



**COLORADO**

**Department of Transportation**

Statewide Bridge Enterprise

# 2014 Annual Report

January 15, 2015

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## 1 Historical Overview

On March 2, 2009, former Governor Bill Ritter signed into law Colorado Senate Bill 09-108, Funding Advancement for Surface Transportation and Economic Recovery, otherwise known as FASTER. The legislation was the first new dedicated and sustainable funding source for transportation in approximately twenty years.

The law increases revenues from various sources for transportation improvements at the state and local level. A portion of the funding designated as the “bridge safety surcharge” is dedicated specifically for Colorado’s most deficient bridges— those bridges identified as structurally deficient, or functionally obsolete, and rated “poor” (Bridge Sufficiency Rating less than 50, which was the federal standard at the time the statute was passed) by the Colorado Department of Transportation (CDOT). Revenues from the bridge safety surcharge were phased in over a three year period. As of 2012 phasing was completed and is now at the maximum level permitted by the statute (reference Table 2). Bridge Safety Surcharges collected in CY 2014 were \$89.7 million. The surcharge is a flat dollar amount and does not adjust for inflation.

To assist with this historic focus on Colorado’s poor bridges, the legislation did more than simply authorize the Bridge Safety Surcharge. FASTER created a new enterprise, the Bridge Enterprise (BE), and designated the Transportation Commission to serve as the Bridge Enterprise Board of Directors (Board). The business purpose of the Enterprise is to “finance, repair, reconstruct, and replace any designated bridge in the state” per C.R.S. 43-4-805 (2) (b). Because it was constituted as a government-owned business, the Enterprise may issue revenue bonds to accelerate construction of Colorado’s poor bridges. On June 18, 2009, the Board officially approved the enactment of the bridge safety surcharge, as required by law. Bridge projects under the Enterprise may include the repair, replacement, or ongoing operation or maintenance, or any combination thereof, of a designated bridge.

In addition, FASTER requires that the Enterprise issue a report of its activities to the legislature by February 15<sup>th</sup> of each year, and further requires that the report be posted on the CDOT website by January 15<sup>th</sup> of each year. This report fulfills that requirement.

## 2 2014 Summary of Significant Activities

The following is an itemization of significant activities that occurred in calendar year 2014, with a brief description of each noted event following the listing.

- FASTER Eligible Bridges
- \$300M Bond Program Delivery
- Bond Program Spending
- Bridge Enterprise Prioritization Plan
- Pilot Preservation Plan
- Innovative Contract Delivery
- Innovative Construction Techniques and Materials
- DBE Participation

- Finance Scenario Modeling for I-70 Viaduct Contribution
- Program Policy & Procedure Guidance Documents
- FASTER lawsuit
- Project / Program Reporting
- Other Significant Events / Initiatives

**FASTER Eligible Bridges.** The program maintains an ongoing tally of the number of “poor” designated structures eligible to receive FASTER funding since the legislation was passed into law. When the law was enacted in 2009, there were 128 poor-rated structures. CDOT Staff Bridge currently updates the poor list semi-annually. During 2014, four additional bridges were rated poor. This brings the FASTER eligible bridge count total to 183 as itemized in Table 1 below.

**Table 1. FASTER Eligible Bridges**

Year	Poor list count
2009 (Year FASTER legislation enacted into law)	128
2010	11
2011	15
2012	13
2013	12
2014	4
<b>Total FASTER eligible bridges</b>	<b>183</b>

Note the two following clarifications: (1) the law does not mandate nor is there at present a program commitment to address all FASTER eligible bridges, and (2) as of 2009, once a bridge is rated poor it retains eligibility to receive FASTER funds if subsequent bridge inspections raise its’ sufficiency rating above fifty. A complete list of all 183 FASTER eligible bridges is included in Appendix A.

The four additional bridges added to the program during calendar 2014 are listed in Table 2 below.

**Table 2. Bridges added to the FASTER Eligible Program in 2014**

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
B-16-AM	4	LARIMER	PROSPECT ROAD over I 25 ML	Not Programmed
K-01-C	5	MONTRORSE	SH90 over DOLORES RIVER	In Design
L-19-F	2	PUEBLO	US 50 BUS. RT over DRAW	Not Programmed
F-10-C	3	EAGLE	US 6 ML over EAST LAKE CREEK	Not Programmed

**\$300M Bond Program Delivery.** To accelerate the completion of Colorado’s worst bridges, the Bridge Enterprise Board of Directors elected to issue \$300M in Build America Bonds (BABs) in December of 2010. By definition, these bridges are those programmed to receive proceeds from the \$300M bond. Currently there are 93 bridges that are partially or fully funded with bond proceeds, and a detailed bond program status is outlined in Section 4.2 of this report.

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**Bond Program Spending.** The primary focus for the calendar year was to spend down the remainder of the bond proceeds, including interest accrued. Through the end of 2014, the program expended \$289.4M; approximately 97.1% of bond proceeds and 93.9% of total available bond program funding including the \$10.1M of bond interest earnings.

**Bridge Enterprise Prioritization Plan.** This plan was adopted by the Bridge Enterprise board in 2013 and is currently being utilized to serve as a consistent set of standards to determine whether or not a FASTER eligible bridge should be incorporated into the program, using a scoring worksheet to prioritize poor bridges as they become eligible for Bridge Enterprise funding. The plan was updated quarterly in past years, and is now updated semi-annually following the release of semi-annual revisions to the Poor Bridge List generated by CDOT Staff Bridge.

**Pilot Preservation Plan.** The purpose of this program is to test and document the effectiveness of various preservation measures as they relate to extending the useful life of bridges. Environmental issues arose which needed to be addressed prior to implementation of the plan. Those measures were addressed in a plan update, and Staff Bridge will be procuring multi-year contracts to deploy limited preservation measures on 12 candidate bridges. Data will be collected and analyzed to document the effectiveness of the preservation treatment to extend a bridge's useful life.

**Innovative Contract Delivery.** Pursuant to one of the program goals adopted by the Bridge Enterprise Board of Directors (a program delivery plan that evaluates various options, encourages creativity, and a variety of innovative solutions), the program continues to explore and deploy innovative contracting delivery methods that (1) expedite the start of construction, and/or (2) accelerate overall project completion. This includes utilization of both Design / Build (D/B) and Construction Manager / General Contractor (CM/GC) contract delivery methods.

Since program inception, Bridge Enterprise has initiated twenty D/B projects that address twenty-eight bridges with a cumulative contract value of approximately \$235.9M. One D/B project was completed in 2014. Bridge Enterprise is also using or has used the CM/GC contracting methodology on five projects. These CM/GC projects address seven bridges with a cumulative contract value of approximately \$160.5M. No CM/GC projects were completed 2014. A process modification adopted this year requires any new CM/GC projects to undergo a risk analysis and approval by the CDOT Chief Engineer prior to project initiation.

Currently, the program has six large innovative projects ongoing: I-70 Peak Period Shoulder Lane (F-14-Y BE portion), US6 at Garrison, 6<sup>th</sup> Avenue D/B project which is replacing three bridges and adjacent roadway improvements (one bridge was completed in 2013); Grand Ave. CM/GC project to replace the SH82 Bridge used to enter Glenwood Springs; the Ilex Bridge D/B project in Pueblo will be replacing 2 bridges and rehabilitating 6 others; and the I70 over Havana D/B project.

The US6 at Garrison Street project has been selected to be procured as a Streamlined Design/Build Project. The objective is to significantly reduce the procurement period of the project by combining the RFQ/RFP phases. Image 1 below shows the use of night construction activities to help with construction acceleration.



**Image 1.** Road closure and night construction activities on US6.

#### **Innovative Construction Techniques and Materials.**

- An Empirical Design Method was used on the *SH58 over Ford Street* project, which requires less reinforcement in the interior portions of the bridge deck. The result is the use of smaller and less rebar; reducing the total pounds of steel in the bridge by more than half. Because cracking in the deck is anticipated due to the design technique used, the use of stainless steel rebar was chosen to mitigate potential corrosion and early concrete spalling. In theory, this deck design may be able to avoid deck rehabilitation halfway through its 75-year design life, saving significant future costs. Bridge deck construction is shown in Image 2.
- In October 2014, Bridge Enterprise staff kicked off an effort to research designing bridges for 100-year design life. A design memorandum will be published in 2015 that identifies best practices associated with designing a bridge for 100-year design life.



**Image 2.** SH58 over Ford Street in Golden; stainless steel reinforced bridge deck.

**DBE Participation.** CDOT's Disadvantaged Business Enterprise (DBE) goal on State and FHWA-funded contracts for Federal Fiscal Year (FFY) 2014 was 10.25%. DBE participation on Bridge Enterprise construction contracts has helped CDOT exceed its overall DBE goal. Since program inception, from 3/1/2010 through 9/30/2014, the Bridge Enterprise program awarded three DBE prime contracts and 354 DBE subcontracts, for a total of \$45.9 million. Fourth quarter 2014 figures were not published at the time this report was issued. The total of 357 contracts went to 113 individual DBE firms, representing 15.6% DBE participation through the Bridge Enterprise program.

**Finance Scenario Modeling for I-70 Viaduct Contribution.** Bridge Enterprise staff generated an I-70 Viaduct Financing Impact Analysis, which was presented to the Transportation Commission in a workshop in November. Further details are outlined in Section 9.2 of this report.

**Program Policy & Procedure Guidance Documents.** No new formal Bridge Enterprise Policy & Procedure Guidance Documents were developed within the calendar year. Revisions to existing guidance documents were initiated and a summary of progress is as follows:

- Revisions to Guidance Document No. 8 (Bridge Assessments) were reviewed and adopted in September 2014.
- Revisions to Guidance Document No. 3 (Indirect Charges) are near completion and are expected to be adopted in early 2015.

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- Revisions to Guidance Document No. 7 (Schedule Baseline Change Process) were reviewed and adopted in November 2014.

The following is a summary of other policy related events implemented during the year.

- The program recognized (via Board approved resolutions) the asset transfers, new bridge ID's and recognized newly completed bridges now owned by Bridge Enterprise.

**FASTER Lawsuit.** On August 14, 2014 the Colorado Court of Appeals issued its decision in the TABOR Foundation's appeal of the trial court's decision in favor of the Colorado Bridge Enterprise (CBE) and others on all issues. The Court of Appeals affirmed the trial court's judgment that (1) the bridge safety surcharge fee that has been added to Colorado vehicle registrations is a fee and not a tax, (2) the CBE is a business providing a government service for a fee; (3) the \$14.4 million that the CBE received from the FHWA does not count towards the Colorado Bridge Enterprise's state grant cap and does not preclude a finding that the CBE is an enterprise; and (4) the transfer of 56 bridges from CDOT to CBE does not constitute a state grant to the CBE. Specifically the Court of Appeals ruled that the trial court did not err in concluding that the CBE is an enterprise.

On September 25, 2014 the TABOR Foundation filed a petition for certification with the Colorado Supreme Court appealing the Court of Appeals' decision upholding the trial court's decision. Counsel for the Colorado Transportation Commission and the Colorado Bridge Enterprise filed an objection to the petition on October 20, 2014 arguing that the Supreme Court should not accept the petition and should let the Court of Appeals' decision stand. As of December 24, 2014, the Colorado Supreme Court has not ruled on the TABOR Foundation's petition. If the Supreme Court denies the petition, then the Colorado Court of Appeals' decision will stand and the CBE will prevail on all issues.

**Project / Program Reporting.** Bridge Enterprise is committed to not only tracking program performance but also transparency via periodic project/program reporting as noted below:

- *Program Master Schedule.* BE staff works with regional staff to update the project/program schedule on a monthly basis. The schedule update is used to determine a Schedule Performance Index (SPI) which compares actual progress to planned performance. Schedule performance is reported monthly at the Board of Directors meeting.
- *Quarterly Reporting.* BE publishes a Quarterly Report that highlights program performance (i.e., number of completed bridges), significant accomplishments and activities, financial and schedule metrics, and economic outlook on a quarterly basis. Quarterly Reports are posted on the CDOT website.
- *Bond Allocation Plan.* The Bond Allocation Plan for projects included within the \$300M bond program is presented to the Bridge Enterprise Board of Directors, CDOT Executive Director, and senior Bridge Enterprise staff on a quarterly basis. Cash draw down tables and cash flow charts are developed to track projected bond spending as compared to forecasted expenditures per the baseline schedule. In addition, program actual expenditures and encumbrances to date are reported. As the program continues to wind down, the Bond Allocation Plan is currently transitioning to a more inclusive Bridge Enterprise Program-Wide Allocation Plan.

- *Bridge Enterprise website.* CDOT and Bridge Enterprise staff maintains the Bridge Enterprise website at [www.coloradodot.info/programs/BridgeEnterprise](http://www.coloradodot.info/programs/BridgeEnterprise). The information includes: current program progress, Frequently Asked Question (FAQ's) section, comprehensive list of FASTER eligible bridges, section on business opportunities with link to current bid list, and an interactive State map of all FASTER eligible bridges with relevant statistical information.

**Other Significant Events / Initiatives.** The following is an itemization of other significant events / initiatives completed during 2014.

- Presented FY2015 Bridge Enterprise budget, which was adopted by the Board.
- Continuing work with CDOT liaison in ongoing negotiations and coordination with Union Pacific and Burlington Northern Santa Fe teams on railroad related project issues.
- Provided guidance and support to State Auditor's Office during ongoing program audits.
- Contributed to presentations to Boards and Commissions regarding financial, engineering and construction updates and discussion of unique elements to various projects within the program.
- Participated in the 5<sup>th</sup> anniversary celebration of the FASTER Program with completion of the 100<sup>th</sup> bridge within the program in June (see Image 3).
- Bridge Enterprise staff continues to work with CDOT staff to evaluate projects for accelerated bridge construction, innovative means, methods and materials.



**Image 3.** Bridge Enterprise staff, along with CDOT Chief Engineer Josh Laipply (left), Colorado Governor John Hickenlooper (third from right) and CDOT Executive Director Don Hunt (right) at the FASTER project 5-year celebration.

### 3 FASTER Program Revenues and Expenses

In accordance with FASTER legislation, a bridge safety surcharge fee was phased-in over a three year period, from 2010 through 2012; to finance repairs, reconstruction, or replacement to bridges deemed structurally deficient or functionally obsolete, and rated as “poor”. This fee (from \$13 to \$32) appears on vehicle registrations and is based on vehicle weight. For 2013 and beyond, the surcharge fee collected is 100%.

Table 3 below is an accounting of actual FASTER bridge safety surcharge revenues collected, a projection of future FASTER revenues anticipated to be collected, and Total Revenues (actual or projected) collected by fiscal year.

**Table 3. FASTER Program Revenues (Actual and Projected) by Fiscal Year**

Fiscal Year	Actual Revenues Collected <sup>(1)</sup>	Projected Revenues	Total Revenues Actual or Projected
2010	\$43,755,530	--	\$43,755,530
2011	\$65,328,855	--	\$65,328,855
2012	\$88,908,478	--	\$88,908,478
2013	\$92,839,475	--	\$92,839,475
2014	\$95,550,947	--	\$95,550,947
2015	\$42,820,662 <sup>(2)</sup>	\$48,179,338	\$91,000,000

<sup>(1)</sup> Does not include any interest earnings or FHWA’s \$15M per year of pledged funding

<sup>(2)</sup> Based upon five months (July to November) of actual revenues collected

Table 4 below represents an itemization of total FASTER program expenses (all funding sources) by fiscal year. Cost categories included within program expenses include: project pre-construction and construction costs, program management services, region scoping pools, miscellaneous bond expenses and maintenance costs for newly constructed structures.

**Table 4. FASTER Bridge Program Expenses by Fiscal Year**

Fiscal Year	Bridge Enterprise Program Expenses
2010	\$2,382,211
2011	\$44,119,228
2012	\$119,208,948
2013	\$171,104,146
2014	\$137,671,170
2015	\$34,999,755 <sup>(1)</sup>

<sup>(1)</sup> Based upon five months (July – November) of reported expenses.

From program inception beginning in 2010, bridge repair/replacement projects have \$439.7M in total expenditures and \$178.2M in total encumbrances.

## 4 Overview of Calendar Year 2014 Progress

### 4.1 Bridge Completion Status (183 FASTER Eligible Bridges)

In calendar year 2014, Bridge Enterprise completed repairs or replacement to seven bridges. Table 5 below presents the current status of the 183 FASTER eligible bridges included within the program, which is also graphically depicted in Figure 1. For comparison, the program status as of CY 2013 is depicted in Figure 2. A complete itemization of all 183 FASTER eligible bridges with statistical information including their respective progress status is outlined in Appendix A.

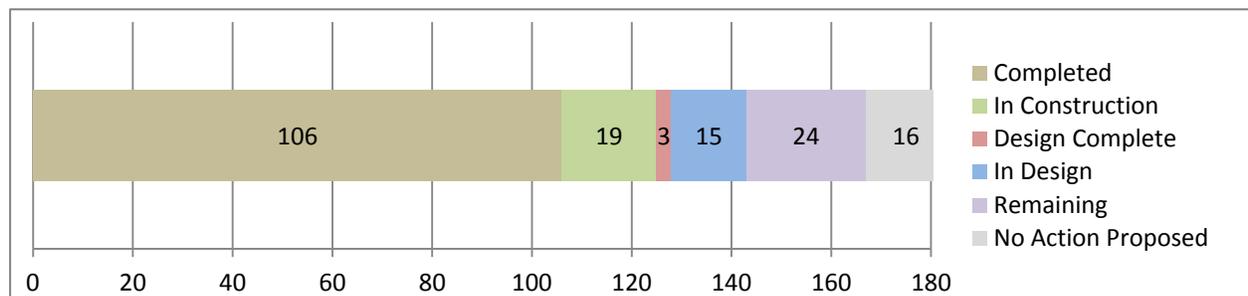
**Table 5. Program Status - 183 FASTER Eligible Bridges**

Bridge Status	Number
Completed	106
In Construction	19
Design Complete	3
In Design	15
Remaining	24
No Action Proposed	16
<b>Total Program</b>	<b>183</b>

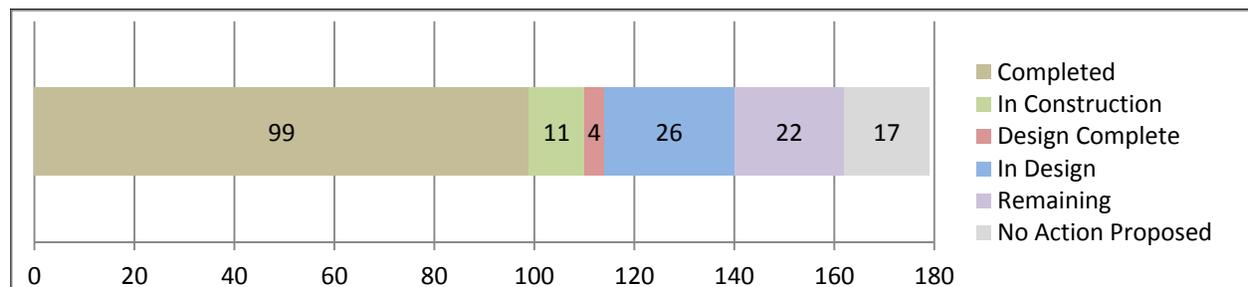
Bridge completion statistics are as follows:

- 68% of the FASTER eligible bridges are complete or in construction.
- 10% of the FASTER eligible bridges are currently in design or waiting to go to advertisement for construction.

**Figure 1. Program Status - 183 FASTER Eligible Bridges CY2014**



**Figure 2. Program Status - 179 FASTER Eligible Bridges CY2013**



For bridges designated as “No Action Proposed,” there are several factors that have prevented these projects from being considered for programing. These factors include:

- The bridge may have undergone maintenance actions which changed its status.
- The bridge may have been identified for devolution or other mitigation.
- Other factors may have significantly changed the prioritization score of the bridge. For example, these changes could be attributed in part to right-of-way or railroad constraints, economic impacts or historical significance of the bridge.
- The financial means to complete the project have been shifted to a local or non-CDOT entity.

Some of these factors may impact whether the project is eligible for Bridge Enterprise funding. If the project is deemed ineligible, it will be removed from the Bridge Enterprise list.

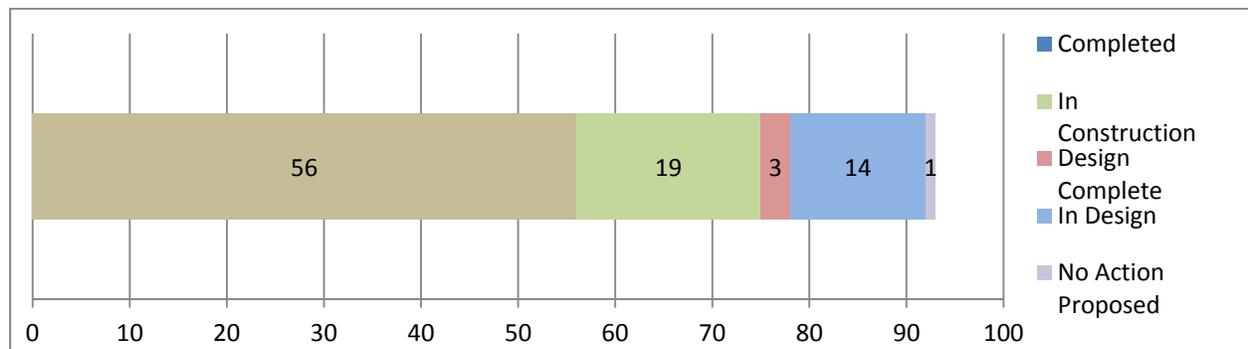
## 4.2 Bridge Completion Status (\$300M Bond Program)

There are currently a total of 93 bridges included within the \$300M bond program. These 93 bridges are included within (or a subset of) the total population of 183 FASTER eligible bridges (presented in Section 4.1 of this report) but are tracked separately as their work scope is primarily funded with bond proceeds. Table 6 below provides the completion status of these 93 bridges which is also graphically depicted in Figure 3. For comparison, the status of bond bridges as of CY2013 is depicted in Figure 4. A complete listing of the 93 bridges included within the bond program is depicted in Appendix B.

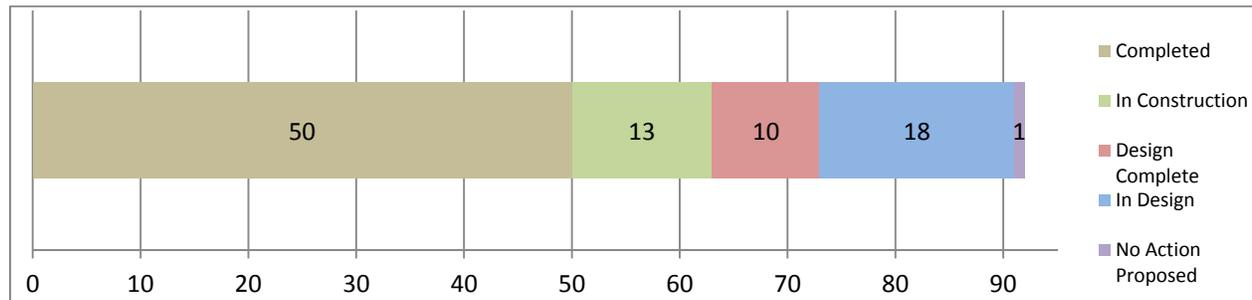
**Table 6. Project Status - \$300M Bond Program Bridges**

Bridge Status	Number
Completed	56
In Construction	19
Design Complete	3
In Design	14
No Action Proposed	1
<b>Total Program</b>	<b>93</b>

**Figure 3. Bond Program Project Status – 93 Bridges CY2014**



**Figure 4. Bond Program Project Status –92 Bridges CY2013**



### 4.3 Status of Most Deficient Bridges

In 2014, the list of “30 Most Deficient Bridges” (based upon sufficiency rating) was consolidated to two lists: the list of “poor” bridges as published by CDOT staff bridge for the base year 2009 (original list of 128 structures), and a second list of “poor” rated structures as of the current fiscal year (2014). The two lists of “30 Most Deficient Bridges” (reference Table 7) are included within the monthly progress report provided by the Chief Engineer at the monthly Bridge Enterprise Board meetings.

**Table 7. Status of 30 Most Deficient Bridges**

Status	Original 128 Poor Bridges	2014 Poor List Bridges
	Worst 30	Worst 30
Complete	28	6
In Construction	0	7
Design Complete	0	1
In Design	2 *	8
Remaining	0	8
<b>Total Addressed</b>	<b>30</b>	<b>30</b>

\* 2 remaining:

- Design/reconstruction for L-18-M (R2, I-25 N over Indiana Ave. Pueblo) expected by end of CY2015.
- The I-70 Viaduct will be the final original ‘30 worst’ bridge addressed.

### 4.4 Program Earned Value

The Program implemented cost and schedule Key Performance Indicators (KPIs) to track, monitor and report on program performance. As part of the monthly program schedule update, a Schedule Performance Index (SPI) is calculated for each project included within the bond program. The SPI is also calculated and reported at the regional and program levels. The SPI is based upon earned value which compares actual progress to planned performance based upon work complete to date.

In previous years, the program schedule tracked the earned value of the project as one cost entity. During 2014, the schedule was expanded to segregate pre-construction costs from construction costs.

Also, projects completed prior to 2014 were removed from the overall calculation. These two modifications have resulted in a much more accurate SPI representation of the program.

The program SPI as of the December 31, 2014 was 0.92. An SPI would be 1.0 would indicate that the program is on schedule; meaning actual progress is identical to the planned performance, or baseline schedule. The program has established an SPI goal during execution of 0.90, but strives to attain a 1.0. Table 8 below illustrates the earned value of the work complete (actual) as of December 31, 2014 was \$459.5M as compared to the planned value of the work (baseline) scheduled to be completed at \$498.5M; which indicates that the program is approximately 8% behind the plan.

**Table 8. Program Earned Value**

Earned Value of Work (Actual) Through December 31, 2014	Planned Value of Work (Baseline) Through December 31, 2014	Schedule Variance
\$459,497,640	\$498,485,188	-\$38,987,548

For some projects which require involvement with a railroad entity, unanticipated delays of certain activities involving the railroads have significantly impacted project schedules. Each month the Schedule Change Control Board (SCCB) reviews projects and discusses reasons for lost earned values monthly and is aware of these issues. More information is available through the SCCB.

## 5 Consultant Activities

### 5.1 Bridge Enterprise Program Manager

The Bridge Enterprise Program Manager (BEPM) provides the management and administration for the delivery of the bridge improvement program at the statewide level. The BEPM works with CDOT-Bridge Enterprise personnel who also support the program; and the five CDOT Regions responsible for project delivery, which includes the procurement, design, repair or reconstruction of each FASTER bridge located within their Region. This approach is consistent with current day-to-day CDOT business operations and allows for the most effective process for advancing Bridge Enterprise projects in an economical manner.

AECOM was selected as the Bridge Enterprise Program Manager (BEPM) in July 2010, and was awarded a five-year contract renewable on an annual basis. AECOM is currently in the fifth year of the Program Management contract which extends through June 30, 2015. The BEPM core staff is located and work alongside the CDOT/Bridge Enterprise staff which also provides services for Bridge Enterprise at CDOT headquarters. In accordance with the FY 2015 BEPM work plan, the following program management services shall be provided:

- Oversight and administration of \$300M Bond Delivery Program with CDOT/Bridge Enterprise staff
- Maintain and Update Program Cost and Schedule database (all 183 FASTER eligible bridges) and overall Program Schedule.

- Program Financial Support Services and Subsequent Bond Issuance (if required).
- Development and Implementation of requisite Policy, Processes & Procedures guidance documents.
- Other PM support services: STIP/TIP coordination, Public Information / Public Relations, Maintenance of Bridge Enterprise SharePoint site, Bridge Enterprise staff work load analyses, CDOT website, Program Reporting (Monthly and Quarterly Progress, and Annual Report), and support monthly Board of Director meetings.

## 5.2 Other Consultant Contracts

The following is a brief update of other major FASTER related contracts.

**Non-Project Specific FASTER design contracts.** Based on the amount of programmed work that still requires design related services, Bridge Enterprise worked with CDOT bridge staff and Region-specific staff and determined there was still a need for a new suite of Bridge Enterprise Non Project Specific (NPS) contracts for 2014. Three NPS Bridge Enterprise design contracts were awarded in 2013; each with a \$3M contract value. Services continue throughout 2014.

**Construction Management and Materials Testing.** Based on the amount of work scheduled to go to construction in 2014, Bridge Enterprise staff, CDOT bridge staff and Region-specific staff determined there was still a need for a new suite of CM and Materials Testing services. Four CM and Material Testing consultant teams were awarded contracts in 2013; each with a \$2.5M contract value. Services continue throughout 2014.

**Independent Cost Estimator.** CDOT continues to use the previously awarded two Independent Cost Estimator (ICE) contracts to support Guaranteed Maximum Pricing negotiations associated with CM/GC contracts.

The above consultant usage only highlights program based consultant contracts. CDOT Regions are encouraged to use Project Specific contracts funded by Bridge Enterprise, in accordance with program guidelines, to deliver projects, if time constraints and limited regional resources call for additional consultant support to ensure timely project delivery.

## 6 Job Creation

The FHWA tracks the economic benefits of highway capital investments (which include bridge replacement projects), and from a job creation perspective employment impacts fall into three categories as listed below:

- Direct jobs are occupations that work directly on the project such as project planners, designers, engineers and construction workers.
- Indirect jobs means positions at suppliers of materials for the project, such as steel, concrete, wood, etc.
- Induced jobs are jobs created by the spending of monies provided as project salaries [or employee payroll] for items such as mortgage payments, groceries, gas entertainment, etc.

The most recent official estimate of the impacts of infrastructure investment on employment was generated by Council of Economic Advisers (CEA) within the Executive Office of the President. In a 2014 DOT statement, the CEA estimated that every \$1 billion in Federal highway and transit investment funded by the American Jobs Act would support 13,000 jobs for one year. This correlates to approximately 4,248 full-time positions; primarily in construction craft labor. In addition, preconstruction program expenditures (i.e., engineering and project designs) created another approximately 1,468 full-time positions; primarily engineers. Approximately 5,716 direct jobs have been created by the FASTER program through spending from March 1, 2010 through November 2014. December figures were not available at the time this report was published, and therefore could not be included in calculations. Included in the above number is an average of 44 CDOT full-time jobs each year; staff responsible for the day-to-day delivery of the program, based on CDOT payroll records.

## 7 Colorado Economic Market Conditions

Along with a relatively strong Colorado economy, hard costs for construction materials rose significantly over last year. From the fourth quarter 2013 CDOT Colorado Construction Cost Index Report to the third quarter of 2014, costs for construction materials increased significantly, as shown in Table 9 below. Construction costs for the fourth quarter of 2014 were not available at the time of issuance of this report.

**Table 9. Colorado Construction Cost Index Reporting**

Construction Category	Average Bid Price (CDOT)		Cost Increase (%)
	CY2013 Q4	CY2014 Q3	
Earthwork (c.y.)	\$10.00	\$13.30	33%
Asphalt (ton)	\$80.78	\$100.07	24%
Concrete (Pavement) (s.y.)	\$42.64	\$52.39	23%
Concrete (Structural) (c.y.)	\$309.40	\$592.26	91%
Reinforcing Steel (lb.)	\$0.85	\$1.01	19%

Construction costs bore a significant impact to all CDOT projects. Many project bids received by CDOT were higher than the engineer's estimate. Bridge Enterprise projects were affected, and required approval of budget increases to finish the projects.

The reduction in oil prices occurring at the end of 2014 could favorably affect Bridge Enterprise projects bid in early 2015.

## 8 Recommendations for Statutory Changes

While CDOT and the Bridge Enterprise may consider pursuing legislation in the future to further improve the program, the Enterprise is satisfied that FASTER as currently written provides the authority necessary to effectively and efficiently address some of Colorado's most deficient bridges. In addition,

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CDOT may evaluate whether or not to redefine the meaning of a "poor" rated structure consistent with the MAP-21 legislation which discontinued the use of the sufficiency rating calculation to define good/fair/poor rated structures.

## 9 Projected Program Plan

### 9.1 Forecasted 2015 Program Plan

The forecasted 2015 program objectives focus on the following items:

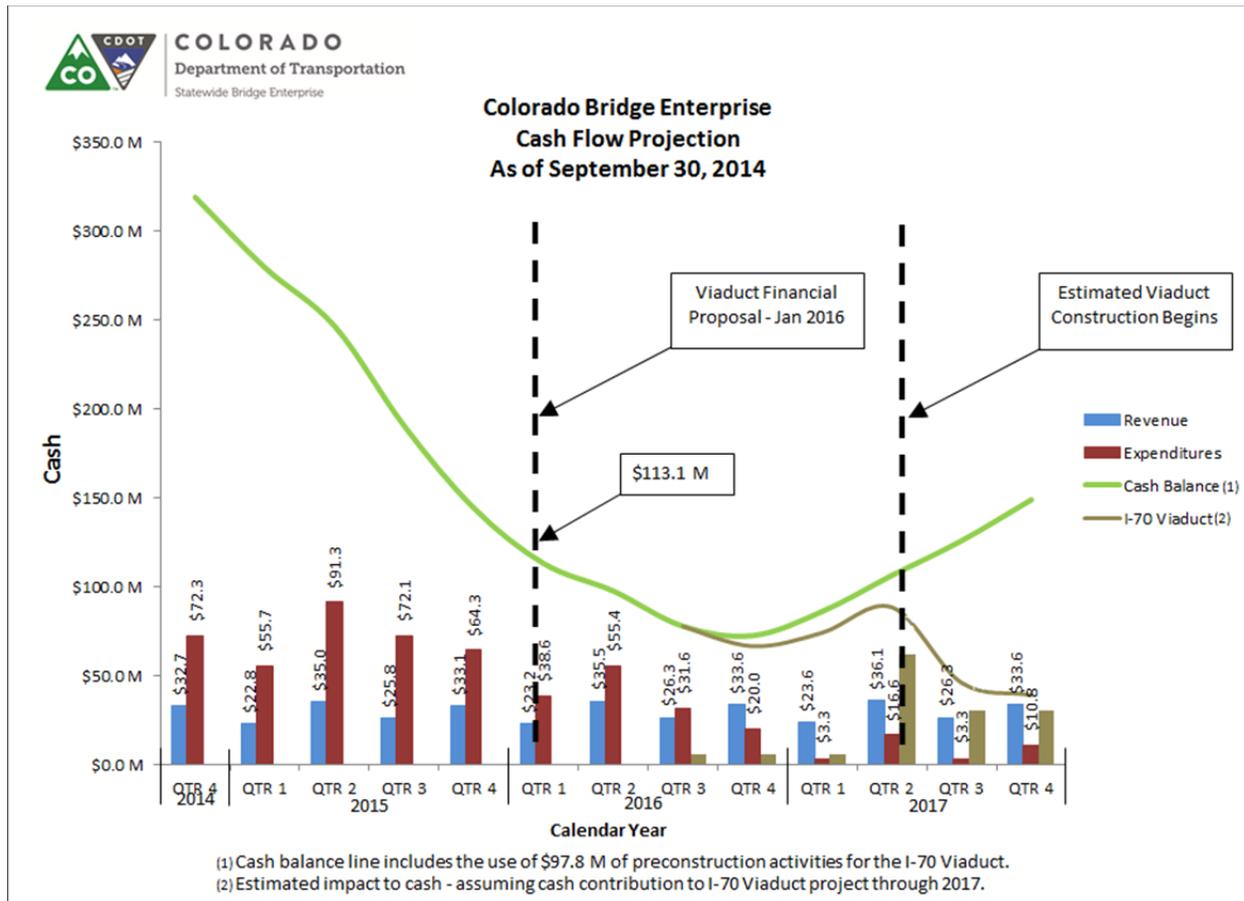
**Close-out Bond Program.** Bridge Enterprise continues to update CDOT executive staff on a quarterly basis regarding the timing of expending all bond proceeds, including interest. In accordance with program requirements, Bridge Enterprise staff shall document when all the bond proceeds and any interest earnings have been fully expended in a letter to bond counsel. Program staff continues to aggressively re-program unspent bond proceeds so they are expended as soon as possible.

**Future Financial Plan.** The plan is currently being evaluated based on various bonding scenarios for I-70 Viaduct funding options. A financial summary was presented to the Bridge Enterprise and High Performance Transportation Enterprise Board in November 2014 outlining the I-70 Viaduct funding scenarios and impacts to the Bridge Enterprise program. Currently, no formal decisions regarding this project or its financing have been made. Discussions will continue into next year. The Bridge Enterprise future financial plan will be updated when I-70 Viaduct project parameters are more clearly defined, as roughly half of Bridge Enterprise funding may be earmarked for the I-70 project. Bridge Enterprise is currently reprogramming surplus bond funds from completed projects for use to complete portions of other bond projects within the program.

**Prioritization Plan.** Program staff shall work closely with CDOT Staff Bridge and Region staff; and shall continue to use and refine the Prioritization Plan for recommendations of distribution of available FASTER Bridge funding to the most deserving structures.

**Financial Tracking and Reporting.** Program staff shall continue to track and monitor overall program financial performance on a monthly basis. According to the most recent Bridge Enterprise program update, the program currently has a \$908.6M program liability, which includes all projects funded with Bridge Enterprise funds since program inception and forecasts for currently programmed projects. At this time, the future FASTER Bridge (or pay-go funding) are forecasted to cover this projected financial liability. Cash flow projections are depicted in Figure 5 below.

Figure 5. Cash Flow Projection Graph



- Note that the information shown in Figure 5 is through September 2014. Actual fourth quarter statistics were not available at the time this report was published.

## 9.2 I-70 Viaduct

The I-70 viaduct (Bridge E-17-FX) is on the list of 183 FASTER eligible bridges. It will be the last of the original (2009) 30 Worst bridges in Colorado to be addressed. A Supplemental Draft Environmental Impact Statement (SDEIS) was published late August 2014, with public comment hearings following through October.

After considering input from the public review and comment period, CDOT and the Federal Highway Administration (FHWA) will issue a Final Environmental Impact Statement, which will respond to comments and questions, and will formally identify a preferred alternative. At the time of this Annual Report, the EIS process is advancing, and a final outcome has not been determined. At the conclusion of the process, the FHWA is expected to issue a Record of Decision.

## List of 183 FASTER Eligible Bridges

Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
E-16-AA	E-16-YG	1	ADAMS	US 287 ML over BNSF RR SPUR; at 69TH AVE	In Design
E-16-FP	E-16-YF	1	ADAMS	80TH AVE over US 36 ML	Construction Complete
E-16-GQ	E-16-YD	1	ADAMS	SH 95 ML (SHERIDAN BLVD) over UP RR, RR SPUR; N of JCT I 76 in WHEATRIDGE	Construction Complete
E-17-AR	E-17-ADR	1	ADAMS	SH 7 ML over SOUTH PLATTE RIVER	Construction Complete
E-17-CA	E-17-VA	1	ADAMS	SH 44 ML(104TH AVE) over SOUTH PLATTE RIVER; W of JCT US 85	In Construction
E-17-DC	E-17-ACS	1	ADAMS	I 76 ML EBND over UP RR; E of JCT US 85	In Construction
E-17-DM	E-17-ADL	1	ADAMS	I 76 ML WBND over UP RR	Construction Complete
E-17-DN	E-17-ADL	1	ADAMS	I 76 ML EBND over UP RR	Construction Complete
E-17-DU	E-17-ACT	1	ADAMS	I 76 ML WBND over UP RR; E of JCT US 85	In Construction
E-17-EP	Not Assigned	1	ADAMS	SH6 DITCH RIDER RD over BURLINGTON CANAL SR	No Action Proposed
E-17-ER	044A002673BR	1	ADAMS	SH 44 ML(104TH AVE) over BULL SEEP; W of US 85	In Construction
E-17-EX	E-17-GF	1	ADAMS	PEORIA STREET over I 76 ML; NE of JCT US 85	Construction Complete
E-17-EZ	E-17-ACR	1	ADAMS	84TH AVE over I 25 ML	Construction Complete
E-17-GL	E-17-AET	1	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete
E-17-GM	E-17-AET	1	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete
E-17-HG	E-17-ADP	1	ADAMS	104TH AVE over I 25 ML	Construction Complete
E-17-HL	E-17-AEA	1	ADAMS	I 76 ML EBND over SH 224 ML	Construction Complete
E-17-IC	Not Assigned	1	ADAMS	YORK STREET over I 270 ML	Not Programmed
F-19-AF	Not Assigned	1	ADAMS	COUNTY ROAD over I 70 ML	Not Programmed
F-16-F	F-16-FA	1	ARAPAHOE	US 85(SANTA FE) ML NBND over DAD CLARK GULCH; in LITTLETON	Construction Complete
F-16-FY	F-16-YG	1	ARAPAHOE	US 285 ML SBND over SH 88 ML	Construction Complete
F-16-FZ	F-16-YH	1	ARAPAHOE	US 285 ML NBND over SH 88 ML	Construction Complete
F-17-BS	F-17-XL	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK; E of I-225	In Construction
F-17-DM	F-17-YB	1	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK; W OF SH 83(PARKER RD)	In Construction
F-17-F	F-17-WZ	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over SAND CREEK; E of I-225	In Construction
F-17-GA	F-17-HA	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over TOLLGATE CREEK; W of I-225	In Construction
F-17-GO	F-17-HA	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over TOLLGATE CREEK; W of I-225	In Construction
F-19-B	F-19-BL	1	ARAPAHOE	US 36 ML over COMANCHE CREEK; E of STRASBURG	Construction Complete
F-19-F	Not Assigned	1	ARAPAHOE	US 36 ML over DRAW	Not Programmed
E-16-FK	E-16-YB	1	BROOMFIELD	SH 121 ML SBND- WADSWORTH PKWY over US 36 ML (DENVER/BOULDER TNPK)	Construction Complete
E-16-FL	E-16-YC	1	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML (DENVER/BOULDER TNPK); SE of JCT SH 121	Construction Complete

## List of 183 FASTER Eligible Bridges

Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
F-14-B	F-14-AZ	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK (SR); W IDAHO SPRINGS	Construction Complete
F-14-Y	Not Assigned	1	CLEAR CREEK	I 70(BUSINESS RT) over I 70 ML	In Design
F-15-BL	Not Assigned	1	CLEAR CREEK	I 70 ML WBND over US 6, CLEAR CREEK	No Action Proposed
F-15-D	Not Assigned	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK (SR)	No Action Proposed
E-16-FW	E-16-YQ E-16-YZ(ped bridge)	1	DENVER	PECOS STREET over I 70 ML; in DENVER	Construction Complete
E-17-AH	Not Assigned	1	DENVER	ON 40TH AVE W of SH 2 ML over BNSF RR	No Action Proposed
E-17-BY	E-17-AER	1	DENVER	I 70 ML EBND over SAND CREEK; E of QUEBEC ST	Construction Complete
E-17-DF	Not Assigned	1	DENVER	I 70 ML WBND over UP RR W of QUEBEC STREET	Not Programmed
E-17-EW	Not Assigned	1	DENVER	I 70 ML EBND over UP RR; W of QUEBEC STREET	Not Programmed
E-17-FX	Not Assigned	1	DENVER	I 70 ML over US 6, RR, CITY ST	In Design
E-17-GE	E-17-AER	1	DENVER	I 70 ML WBND over SAND CREEK; E of QUEBEC ST	Construction Complete
E-17-JP	Not Assigned	1	DENVER	I 70 ML over HAVANA ST, UP RR	In Design
E-17-KR	Not Assigned	1	DENVER	I 270 ML EBND over I 70 ML	Not Programmed
F-16-BM	F-16-XK	1	DENVER	SH 88 ML over RR, LAKEWOOD GULCH	Construction Complete
F-16-DP	F-16-XB	1	DENVER	I 25 ML over RDWY,RR, SOUTH PLATTE RVR; BRONCO BRIDGE	Construction Complete
F-16-DT	F-16-XS	1	DENVER	I 25 ML NBND over US 85 ML (SANTA FE)	Construction Complete
F-16-DW	F-16-XS	1	DENVER	I 25 ML SBND over US 85 ML (SANTA FE)	Construction Complete
F-16-EF	F-16-YZ	1	DENVER	US 6 ML over SOUTH PLATTE RIVER; W SIDE of I-25	In Construction
F-16-EJ	F-16-YJ	1	DENVER	US 6 ML over BNSF RR; E SIDE OF I-25	In Construction
F-16-EN	F-16-ZA F-16-ZB	1	DENVER	US 6 ML over BRYANT STREET; W SIDE OF I-25	In Construction
F-16-FW	F-16-YQ	1	DENVER	US 287+SH 88 (FEDERAL) over US 40 ML (COLFAX)	Construction Complete
F-16-GG	Not Assigned	1	DENVER	PERRY STREET over US 6 ML; W of FEDERAL	No Action Proposed
F-16-OG	Rehab, no new number	1	DENVER	RAMP to I 25 NBND over US 6 ML	Construction Complete
F-17-AE	F-17-WP	1	DENVER	SH 30 ML/HAVANA ST over CHERRY CREEK	Construction Complete
G-16-B	G-16-E	1	DOUGLAS	US 85 ML over DRAW; COOK RANCH to LOUVIERS	Construction Complete
G-16-C	G-16-F	1	DOUGLAS	US 85 ML over DRAW; COOK RANCH to LOUVIERS	Construction Complete
G-17-A	G-17-AI	1	DOUGLAS	US 85 ML over SAND CREEK	In Design
E-16-FX	E-16-XR	1	JEFFERSON	WASHINGTON STREET over SH 58 ML	Construction Complete
E-16-HA	E-16-HG	1	JEFFERSON	SH 58 ML over FORD STREET, WASH	Construction Complete
E-16-HI	E-16-XQ	1	JEFFERSON	SH 58 ML over CO.RD,RR SPUR	Construction Complete
F-16-AM	F-16-WI	1	JEFFERSON	US 285 ML SBND over SH 121 ML	Construction Complete

## List of 183 FASTER Eligible Bridges

Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
F-16-AY	F-16-WI	1	JEFFERSON	US 285 ML NBND over SH 121 ML	Construction Complete
F-16-CS	F-16-YR	1	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK; N OF 285	Construction Complete
F-16-ER	F-16-EW	1	JEFFERSON	US 6 ML over GARRISON STREET (LAKEWOOD)	In Design
F-16-FL	F-16-XQ	1	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE.	Construction Complete
F-16-I	F-16-YK	1	JEFFERSON	US 285 ML SBND over PIERCE STREET	Construction Complete
O-25-H	O-25-AA	2	BACA	US 160 ML over N FK SAND ARROYO; SW of PRITCHETT	Construction Complete
O-25-I	O-25-AB	2	BACA	US 160 ML over DRAW; W of PRITCHETT	Construction Complete
O-26-L	160C461737BR 160C461739BR	2	BACA	US 160 ML over CAT CREEK; W of SPRINGFIELD	Construction Complete
L-24-F	Rehab, no new number	2	BENT	SH 101 ML over PURGATOIRE RIVER; S of LAS ANIMAS	Construction Complete
M-24-B	M-24-K	2	BENT	SH 101 ML over DRAW; S of LAS ANIMAS and JCT US 50	Construction Complete
L-21-U	096B103590BL	2	CROWLEY	SH 96 ML over NUMA DRAIN CANAL	Construction Complete
L-22-F	L-22-CJ	2	CROWLEY	SH 96 ML over BLACK DRAW	Construction Complete
H-17-M	Rehab, no new number	2	EL PASO	I 25 ML over DRAW	Construction Complete
H-18-A	H-18-AD	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK; W of PEYTON	Construction Complete
I-17-AE	Rehab, no new number	2	EL PASO	US 24 ML EBND over FOUNTAIN CREEK	Construction Complete
I-17-O	Not Assigned	2	EL PASO	I 25 SERVICE RD over PINE CREEK; S of JCT SH 56	No Action Proposed
I-18-G	I-18-BQ	2	EL PASO	US 24 ML over DRAW; E of FALCON	Construction Complete
J-18-S	025A122850NL	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Construction Complete
J-18-T	025A122564NL	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Construction Complete
J-15-B	J-15-F	2	FREMONT	SH 9 ML over CURRANT CREEK; NW of JCT US 50	Construction Complete
K-14-B		2	FREMONT	US 50 ML over OAK CREEK	Not Programmed
K-14-J	K-14-AA	2	FREMONT	US 50 ML over DRAW, btwn TEXAS CREEK & COTOPAXI	Design Completed
K-16-K	K-16-AL	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER; E of PORTLAND	Construction Complete
K-16-Q	K-16-AM	2	FREMONT	SH 120 ML over HARDSCRABBLE CREEK	Construction Complete
K-16-S	K-16-CI	2	FREMONT	SH 120 ML over DRAW, UP RR; E of FLORENCE	In Construction
K-16-W	K-16-F	2	FREMONT	SH 67 ML over DRAW	Construction Complete
M-16-P	M-16-R	2	HUERFANO	SH 69 ML over MILLIGAN ARROYO; Near GARDNER	In Design
N-16-L	N-16-Q	2	HUERFANO	SH 69 ML over TURKEY CREEK	Construction Complete
N-17-AD	Not Assigned	2	HUERFANO	I 25 ML SBND over US 160 ML, RR SPUR	No Action Proposed
N-17-BN	Not Assigned	2	HUERFANO	I25 ML SBND over CO RD 640, BUTTE CREEK	Not Programmed
N-17-C	N-17-BV	2	HUERFANO	I 25 BUS RT over SULL CREEK; Near WALSENBURG	Construction Complete

## List of 183 FASTER Eligible Bridges

Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
N-17-N	N-17-BU	2	HUERFANO	I 25 ML NBND over MISSOURI CREEK	Construction Complete
N-17-S	Not Assigned	2	HUERFANO	I25 ML NBND over CO RD 103, BUTTE CREEK	Not Programmed
O-16-A	O-16-C	2	HUERFANO	SH 12 ML over CUCHARAS RIVER; S of LA VETA	Construction Complete
K-23-B	K-23-X	2	KIOWA	SH 96 ML over DRAW	Construction Complete
K-23-C	K-23-W	2	KIOWA	SH 96 ML over DRAW	Construction Complete
K-24-A	K-24-B	2	KIOWA	SH 96 ML over DRAW	Construction Complete
O-19-H	O-19-R	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER; NE of JCT US 160	Construction Complete
O-19-J	O-19-AH	2	LAS ANIMAS	US 350 ML over DRAW; S of MODEL	Construction Complete
P-17-H	P-17-AG	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER; NW of WESTON	Construction Complete
P-18-B	P-18-BK	2	LAS ANIMAS	I 25 ML NBND over PURGATOIRE RIVER	Construction Complete
P-18-S	P-18-BL	2	LAS ANIMAS	I 25 ML SBND over PURGATOIRE RIVER	Construction Complete
P-19-AD	P-19-AV	2	LAS ANIMAS	SH 239(CO RD 75) ML over IRRIGATION CANAL; in TRINIDAD	Construction Complete
P-23-A_MINOR	P-23-D	2	LAS ANIMAS	US 160 ML over SMITH CANYON TRIBUTARY; Near KIM, CO	Design Completed
L-22-E	L-22-CM	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL; NE of ROCKY FORD	Construction Complete
L-22-K	L-22-CO	2	OTERO	SH 71 ML over FT LYON CANAL; NW of ROCKY FORD	Construction Complete
L-22-L	Not Assigned	2	OTERO	SH 71 ML over ARKANSAS RIVER	Not Programmed
L-22-O	L-22-CN	2	OTERO	SH 266 ML over HOLBROOK CANAL; NE of ROCKY FORD	Construction Complete
M-21-D	M-21-F	2	OTERO	US 350 ML over DRAW; SW of LA JUNTA & TIMPAS	Construction Complete
G-12-C	Not Assigned	2	PARK	SH 9 ML over PLATTE GULCH	Not Programmed
G-12-L	Rehab, no new number	2	PARK	SH 9 ML over BUCKSKIN GULCH; in ALMA	Construction Complete
L-27-S	L-27-V	2	PROWERS	US 50 ML over DRAW; E of LAMAR	In Construction
L-28-C	L-28-AS	2	PROWERS	US 50 ML over BNSF RR; E of GRANADA	In Construction
L-28-F	L-28-H	2	PROWERS	SH 89 ML over ARKANSAS RIVER; S of HOLLY	Construction Complete
K-17-F	Not Assigned	2	PUEBLO	SH 96 ML over RUSH CREEK	Not Programmed
K-18-AX	Rehab, no new number	2	PUEBLO	I 25 ML NBND over US 50 BUS. RTE.	In Design
K-18-CK	K-18-GU	2	PUEBLO	I 25 ML NBND over NP RR, ILEX ST, BENNET ST; N of JCT SH 50 E	In Design
K-18-CL	K-18-GV	2	PUEBLO	I 25 ML SBND over NP RR, ILEX ST, BENNET ST; S of JCT SH 96	In Design
K-18-R	Rehab, no new number	2	PUEBLO	US 50 BUS EBND over ARKANSAS RIVER	In Design
K-18-Z	K-18-GS & K-18-GT	2	PUEBLO	SH 96 ML over RDWY, RR, ARKANSAS RIVER	Construction Complete
L-18-AQ	Rehab, no new number	2	PUEBLO	NORTHERN AVE over I 25 ML	In Design
L-18-AU	Rehab, no new number	2	PUEBLO	MESA AVE over I 25 ML	In Design

## List of 183 FASTER Eligible Bridges

Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
L-18-M	Rehab, no new number	2	PUEBLO	I 25 ML NBND over INDIANA AVE	In Design
L-18-W	Rehab, no new number	2	PUEBLO	I 25 ML SBND over INDIANA AVE	In Design
L-19-C	L-19-Y	2	PUEBLO	US 50 BUS RT WBND over ST CHARLES RIVER	Construction Complete
L-19-F	Not Assigned	2	PUEBLO	US 50 BUS. RT over DRAW	Not Programmed
L-19-G	Not Assigned	2	PUEBLO	SH 96 ML over BOB CREEK CANAL	Not Programmed
M-17-R	Rehab, no new number	2	PUEBLO	I 25 ML over DRAW	Construction Complete
M-20-A	M-20-D	2	PUEBLO	SH 10 ML over SAUNDERS ARROYO	Construction Complete
H-16-K	H-16-N	2	TELLER	SH 67 ML over DRAW	Construction Complete
I-15-Y	Rehab, no new number	2	TELLER	US 24 ML over TWIN CREEK	Construction Complete
F-08-D	Not Assigned	3	EAGLE	I 70 ML over UP RR (SR)	Not Programmed
F-08-F	F-08-AJ	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER (SR); N. of DOTSERO INT.	Construction Complete
F-09-H	F-09-AS	3	EAGLE	US 6 ML over EAGLE RIVER; E of EAGLE	Construction Complete
F-10-C	Not Assigned	3	EAGLE	US 6 ML over EAST LAKE CREEK	Not Programmed
F-10-L	Not Assigned	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER	Not Programmed
F-11-AB	Rehab, no new number	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER; E of JCT US 24	In Construction
F-11-AC	Rehab, no new number	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER; E of JCT SH 131	In Construction
F-11-AO	Not Assigned	3	EAGLE	I 70 ML EBND over TIMBER CREEK	No Action Proposed
F-05-C	Not Assigned	3	GARFIELD	SH 13 ML over RIFLE CREEK	No Action Proposed
F-05-L	Not Assigned	3	GARFIELD	I 70 ML WBND over COLORADO RIVER	Not Programmed
F-07-A	F-07-V	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RVR,RR; GLENWOOD SPRINGS	In Design
D-13-A	Not Assigned	3	GRAND	US 34 ML over N FK COLORADO RIVER	Not Programmed
J-09-C	Rehab, no new number	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR OVERFLOW (SR); W. SIDE of GUNNISON	Construction Complete
J-09-D	Rehab, no new number	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR (SR); W. SIDE of GUNNISON	Construction Complete
J-09-G	J-09-F	3	GUNNISON	SH 114 ML over TOMICHI CREEK	Construction Complete
G-11-F	G-11-G	3	LAKE	US 24 ML over UP RR	Construction Complete
H-11-D	H-11-AC	3	LAKE	US 24 ML over CALIFORNIA GULCH	Construction Complete
H-11-F	024A178974BR	3	LAKE	US 24 ML over CALIFORNIA GULCH	Construction Complete
G-03-Q	Not Assigned	3	MESA	I 70 ML WBND over COLORADO RIVER OVERFLOW	Not Programmed
H-09-B	Rehab, no new number	3	PITKIN	SH 82 ML over CO RD, CASTLE CREEK	Construction Complete
C-09-C	C-09-AU	3	ROUTT	US 40 ML over E FORK ELK RIVER; W of STEAMBOAT SPGS	Construction Complete
E-12-I	Not Assigned	3	SUMMIT	SH 9 ML over BLUE RIVER	No Action Proposed

## List of 183 FASTER Eligible Bridges

Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
E-15-AA	Not Assigned	4	BOULDER	SH 170 ML over COMMUNITY DITCH AR	No Action Proposed
G-21-B	G-21-AP	4	ELBERT	I 70 FRONTAGE RD over DRAW (SR)	Construction Complete
G-21-Y	G-21-AO	4	ELBERT	I 70 BUSINESS SPUR over I 70 ML	No Action Proposed
B-16-AE	B-16-AJ	4	LARIMER	US 287 ML over DRAW; N of JCT SH 1	Construction Complete
B-16-AM	Not Assigned	4	LARIMER	PROSPECT ROAD over I 25 ML	Not Programmed
B-16-D	B-16-EV	4	LARIMER	SH 14 ML over CACHE LA POUFRE RIVER; E of JCT US 287	In Construction
B-16-EU	Not Assigned	4	LARIMER	COUNTY ROAD 48 over I 25 ML	Not Programmed
C-15-I	C-15-AL	4	LARIMER	US 34 ML over BIG THOMPSON RIVER	Construction Complete
C-15-J	C-15-AM	4	LARIMER	US 34 ML over BIG THOMPSON RIVER	Construction Complete
C-17-EL	Rehab, no new number	4	LARIMER	I 25 ML over DRAW	No Action Proposed
G-22-J	G-22-CD	4	LINCOLN	US 24 ML over DRAW; E of LIMON	Construction Complete
A-24-CA-26-F	138A014381BL minor structure	4	LOGAN SEDGWICK	US 138 ML over DITCH/DRAW	Construction Complete
B-17-C	B-17-DF	4	WELD	US 85 ML(NUNN BRIDGE) over UPRR	Construction Complete
B-17-L	B-17-BU	4	WELD	SH 14 ML over COALBANK CREEK; W of AULT	Construction Complete
C-17-B	Not Assigned	4	WELD	SH 60 ML over SOUTH PLATTE RIVER	Not Programmed
C-17-BN	C-17-FS	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER; S of JCT SH 56	Construction Complete
C-18-BK	Rehab, no new number	4	WELD	US 85 BYPASS SBND over US 85 BUS RT	No Action Proposed
D-17-AK	D-17-FK	4	WELD	SH 66 ML over ST VRRAIN RIVER; W of PLATTEVILLE	Construction Complete
D-19-A	Not Assigned	4	WELD	I 76 SERVICE RD over LOST CREEK SR	No Action Proposed
D-28-B	D-28-U	4	YUMA	US 34 ML over N FK REPUBLICAN RIVER; W of LAIRD	Construction Complete
O-12-AD	Not Assigned	5	CONEJOS	SH 371 ML over ALAMOSA RIVER	No Action Proposed
O-05-AQ	Rehab, no new numb	5	LA PLATA	US 160 ML over ANIMAS RIVER	Construction Complete
K-01-C	Not Assigned	5	MONTROSE	SH 90 over DOLORES RIVER	In Design
L-05-B	L-05-E	5	OURAY	SH 62 ML over UNCOMPAGRE RIVER; SHERMAN ST in RIDGWAY	Construction Complete
L-06-A	L-06-B	5	OURAY	US 550 ML over BEAR CREEK	Construction Complete
N-11-C	Not Assigned	5	RIO GRANDE	SH 112 ML over RIO GRANDE CANAL	Not Programmed

## List of 93 Bond Program Bridges

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Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
F-17-DM	F-17-YB	1	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK; W OF SH 83(PARKER RD)	In Construction
F-16-ER	F-16-EW	1	JEFFERSON	US 6 ML over GARRISON STREET (LAKEWOOD)	In Design
E-16-FL	E-16-YC	1	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML (DENVER/BOULDER TNPK); SE of JCT SH 121	Construction Complete
E-16-FK	E-16-YB	1	BROOMFIELD	SH 121 ML SBND- WADSWORTH PKWY over US 36 ML (DENVER/BOULDER TNPK)	Construction Complete
F-14-Y	Not Assigned	1	CLEAR CREEK	I 70(BUSINESS RT) over I 70 ML	In Design
F-17-BS	F-17-XL	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK; E of I-225	In Construction
G-17-A	G-17-AI	1	DOUGLAS	US 85 ML over SAND CREEK	In Design
E-17-ER	044A002673BR	1	ADAMS	SH 44 ML(104TH AVE) over BULL SEEP; W of US 85	In Construction
E-16-HA	E-16-HG	1	JEFFERSON	SH 58 ML over FORD STREET, WASH	Construction Complete
F-16-EF	F-16-YZ	1	DENVER	US 6 ML over SOUTH PLATTE RIVER; W SIDE of I-25	In Construction
F-16-EJ	F-16-YJ	1	DENVER	US 6 ML over BNSF RR; E SIDE OF I-25	In Construction
E-17-JP	Not Assigned	1	DENVER	I 70 ML over HAVANA ST, UP RR	In Construction
F-16-EN	F-16-ZA F-16-ZB	1	DENVER	US 6 ML over BRYANT STREET; W SIDE OF I-25	In Construction
F-17-GA	F-17-HA	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over TOLLGATE CREEK; W of I-225	In Construction
E-16-AA	E-16-YG	1	ADAMS	US 287 ML over BNSF RR SPUR; at 69TH AVE	Design Completed
E-17-CA	E-17-VA	1	ADAMS	SH 44 ML(104TH AVE) over SOUTH PLATTE RIVER; W of JCT US 85	In Construction
F-17-GO	F-17-HA	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over TOLLGATE CREEK; W of I-225	In Construction
E-17-DC	E-17-ACS	1	ADAMS	I 76 ML EBND over UP RR; E of JCT US 85	In Construction
E-17-DU	E-17-ACT	1	ADAMS	I 76 ML WBND over UP RR; E of JCT US 85	In Construction
F-17-F	F-17-WZ	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over SAND CREEK; E of I-225	In Construction
E-17-FX	Not Assigned	1	DENVER	I 70 ML over US 6, RR, CITY ST	In Design
E-16-FW	E-16-YZ(ped bridge)	1	DENVER	PECOS STREET over I 70 ML; in DENVER	Construction Complete
E-16-GQ	E-16-YD	1	ADAMS	SH 95 ML (SHERIDAN BLVD) over UP RR, RR SPUR; N of JCT I 76 in WHEATRIDGE	Construction Complete
E-17-BY	E-17-AER	1	DENVER	I 70 ML EBND over SAND CREEK; E of QUEBEC ST	Construction Complete
E-17-EX	E-17-GF	1	ADAMS	PEORIA STREET over I 76 ML; NE of JCT US 85	Construction Complete

## List of 93 Bond Program Bridges

Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
E-17-GE	E-17-AER	1	DENVER	I 70 ML WBND over SAND CREEK; E of QUEBEC ST	Construction Complete
E-17-GL	E-17-AET	1	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete
E-17-GM	E-17-AET	1	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete
F-16-CS	F-16-YR	1	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK; N OF 285	Construction Complete
F-16-DT	F-16-XS	1	DENVER	I 25 ML NBND over US 85 ML (SANTA FE)	Construction Complete
F-16-DW	F-16-XS	1	DENVER	I 25 ML SBND over US 85 ML (SANTA FE)	Construction Complete
F-16-F	F-16-FA	1	ARAPAHOE	US 85(SANTA FE) ML NBND over DAD CLARK GULCH; in LITTLETON	Construction Complete
F-16-FL	F-16-XQ	1	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE.	Construction Complete
F-16-FW	F-16-YQ	1	DENVER	US 287+SH 88 (FEDERAL) over US 40 ML (COLFAX)	Construction Complete
F-19-B	F-19-BL	1	ARAPAHOE	US 36 ML over COMANCHE CREEK; E of STRASBURG	Construction Complete
G-16-B	G-16-E	1	DOUGLAS	US 85 ML over DRAW; COOK RANCH to LOUVIERS	Construction Complete
G-16-C	G-16-F	1	DOUGLAS	US 85 ML over DRAW; COOK RANCH to LOUVIERS	Construction Complete
K-16-K	K-16-AL	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER; E of PORTLAND	Construction Complete
K-18-CL	K-18-GV	2	PUEBLO	I 25 ML SBND over NP RR, ILEX ST, BENNET ST; S of JCT SH 96	In Design
K-18-CK	K-18-GU	2	PUEBLO	I 25 ML NBND over NP RR, ILEX ST, BENNET ST; N of JCT SH 50 E	In Design
L-18-M	Rehab, no new number	2	PUEBLO	I 25 ML NBND over INDIANA AVE	In Design
L-18-W	Rehab, no new number	2	PUEBLO	I 25 ML SBND over INDIANA AVE	In Design
L-22-O	L-22-CN	2	OTERO	SH 266 ML over HOLBROOK CANAL; NE of ROCKY FORD	Construction Complete
L-18-AQ	Rehab, no new number	2	PUEBLO	NORTHERN AVE over I 25 ML	In Design
M-16-P	M-16-R	2	HUERFANO	SH 69 ML over MILLIGAN ARROYO; Near GARDNER	In Design
N-17-C	N-17-BV	2	HUERFANO	I 25 BUS RT over SULL CREEK; Near WALSENBURG	Construction Complete
L-28-C	L-28-AS	2	PROWERS	US 50 ML over BNSF RR; E of GRANADA	In Construction
L-27-S	L-27-V	2	PROWERS	US 50 ML over DRAW; E of LAMAR	In Construction
K-14-J	K-14-AA	2	FREMONT	US 50 ML over DRAW, btwn TEXAS CREEK & COTOPAXI	Design Completed
K-18-R	Rehab, no new number	2	PUEBLO	US 50 BUS EBND over ARKANSAS RIVER	In Design

## List of 93 Bond Program Bridges

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Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
I-17-O	Not Assigned	2	EL PASO	I 25 SERVICE RD over PINE CREEK; S of JCT SH 56	No Action Proposed
L-22-E	L-22-CM	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL; NE of ROCKY FORD	Construction Complete
K-16-S	K-16-CI	2	FREMONT	SH 120 ML over DRAW, UP RR; E of FLORENCE	In Construction
P-23-A_MINOR	P-23-D	2	LAS ANIMAS	US 160 ML over SMITH CANYON TRIBUTARY; Near KIM, CO	Design Completed
O-19-H	O-19-R	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER; NE of JCT US 160	Construction Complete
K-18-AX	Rehab, no new number	2	PUEBLO	I 25 ML NBND over US 50 BUS. RTE.	In Design
L-18-AU	Rehab, no new number	2	PUEBLO	MESA AVE over I 25 ML	In Design
L-24-F	Rehab, no new number	2	BENT	SH 101 ML over PURGATOIRE RIVER; S of LAS ANIMAS	Construction Complete
G-12-L	Rehab, no new number	2	PARK	SH 9 ML over BUCKSKIN GULCH; in ALMA	Construction Complete
H-18-A	H-18-AD	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK; W of PEYTON	Construction Complete
J-15-B	J-15-F	2	FREMONT	SH 9 ML over CURRANT CREEK; NW of JCT US 50	Construction Complete
L-22-K	L-22-CO	2	OTERO	SH 71 ML over FT LYON CANAL; NW of ROCKY FORD	Construction Complete
L-28-F	L-28-H	2	PROWERS	SH 89 ML over ARKANSAS RIVER; S of HOLLY	Construction Complete
M-21-D	M-21-F	2	OTERO	US 350 ML over DRAW; SW of LA JUNTA & TIMPAS	Construction Complete
M-24-B	M-24-K	2	BENT	SH 101 ML over DRAW; S of LAS ANIMAS and JCT US 50	Construction Complete
O-16-A	O-16-C	2	HUERFANO	SH 12 ML over CUCHARAS RIVER; S of LA VETA	Construction Complete
O-19-J	O-19-AH	2	LAS ANIMAS	US 350 ML over DRAW; S of MODEL	Construction Complete
O-25-H	O-25-AA	2	BACA	US 160 ML over N FK SAND ARROYO; SW of PRITCHETT	Construction Complete
O-25-I	O-25-AB	2	BACA	US 160 ML over DRAW; W of PRITCHETT	Construction Complete
O-26-L	160C461737BR 160C461739BR	2	BACA	US 160 ML over CAT CREEK; W of SPRINGFIELD	Construction Complete
P-17-H	P-17-AG	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER; NW of WESTON	Construction Complete
P-19-AD	P-19-AV	2	LAS ANIMAS	SH 239(CO RD 75) ML over IRRIGATION CANAL; in TRINIDAD	Construction Complete
J-18-S	025A122850NL	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Construction Complete
J-18-T	025A122564NL	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Construction Complete
F-07-A	F-07-V	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RVR,RR; GLENWOOD SPRINGS	In Design

# List of 93 Bond Program Bridges

Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
F-11-AC	Rehab, no new number	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER; E of JCT SH 131	In Construction
F-11-AB	Rehab, no new number	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER; E of JCT US 24	In Construction
J-09-C	Rehab, no new number	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR OVERFLOW (SR); W. SIDE of GUNNISON	Construction Complete
J-09-D	Rehab, no new number	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR (SR); W. SIDE of GUNNISON	Construction Complete
C-09-C	C-09-AU	3	ROUTT	US 40 ML over E FORK ELK RIVER; W of STEAMBOAT SPGS	Construction Complete
F-08-F	F-08-AJ	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER (SR); N. of DOTSERO INT.	Construction Complete
F-09-H	F-09-AS	3	EAGLE	US 6 ML over EAGLE RIVER; E of EAGLE	Construction Complete
B-16-D	B-16-EV	4	LARIMER	SH 14 ML over CACHE LA POUFRE RIVER; E of JCT US 287	In Construction
B-17-C	B-17-DF	4	WELD	US 85 ML(NUNN BRIDGE) over UPRR	Construction Complete
B-16-AE	B-16-AJ	4	LARIMER	US 287 ML over DRAW; N of JCT SH 1	Construction Complete
B-17-L	B-17-BU	4	WELD	SH 14 ML over COALBANK CREEK; W of AULT	Construction Complete
C-17-BN	C-17-FS	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER; S of JCT SH 56	Construction Complete
D-17-AK	D-17-FK	4	WELD	SH 66 ML over ST VRRAIN RIVER; W of PLATTEVILLE	Construction Complete
D-28-B	D-28-U	4	YUMA	US 34 ML over N FK REPUBLICAN RIVER; W of LAIRD	Construction Complete
G-21-B	G-21-AP	4	ELBERT	I 70 FRONTAGE RD over DRAW (SR)	Construction Complete
G-22-J	G-22-CD	4	LINCOLN	US 24 ML over DRAW; E of LIMON	Construction Complete
L-04-B	L-04-H	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK; JCT SH 62 - PLACERVILLE	Construction Complete
L-05-B	L-05-E	5	OURAY	SH 62 ML over UNCOMPAGRE RIVER; SHERMAN ST in RIDGWAY	Construction Complete