EW	1	SPEER BLVD NBND over I 25 ML	Best	Better	Best
In Design	F-15-BM	1	RAMP TO US 6 ML over CLEAR CREEK	Best	Better	Better
In Design	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	Best	Better	Better
Remaining	E-16-FZ	1	I 70 ML over HARLAN STREET	Best	Good	Best
Remaining	F-12-AS	3	I 70 ML EBND over POLK CREEK	Best	Good	Best
Remaining	L-20-C	2	US 50 ML over FARMERS OXFORD DITCH	Best	Good	Best
Remaining	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR	Best	Good	Best
Remaining	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER	Best	Good	Best
Remaining	F-16-O	1	US 6 ML over SH 121 ML	Best	Good	Best
Remaining	E-16-GY	1	I 70 ML EBND over SH 391 ML	Best	Good	Best
Remaining	E-17-IF	1	I 270 ML WBND over DITCH RD, BURLINGTON CANAL	Best	Good	Best
Remaining	H-03-AY	3	I 70 ML over US 6 ML, COLORADO RIVER	Best	Good	Best
Remaining	E-16-IT	1	I 76 ML WBND over CLEAR CREEK	Best	Good	Best
Remaining	E-16-IU	1	I 76 ML EBND over CLEAR CREEK	Best	Good	Best
Remaining	F-16-OG	1	RAMP to I-25 NBND over US 6 ML	Best	Good	Best
Remaining	A-27-A	4	US 385 ML over DRAW	Best	Good	Best
Remaining	C-22-BG	4	I 76 ML EBND over US 34 SPUR	Best	Good	Best



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Remaining	D-18-B	4	SH 52 ML over DENVER HUDSON CANAL	Green	Orange	Orange
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL	Green	Orange	Orange
Remaining	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK	Green	Orange	Orange
Remaining	E-16-GX	1	I 70 ML WBND over SH 391 ML	Green	Orange	Orange
Remaining	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER	Green	Orange	Orange
Remaining	F-20-BA	1	I 70 ML EBND over US 40 FRONTAGE RD	Green	Orange	Orange
Remaining	F-20-BB	1	I 70 ML WBND over US 40 FRONTAGE RD	Green	Orange	Orange
Remaining	F-20-BI	1	I 70 ML EBND over COUNTY RD 197	Green	Orange	Orange
Remaining	E-17-AT	1	SH 6 ML over SAND CREEK	Green	Orange	Orange
Remaining	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR	Green	Orange	Orange
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, EAGLE RIVER	Green	Orange	Orange
Remaining	F-11-AP	3	I 70 ML WBND over TIMBER CREEK	Green	Orange	Orange
Remaining	B-27-F	4	US 6 ML over DRAW	Green	Orange	Orange
Remaining	C-17-G	4	I 25 SERVICE RD over DRAW SR	Green	Orange	Orange
Remaining	E-16-JJ	1	RAMP to I 70 EBND over I 70 ML	Green	Orange	Orange
Remaining	F-12-AT	3	I 70 ML WBND over POLK CREEK	Green	Orange	Orange
Remaining	G-17-AL	1	SH 105 ML over DRAW	Green	Orange	Orange
Remaining	F-16-HK	1	I 70 ML WBND over WEST 20th AVE	Green	Orange	Orange
Remaining	F-06-A	3	US 6 ML over ELK CREEK	Green	Orange	Orange
Remaining	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR	Green	Orange	Orange
Remaining	F-12-AO	3	I 70 ML EBND over GULLER GULCH	Green	Orange	Orange
Remaining	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK SR	Green	Orange	Orange
Remaining	B-18-I	4	SH 14 ML over EATON DITCH	Green	Orange	Orange
Remaining	E-16-JU	1	I 76 ML WBND over MARSHALL STREET	Green	Orange	Orange
Remaining	F-12-AL	3	I 70 ML WBND over COORAL CREEK	Green	Orange	Orange
Remaining	F-22-V	4	US 36 ML over VEGA CREEK	Green	Orange	Orange
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML	Green	Orange	Orange
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR	Green	Orange	Orange
Remaining	F-11-AD	3	I 70 ML over US 6/24, RR, EAGLE RIVER	Green	Orange	Orange
Remaining	F-16-HI	1	I 70 ML WBND over US 40 ML	Green	Orange	Orange
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR	Green	Orange	Orange
Remaining	E-14-AV	1	I 70 ML over CLEAR CREEK	Green	Orange	Orange
Remaining	F-11-AT	3	I 70 ML WBND over BLACK GORE CREEK	Green	Orange	Orange
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND	Green	Orange	Orange
Remaining	H-11-AB	3	SH 300 ML over CALIFORNIA GULCH	Green	Orange	Orange
Remaining	K-18-BT	2	SH 96 ML over UP RR, FOUNTAIN CRK	Green	Orange	Orange
Remaining	F-15-BC	1	US 6 ML over CLEAR CREEK	Green	Orange	Orange
Remaining	F-17-GN	1	ALAMEDA AVE over I 225 ML	Green	Orange	Orange
Second Tier						
Design Complete	H-03-BL	3	SH 141 ML over COLORADO RIVER	Yellow	Green	Orange
In Design	F-20-L	1	I 70 SERVICE RD over DRAW SR	Yellow	Yellow	Green
In Design	F-16-DA	1	23RD AVENUE over I 25 ML	Yellow	Yellow	Green
In Design	N-21-C	2	US 350 ML over DRAW	Yellow	Yellow	Green
In Design	H-19-C	2	US 24 ML over DRAW	Yellow	Yellow	Green
In Design	M-21-B	2	US 350 ML over LONE TREE ARROYO	Yellow	Yellow	Green



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In Design	M-21-C	2	US 350 ML over HOE RANCH ARROYO	Yellow	Yellow	Green
In Design	N-21-F	2	US 350 ML SHEEP CANYON ARROYO	Yellow	Yellow	Green
In Design	I-13-H	2	US 24 over DRAW	Yellow	Yellow	Green
In Design	M-22-N	2	SH 71 ML over HIGHLINE CANAL	Yellow	Yellow	Green
In Design	J-15-G	2	SH 9 ML over MACK GULCH	Yellow	Yellow	Green
In Design	H-13-A	2	US 285 ML over MIDDLE FK S PLATTE RIVER	Yellow	Yellow	Green
In Design	M-22-U	2	US 350 ML over OTERO DITCH	Yellow	Yellow	Green
In Design	I-17-X	2	US 24 SERVICE RD over FOUNTAIN CREEK SR	Yellow	Yellow	Yellow
In Design	J-17-X	2	SH 115 ML over ROCK CREEK	Yellow	Orange	Yellow
Remaining	C-18-BO	4	US 85 ML NBND over CACHE LA POUVRE RIVER	Yellow	Orange	Orange
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR	Yellow	Orange	Orange
Remaining	F-17-ES	1	I 225 ML over GOLDSMITH GULCH	Yellow	Orange	Orange
Remaining	C-18-AG	4	US 85 ML over SOUTH PLATTE RIVER	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	D-15-AQ	4	SH 7 ML WBND over BOULDER CREEK	Yellow	Orange	Orange
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK	Yellow	Orange	Orange
Remaining	F-17-AA	1	SH 177 ML over LITTLE DRY CREEK	Yellow	Orange	Orange
Remaining	I-24-N	4	US 40 ML over DRAW	Yellow	Orange	Orange
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK	Yellow	Orange	Orange
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK	Yellow	Orange	Orange
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT	Yellow	Orange	Orange
Remaining	K-18-L	2	US 50 ML over FOUNTAIN CREEK	Yellow	Orange	Orange
Remaining	L-19-F	2	US 50 BUS RT. over DRAW	Yellow	Orange	Orange
Remaining	F-17-CZ	1	US 285 ML over LITTLE DRY CREEK	Yellow	Orange	Orange
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML	Yellow	Orange	Orange
Remaining	P-18-BS	2	COUNTY ROAD 18.9 over I 25 ML	Yellow	Orange	Orange
Remaining	G-22-BB	4	SH 71 ML over I 70 ML	Yellow	Orange	Orange
Remaining	I-17-H	2	US 24 BUSINESS RT over FOUNTAIN CREEK	Yellow	Orange	Orange
Remaining	E-14-S	1	US 40 ML over I 70 ML, CLEAR CREEK	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	E-17-HD	1	SH 35 ML over SAND CREEK	Yellow	Orange	Orange
Remaining	F-19-F	1	US 36 ML over DRAW	Yellow	Orange	Orange
Remaining	F-20-F	1	US 40 ML over EAST BIJOU CREEK	Yellow	Orange	Orange
Remaining	C-17-DF	4	SH 392 ML over CACHE LA POUVRE RIVER	Yellow	Orange	Orange
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR SPUR	Yellow	Orange	Orange
Remaining	K-09-B	5	SH 114 ML over COCHETOPA CREEK	Yellow	Orange	Orange
Remaining	B-27-D	4	US 6 ML over FRENCHMAN CREEK	Yellow	Orange	Orange
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER	Yellow	Orange	Orange
Remaining	G-11-T	3	US 24 ML over UP RR	Yellow	Orange	Orange
Remaining	I-19-B	2	SH 94 ML over BIG SPRING CREEK	Yellow	Orange	Orange
Remaining	L-21-G	2	US 50 ML EBND over APISHAPA RIVER	Yellow	Orange	Orange
Remaining	L-22-C	2	SH 96 ML over MEREDITH CANAL	Yellow	Orange	Orange



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Remaining	C-16-W	4	US 34 ML WBND over BARNES INLET CANAL	Yellow	Orange	Orange
Remaining	E-16-HQ	1	MCINTYRE STREET over SH 58 ML	Yellow	Orange	Orange
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK	Yellow	Orange	Orange
Remaining	O-18-BI	2	COUNTY ROAD over I 25 ML	Yellow	Orange	Orange
Remaining	P-07-S	5	IRR# SH 151 ML over STOLLSTEIMER CREEK	Yellow	Orange	Orange
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK	Yellow	Orange	Orange
Remaining	I-17-O	2	I 25 SERVICE RD over PINE CREEK	Yellow	Orange	Orange
Remaining	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK	Yellow	Orange	Orange
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML	Yellow	Orange	Orange
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML	Yellow	Orange	Orange
Remaining	H-02-FI	3	I 70 FRONTAGE RD over ADOBE CREEK SR	Yellow	Orange	Orange
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1	Yellow	Orange	Orange
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML	Yellow	Orange	Orange
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER	Yellow	Orange	Orange
Remaining	G-17-AG	1	HAPPY CANYON ROAD over I 25 ML	Yellow	Orange	Orange
Remaining	G-19-B	4	SH 86 ML over KIOWA CREEK	Yellow	Orange	Orange
Remaining	J-12-AJ	5	US 285 ML over DRAW	Yellow	Orange	Orange
Remaining	K-19-V	2	ORDINANCE ROAD over US 50 ML	Yellow	Orange	Orange
Remaining	N-17-BG	2	I 25 ML NBND over SULL CREEK	Yellow	Orange	Orange
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH 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
Third Tier						
In Design	H-13-N	2	US 24 ML over DRAW	Orange	Yellow	Green
In Design	G-12-C	2	SH 9 ML over PLATTE GULCH	Orange	Yellow	Green
In Design	I-15-AO	2	US 24 ML over DRAW	Orange	Yellow	Green
In Design	I-15-T	2	US 24 ML over DRAW	Orange	Yellow	Green
In Design	J-14-C	2	SH 9 ML LOUIS GULCH	Orange	Yellow	Green
In Design	P-19-G_MINOR	2	SH 239 ML over CANAL	Orange	Yellow	Yellow
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH	Orange	Orange	Orange
Remaining	K-18-J	2	US 50 ML over I 25 ML	Orange	Orange	Orange
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK	Orange	Orange	Orange
Remaining	G-22-H	4	US 24 ML over DRAW	Orange	Orange	Orange
Remaining	D-18-BN	4	COUNTY ROAD 4 over I 76 ML, BNSF RR	Orange	Orange	Orange
Remaining	F-19-AJ	1	I 70 STRASBURG SPU over UP RR	Orange	Orange	Orange
Remaining	J-04-X	3	SH 348 ML over IRONSTONE CANAL	Orange	Orange	Orange
Remaining	F-15-Q	1	US 40 ML over BEAVER BROOK	Orange	Orange	Orange
Remaining	G-04-R	3	US 6 ML over PARACHUTE CREEK SR	Orange	Orange	Orange
Remaining	G-19-D	4	SH 86 ML over WEST BIJOU CREEK	Orange	Orange	Orange
Remaining	D-16-CV	4	SH 157 ML over BNSF RR	Orange	Orange	Orange
Remaining	K-15-G	2	US 50 ML over DRAW	Orange	Orange	Orange
Remaining	K-19-U	2	US 50 ML EBND over CHICO CREEK	Orange	Orange	Orange
Remaining	K-14-B	2	US 50 ML over OAK CREEK	Orange	Orange	Orange
Remaining	P-18-AD	2	COUNTRY CLUB ROAD over I 25 ML	Orange	Orange	Orange
Remaining	F-20-G	1	I-70 SERVICE RD over MIDDLE BIJOU CREEK	Orange	Orange	Orange



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Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL			
Remaining	P-13-D	5	SH 142 ML over RIO SAN ANTONIO			
Remaining	I-17-IL	2	MAXWELL STREET AR over DRAW AR			
Remaining	K-18-EL	2	BONFORTE BLVD over SH 47 ML			
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER			
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	P-09-L	5	US 84 ML over RIO BLANCO			
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER			
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR			
Remaining	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK			