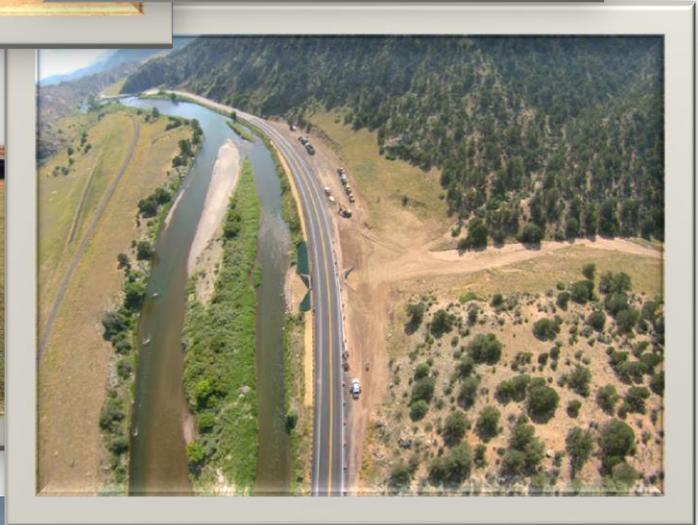
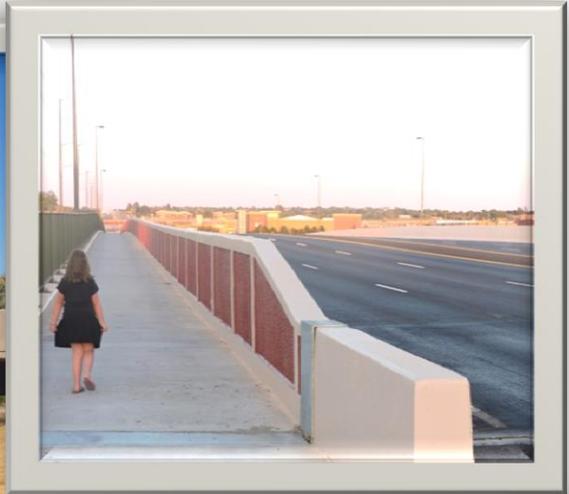




# COLORADO

Department of Transportation  
Statewide Bridge Enterprise



# ANNUAL REPORT

## CY 2015

*Colorado Bridge Enterprise 2015 Annual Report available at  
<https://www.codot.gov/programs/BridgeEnterprise/annual-reports>*

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# 1 HISTORICAL OVERVIEW

## 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 3). Bridge Safety Surcharges collected in CY 2015 were \$93.6 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.



Image 1. Former Governor Bill Ritter

## 2 2015 SUMMARY OF SIGNIFICANT ACTIVITIES

### 2 2015 Summary of Significant Activities

The following is an itemization of significant activities that occurred in calendar year 2015, with a brief description of each noted event following the listing.

- FASTER Eligible Bridges
- \$300M Bond - Build America Bonds (BABs) Program
- Bond Program Spending
- Bridge Enterprise Prioritization Plan
- Innovative Contract Delivery
- Innovative Construction Techniques and Materials
- Strategies for Enhancing Bridge Service Life
- DBE Participation
- 70 Central (I-70 Viaduct)
- Grand Avenue Bridge
- FASTER Performance Audit/Policies Adopted to Address
- FASTER Lawsuit Conclusion
- Project / Program Reporting
- Other Significant Events / Initiatives



Image 2. Grand Avenue Bridge Photo Rendering

**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 2015, eight additional bridges were rated poor\*. This brings the FASTER eligible bridge count total to 192 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
2015	9
<b>Total FASTER eligible bridges</b>	<b>192</b>

\* A total of 8 newly poor bridges were added to the program in 2015; 1 bridge (A-26-F) was originally a companion bridge to A-24-C but is now carried separately based on a bridge count reconciliation, bringing the total count of eligible bridges to 192.

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 50. A complete list of all 192 FASTER eligible bridges is included in Appendix A.

## 2 2015 SUMMARY OF SIGNIFICANT ACTIVITIES

The eight additional bridges added to the program during calendar year 2015 are listed in Table 2 below.

**Table 2. New Poor Bridges added to the BE Eligible Listing in 2015**

Bridge Number	Region	County	Facility Carried over Featured Intersection
E-17-EQ	1	Denver	SH 265 over ML Race Street
I-18-I	2	El Paso	US 24 ML over Draw
M-21-C	2	Otero	US 350 ML over Hoe Ranch Arroyo
M-22-Y	2	Otero	US 350 ML over Draw
D-12-F	3	Grand	SH 125 ML over Willow Creek
G-25-K	4	Kit Carson	SH 59 ML over I-70 ML
P-09-L	5	Archuleta	US 84 ML over Rio Blanco
K-11-G	5	Saguache	US 50 ML over Agate Creek

The eleven bridges which completed construction in 2015 are itemized in Table 3 below.

**Table 3. Bridges that completed Construction in 2015**

Bridge Number	Region	County	Facility Carried over Featured Intersection
E-17-CA	1	Adams	SH 44 ML(104th Ave.) over S. Platte River; W of US 85
E-17-DC	1	Adams	I-76 ML EBND over UP RR; E of US 85
E-17-DU	1	Adams	I-76 ML WBND over UP RR; E of US 85
E-17-ER	1	Adams	SH 44 ML(104th Ave) over Bull Seep; W of US 85
F-17-DM	1	Arapahoe	SH 88 ML/Arapahoe Rd. over Cherry Creek; W OF SH 83
F-17-F	1	Arapahoe	US 40 ML(E Colfax) EBND over Sand Creek; E of I-225
F-17-BS	1	Arapahoe	US 40 ML(E Colfax) WBND over Sand Creek; E of I-225
K-14-J	2	Fremont	US 50 ML over DRAW, between Texas Creek & Cotopaxi
P-23-A	2	Las Animas	US 160 ML over Smith Canyon Tributary; near Kim, CO
B-16-D	4	Larimer	SH 14 ML over Cache La Poudre River; E of US 287
B-17-L	4	Weld	SH 14 ML over Coalbank Creek; W of Ault
F-16-EF	1	Denver	US 6 ML over South Platte River; west-side of I-25
F-16-EJ	1	Denver	US 6 ML over BNSF Railroad; east-side of I-25
F-16-EN	1	Denver	US 6 ML over Bryant Street; west-side of I-25

**\$300M Bond Program Delivery.** To accelerate the completion of Colorado's worst bridges, the Bridge Enterprise Board of Directors voted 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 89\* 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. Of note, the initial \$300 million bond was planned to fund approximately 59 bridge projects.

*\*The variation in the bridge count from the prior year is due to a reconciliation of bond program tracking. The methodology for the 2010 bond program bridge count has changed from programmed bridges to budgeted bridges.*

## 2 2015 SUMMARY OF SIGNIFICANT ACTIVITIES

**Bond Program Spending.** The primary focus for the calendar year was to expend the remainder of the bond proceeds, including interest earnings. The Bridge Enterprise team is continuing its efforts to assure 100% expenditure of the bonds by transferring bond budget from substantially complete and slow spending projects to projects that could expend the proceeds. Through the end of 2015, the program expended \$298.1M; approximately 100.0% of bond proceeds and 96.7% of total available bond program funding including the \$10.1M of bond interest earnings. Remaining balances to be expended are \$17.5K of bond proceeds, \$3.7K of interest earnings, which includes zeroing out 62 project phases with less than \$1.00 of bond budget balance remaining which will be reallocated to other bond projects. These transactions will trigger the billings to the trustee, which will result in the zeroing out of all proceeds and interest balances in early 2016.

**Bridge Enterprise Prioritization Plan.** This plan was adopted by the Bridge Enterprise in 2014 and is currently being utilized to serve as a standard evaluation tool to determine which FASTER eligible bridge(s) represent the best use of available funding, using a scoring worksheet to prioritize poor bridges as they become eligible for Bridge Enterprise. The plan is updated following the release of semi-annual revisions to the Poor Bridge List generated by CDOT Staff Bridge. In 2015 Bridge Enterprise proposed revisions to this plan that take into account additional qualitative factors such as project readiness, programmatic resources and anticipated project costs. Projects will be categorized using a color coding system of orange, yellow and green representing good, better and best projects to program.

**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 \$302.3M. Ten D/B structures entered the construction phase in 2015; eight of those structures are a part of the significant Region 2 Ilex project, also known as the 'New Pueblo Freeway'. (Images 3 -5 depict the July 1, 2015 Ilex groundbreaking event). 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 \$170.4M. One CM/GC project went to construction in 2015: I-70 Peak Period Shoulder Lane (Str. F-14-Y BE portion) in Clear Creek County Region 1. Additional innovative projects in progression are US 6 at Garrison and the I-70 over Havana D/B projects. Further details about the Region 3 Grand Avenue Bridge CM/GC project are provided in the Grand Avenue Bridge Summary section of this document.

Images 3-5 below, were taken July 1, 2015 at the Ilex D/B 'New Pueblo Freeway' groundbreaking ceremony.



## 2 2015 SUMMARY OF SIGNIFICANT ACTIVITIES

The 6th Avenue D/B bridge project was completed eight months ahead of schedule and the milestone was celebrated in early December at the project site. Crews completed work on six new bridges and rehabilitation on six others between February 2014 and October 2015. BE funded three of the 12 structures. The total project cost \$98 million. Some of the most noticeable changes include the new interchange to Interstate 25 as well as the bridge to Federal Boulevard. (Images 6 - 8 below illustrate the December 2, 2015 milestone celebration event and bridge completion.)

Images 6-8 below, 6<sup>th</sup> Ave. D/B completion, Dec. 2015 ribbon-cutting ceremony.



**Innovative Construction Techniques and Materials.** Bridge Enterprise continues to deploy innovative construction techniques that aim to reduce project costs. In 2015 a Bridge Enterprise funded project proposed to reduce the cost of deep foundations by deploying testing methods that determine actual capacities, thereby reducing the unknowns that are accommodated in design. The result of this testing is a reduction in the cost of the foundations.

**Strategies for Enhancing Bridge Service Life.** In October 2014, Bridge Enterprise staff kicked off an effort to research strategies to enhance the service life of bridges in Colorado. Research was conducted across the United States and Canada to determine successful strategies implemented across various environmental conditions. Bridge Enterprise published a report in 2015 that identifies best practices associated with designing a bridge for 100-year service life.

The report recognizes that Colorado has unique climates within the state that challenge bridge service life in different ways. It also recognizes that bridges that are in, or near, urban centers are likely to be widened or replaced in the future because they require more capacity as the population grows. In contrast, rural bridges maintain their functionality and may have a lower priority for funding in the future if their condition deteriorates. The report identifies low average daily traffic as a factor for applying strategies, and focuses on enhancing the rural bridge service life. The outcome of the report would enhance the materials used in a rural bridge, increasing the immediate cost of replacement, but would decrease the maintenance required, and extended service life. This report further identifies the geographic regions within Colorado where the best practices can be utilized and requires bridge designers to perform value based analysis to determine costs and benefits where strategies are implemented.

**Utilization of the 100-year Service Life Strategy.** In October 2014, a Region 5 structure, K-01-C, SH 90 over the Dolores River in Montrose County experienced failure and a temporary bridge was installed. The permanent structure will be the first constructed to utilize the 100-year Service Life Strategy techniques. The replacement bridge will use precast elements, including girders, deck and abutments to speed construction. The project will use all state funds to advance the schedule.

## 2 2015 SUMMARY OF SIGNIFICANT ACTIVITIES

**DBE Participation.** CDOT's Disadvantaged Business Enterprise (DBE) goal on State and FHWA-funded contracts for Federal Fiscal Year (FFY) 2015 was 12.46%. DBE participation on Bridge Enterprise construction contracts has helped CDOT exceed its overall DBE goal. In FFY 2015, from 10/1/2014 to 9/30/2015, the Bridge Enterprise program awarded 75 DBE subcontracts, for a total of \$13.1million. The total of 75 subcontracts went to 49 individual DBE firms, representing 9% DBE participation and 22.8% of total dollars through the Bridge Enterprise program. Figure 1 depicts DBE participation on BE projects.

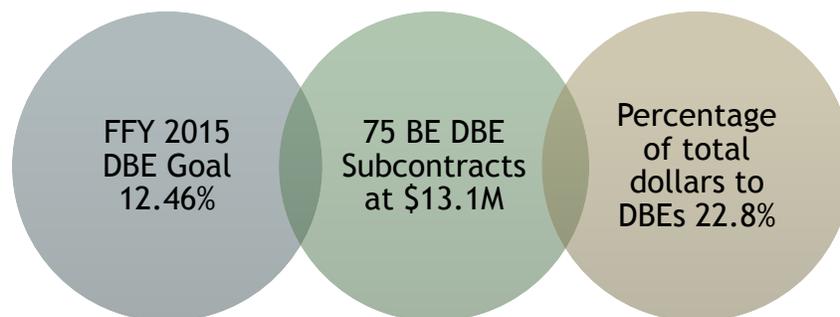


Figure 1. BE DBE Participation

### Central 70 (I-70 Viaduct) Summary.

- The Central 70 project has made significant progress in 2015. Beginning in December 2014, several resolutions were passed by the Bridge Enterprise Board confirming the project scope as replacement of the I-70 Viaduct and lanes that extend to I-225. The delivery method was confirmed to be a Public-Private-Partnership (P3). The project will be procured as a Design-Build-Finance-Operate-Maintain. The Bridge Enterprise contribution to the overall \$1.2B project will be \$850M (Net Present Value). Efforts to secure a delivery team began in Spring 2015. A total of five teams submitted Statements of Qualification, with four being 'short listed' to submit proposals.
- Bridge Enterprise staff conducted an eligibility review of the procurement documents available to teams on the HPTE website. As a result, a resolution was passed by the Bridge Enterprise Board of Directors confirming the eligible items.
- It is anticipated that the final selection of a delivery team is anticipated in Fall of 2016.

### Grand Avenue Bridge Summary.

- The Region 3 Grand Avenue Bridge CM/GC project is anticipated to move forward with construction beginning January 2016.
- The project will replace the existing Grand Avenue Bridge which carries SH 82 over the Colorado River in Glenwood Springs and is funded through Bridge Enterprise, CDOT, contributions from utility companies, and several local governments including the City of Glenwood Springs, Garfield County, and Eagle County.
- Of note, SH 82 is the primary access to the Roaring Fork Valley including Glenwood Springs, Carbondale, Basalt and Aspen. (Grand Avenue Bridge Renderings are depicted in Images 9 - 11.)

## 2 2015 SUMMARY OF SIGNIFICANT ACTIVITIES

Images 9-11 below, Region 3 Grand Avenue Bridge Renderings



**FASTER OSA Audit and Policies to Address Findings.** In summer of 2014 the Office of the State Auditor (OSA) began a year-long audit of all FASTER programs, including the Bridge Enterprise. The Program team provided significant guidance and support to the OSA throughout the audit. The auditor's final report indicated two findings with regard to Bridge Enterprise and provided recommendations. The first recommendation indicated the Bridge Enterprise should better document the selection of Bridge Enterprise projects and provide transparency as well as show how selections are strategic. The second recommendation indicated that Bridge Enterprise projects should be closed in a more-timely manner so that funds not utilized on a project can be returned and used by the program on other projects. As a response to findings in the OSA report, Bridge Enterprise staff began working with CDOT offices to develop Policy and Procedural Directive documents that address the findings, and incorporate recommendations.

**FASTER Lawsuit Conclusion.** 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. On June 29, 2015 the Colorado Supreme Court denied the request for certification. This means that the final opinion of the court is in CBE's favor and the lawsuit has been concluded. Figure 2 below summarizes the lawsuit progression:

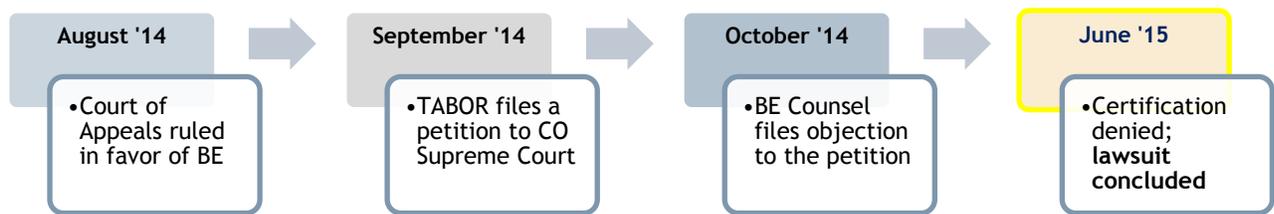


Figure 2. TABOR Lawsuit Progression

## 2 2015 SUMMARY OF SIGNIFICANT ACTIVITIES

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

- *Program Master Schedule.* BE staff works with CDOT regional staff to update the 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 reviewed by Senior CDOT staff at the Schedule Change Control Board (SCCB) monthly meeting where appropriate adjustments are made. Schedule performance is also presented monthly to the Board of Directors.
- *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.
- *Program Financial Performance.* The financial plan and status for projects included within the 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 spending as compared to forecasted expenditures per the baseline schedule. In addition, program actual expenditures and encumbrances to date are reported. In 2015, the former 'Bond Allocation Plan' transitioned to a more inclusive Bridge Enterprise Program-Wide Allocation Plan and is now reported accordingly.
- *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. *Note:* A 2016 program initiative is the improvement and modification of the existing website in response to end-user suggested changes and requests.

**Other Significant Events / Initiatives.** The following is an itemization of other significant events / initiatives completed during 2015.

- Presented FY2016 Bridge Enterprise budget, which was adopted by the Board.
- The program recognized (via Board approved resolutions) the asset transfers, new bridge ID's and recognized newly completed bridges now owned by Bridge Enterprise
- Continuing work with CDOT liaison in ongoing negotiations and coordination with Union Pacific and Burlington Northern Santa Fe teams on railroad related project issues.
- Presented financial, engineering and construction updates in regards to various projects and program initiatives.
- Participated in and presented at the ACEC of Arizona's 64th Annual Conference on Roads and Streets conference.
- Attended National Accelerated Bridge Construction (ABC) Conference and various industry workshops and seminars to keep apprised of the latest methodologies.
- Bridge Enterprise staff continues to work with CDOT staff to evaluate projects for accelerated bridge construction, innovative means, methods and materials.

# 3 STATEWIDE BRIDGE ENTERPRISE PROGRAM FASTER FEES REVENUES & EXPENDITURES

## 3 Statewide Bridge Enterprise Program FASTER Fees Revenues & Expenditures

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 4 below is an accounting of actual FASTER bridge safety surcharge revenues collected and a projection of future FASTER revenues to be collected.

**Table 4. FASTER Fee Revenues (Actual and Projected) by Fiscal Year**

Fiscal Year	Actual Revenues Collected <sup>(1)</sup>	Projected Revenues
2010	\$43,755,530	--
2011	\$65,328,855	--
2012	\$88,908,478	--
2013	\$92,839,475	--
2014	\$95,550,947	--
2015	\$98,026,565	--
2016	\$45,068,736 <sup>(2)</sup>	\$100,100,000
2017	\$0	\$102,100,000

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

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

Table 5 below represents an itemization of total FASTER Bridge Enterprise program expenditures (all funding sources) by fiscal year. Cost categories included within program expenditures include: project pre-construction and construction costs, program management services, region scoping pools, miscellaneous bond expenditures and maintenance costs for newly constructed structures.

**Table 5. FASTER Bridge Program Expenditures by Fiscal Year**

Fiscal Year	Bridge Enterprise Program Expenditures
2010	\$2,382,211
2011	\$44,119,228
2012	\$119,208,948
2013	\$171,104,146
2014	\$137,671,170
2015	\$146,751,968
2016	\$58,477,031 <sup>(1)</sup>

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

From program inception beginning in 2010, bridge repair/replacement projects have \$578.6 million in total expenditures and \$151.4 million in total encumbrances.

# 4 OVERVIEW OF CALENDAR YEAR 2015 PROGRESS

## 4 Overview of Calendar Year 2015 Progress

### 4.1 Bridge Completion Status (192 FASTER Eligible Bridges)

In calendar year 2015, Bridge Enterprise completed repairs or replacement to eleven bridges. Table 6 below presents the current status of the 192 FASTER eligible bridges included within the program, which is also graphically depicted in Figure 3. For comparison, the program status as of CY 2014 is depicted in Figure 4. Figure 5 illustrates the progression of projects completed per year since the program's inception. (An itemization of all 192 FASTER eligible bridges with statistical information including their respective progress status is outlined in Appendix A).

Table 6. Program Status - 192 FASTER Eligible Bridges

Bridge Status	Number
Completed	120
In Construction	19
Design Complete	2
In Design	12
Remaining	25
No Action Proposed	14
<b>Total Program</b>	<b>192</b>

Bridge completion statistics are as follows:

- 73% of the FASTER eligible bridges are complete or in construction.
- 7% of the FASTER eligible bridges are currently in design or waiting to go to advertisement for construction.

Figure 3. Program Status - 192 FASTER Eligible Bridges CY2015

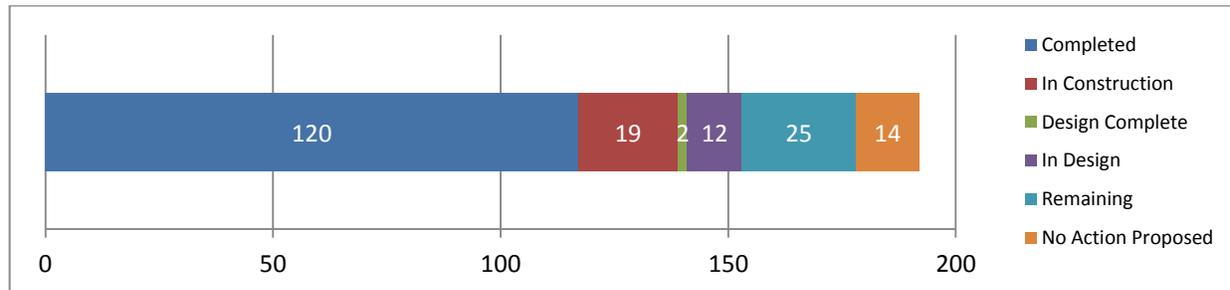
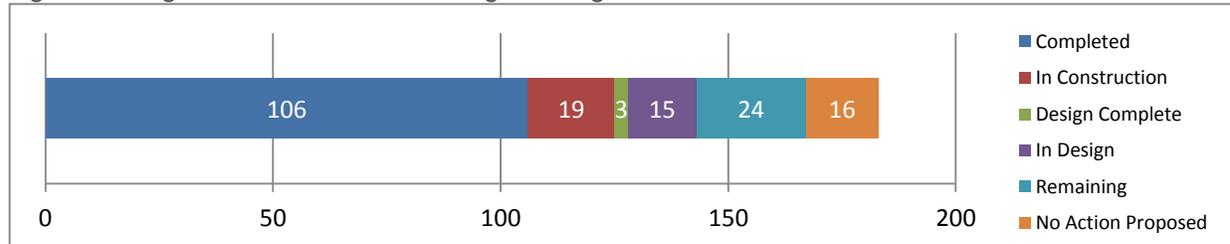


Figure 4. Program Status - 183 FASTER Eligible Bridges CY2014



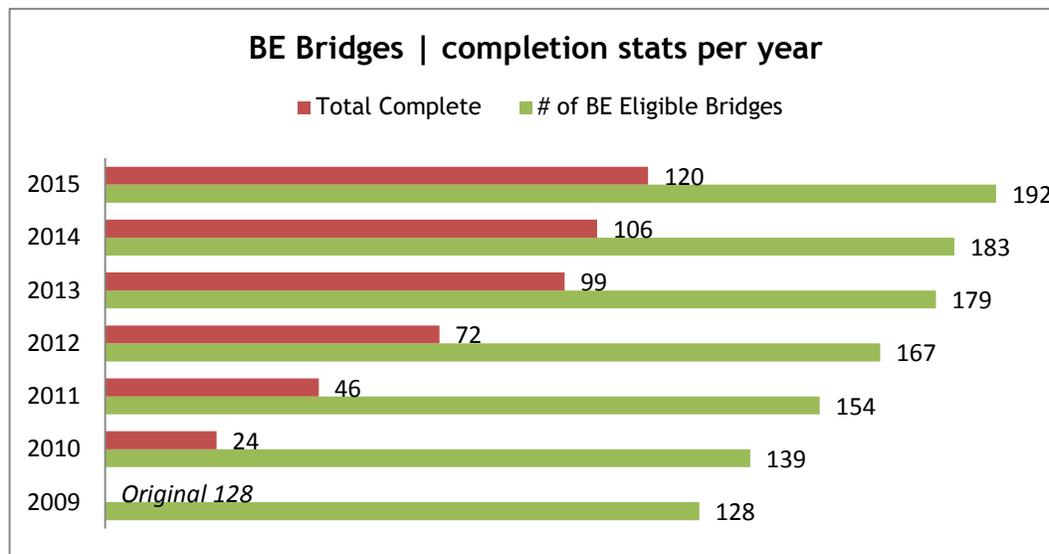
## 4 OVERVIEW OF CALENDAR YEAR 2015 PROGRESS

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 improved its condition and 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.

Figure 5. Project Completion Statistics per calendar year



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

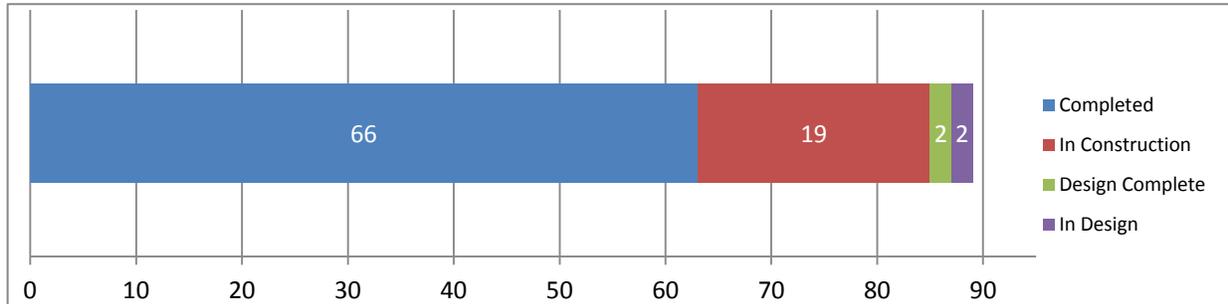
There are currently a total of 89 bridges included within the \$300M bond program. These 89 bridges are included within (or a subset of) the total population of 192 FASTER eligible bridges (presented in Section 4.1 of this report) but are tracked separately as their work scope is primarily funded with bond proceeds. Table 7 below provides the completion status of these 89 bridges which is also graphically depicted in Figure 6. For comparison, the status of bond bridges as of CY2014 is depicted in Figure 7. (A complete listing of the 89 bridges included within the bond program is depicted in Appendix B.)

Table 7. Project Status - \$300M Bond Program Bridges

Bridge Status	Number
Completed	66
In Construction	19
Design Complete	2
In Design	2
<b>Total Program</b>	<b>89</b>

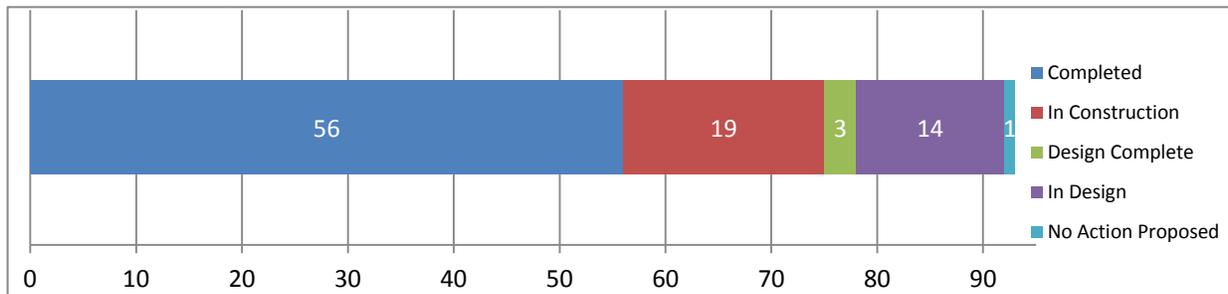
## 4 OVERVIEW OF CALENDAR YEAR 2015 PROGRESS

Figure 6. Bond Program Project Status - 89\* Bridges CY2015



\*As noted previously, the variation in the bridge count from the prior year is due to a reconciliation of bond program tracking. The methodology for the 2010 bond program bridge count has changed from programmed bridges to budgeted bridges.

Figure 7. Bond Program Project Status -93 Bridges CY2014



### 4.3 Status of Most Deficient Bridges

The list of “30 Most Deficient Bridges” (based upon sufficiency rating) is consolidated into two lists: the list of “poor” bridges for the base year 2009 (original list of 128 structures), and a second list of “poor” rated structures as of calendar year 2015 for comparison. The two lists of “30 Most Deficient Bridges” are depicted in Table 8 below.

Table 8. Status of 30 Most Deficient Bridges

Status	Original 128 Poor Bridges	2015 Poor List Bridges
	Worst 30	Worst 30
Complete	28	1
In Construction	1*	2
Design Complete	0	9
In Design	1**	7
Remaining	0	11***
<b>Total Addressed</b>	<b>30</b>	<b>30</b>

\*I-25 N over Indiana Ave. in Pueblo (Ilex) began construction in July 2015.

\*\*The I-70 Viaduct will be the final original ‘30 worst’ bridge addressed.

\*\*\* Remaining 2015 worst 30 structures are listed in Table 9 below:

## 4 OVERVIEW OF CALENDAR YEAR 2015 PROGRESS

**Table 9. Remaining 2015 Worst 30 Structures**

Bridge Number	Region	County	Facility Carried over Featured Intersection
E-17-KR	1	Denver	I-270 ML EBND over I 70 ML
E-17-DF	1	Denver	I-70 ML WBND over UP RR W of Quebec Street
E-17-EW	1	Denver	I-70 ML EBND over UP RR; W of Quebec Street
E-17-EQ	1	Denver	SH 265 OVER ML Race Street
E-17-AH	1	Denver	40th Avenue W of SH 2 ML over BNSF RR
I-18-I	2	El Paso	US 24 ML over Draw
N-17-S	2	Huerfano	I-25 ML NBND over CO Rd. 103, Butte Creek
L-19-F	2	Pueblo	US 50 BUS. RT over DRAW
F-10-C	3	Eagle	US 6 ML over East Lake Creek
P-09-L	5	Archuleta	US 84 ML over Rio Blanco
K-11-G	5	Saguache	US 50 ML over Agate Creek

### 4.4 Project Performance Metrics

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 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 2015 the Program also started using an Expenditure Performance Index (XPI) metric consistent with the Program Management Office (PMO), Division of Transportation Development (DTD) and the lead/lag (L2) initiative. In summary, an expenditure curve is created based on historical spending trends for a desired program delivery goal. At any given point in time the XPI can be calculated by dividing actual expenditures by the expenditure curve value for the desired program size. However, SPI is still the primary metric the program uses to calculate performance.

The program SPI as of the December 31, 2015 was 0.94. An SPI of 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 10 below illustrates the earned value of the work complete (actual) as of December 31, 2015 was \$668.9M as compared to the planned value of the work (baseline) scheduled to be completed at \$710.3M; which indicates that the program is approximately 6% behind the plan.

**Table 10. Program Earned Value**

Earned Value of Work (Actual) Through December 31, 2015	Planned Value of Work (Baseline) Through December 31, 2015	Schedule Variance
\$668,855,495	\$710,336,836	\$41,481,341

For some projects which require involvement with a railroad entity, unpredictability has created unanticipated delays and has at times significantly impacted project schedules. Each month the Schedule Change Control Board (SCCB) reviews underperforming projects, discusses reasons for lost earned values, and votes on any baseline schedule change requests submitted by the Regions.

# 5 CONSULTANT ACTIVITIES



## 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. Delivery includes the procurement, design, repair or reconstruction of each FASTER bridge located within their Region. This operational structure 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 completed the five-year contract and is currently serving under an extended contract period through January 31, 2015. The BEPM core staff is co-located at CDOT headquarters and is integrated with the CDOT/Bridge Enterprise staff which also provides services for Bridge Enterprise at CDOT headquarters. In accordance with the FY 2016 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 192 FASTER eligible bridges), oversight of non-bond projects 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 workload 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.** Three NPS Bridge Enterprise design contracts were awarded in 2013; each with a \$3M contract value. Services continued throughout 2015 and nearly exhausted the remaining contract value. Based on the amount of programmed work that is anticipated over the next year, Bridge Enterprise worked with CDOT Staff Bridge and Region-specific staff and determined there was no need to renew or re-procure the suite of Bridge Enterprise Non Project Specific (NPS) contracts in 2015.

**Construction Management and Materials Testing.** Four CM and Material Testing consultant teams were awarded contracts in 2013; each with a \$2.5M contract value. Services continued throughout 2015 and is approaching the end of the contract value. Based on the amount of work that was scheduled to go to construction in 2015, Bridge Enterprise staff, CDOT Staff Bridge and Region-specific staff determined there was no need to renew or re-procure the suite of CM and Materials Testing services.

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

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

### 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 created by FASTER = +/- 7,521**

- 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 statistic was not updated or appended by DOT in 2015). This correlates to approximately 5,594 full-time positions; primarily in construction craft labor. In addition, preconstruction program expenditures (i.e., engineering and project designs) created another approximately 1,927 full-time positions; primarily engineers. Approximately 7,521 direct jobs have been created by the FASTER program through spending from March 1, 2010 through November 2015. December figures were not available at the time this report was published, and therefore could not be included in calculations.

# 7 COLORADO ECONOMIC MARKET CONDITIONS

## 7 Colorado Economic Market Conditions

The state’s economy continues to show momentum, indicating its resilience in the face of slow global growth, the contraction in the oil and gas industry, and volatility in the financial markets. (Source: Governor’s Office of State Planning and Budgeting ‘The Colorado Economic Outlook Economic and Fiscal Review’ document).



Table 11 below shows a comparison of rolling four quarter data, 2014 Q3 and 2015 Q3. From the third quarter 2014 CDOT Colorado Construction Cost Index (CCCI) Report\* to the third quarter of 2015 CCCI report period, costs for construction are less volatile than in previous years, partially due to the strong seasonal nature of transportation construction in Colorado.

\*The Colorado Construction Cost Index (CCCI) is a measure calculated using the historical price and quantity data of five inputs which directly affect the cost of doing construction in Colorado. Earthwork, or the preparation of earth surface for paving, hot-mix asphalt, concrete pavement, structural pavement, and reinforcing steel are the five variables that make up the CCCI.

Table 11. Colorado Construction Cost Index Reporting

Construction Category	Average Bid Price (CDOT)		Cost Increase or Decrease (%)
	CY2014 Q3	CY2015 Q3	
Earthwork (c.y.)	\$13.42	\$13.13	(3%)
Asphalt (ton)	\$89.35	\$90.64	13%
Concrete (Pavement) (s.y.)	\$44.14	\$41.51	(26%)
Concrete (Structural) (c.y.)	\$541.68	\$602.72	61%
Reinforcing Steel (lb.)	\$.96	\$1.27	3%

## 8 RECOMMENDATIONS FOR STATUTORY CHANGES

### 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. There are no recommendations for statutory changes at this time.

## 9 PROJECTED PROGRAM PLAN

### 9 Projected Program Plan

#### 9.1 Forecasted 2016 Program Plan

The forecasted 2016 program objectives focus on the following items:



**Close-out Bond Program.** In early 2015 program staff continued to aggressively re-program unspent bond proceeds so they were expended as soon as possible. As of late 2015 only a small amount of proceeds remained unspent, leaving only interest remaining. All interest has been earmarked for projects and is anticipated to be fully spent in early 2016. 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.

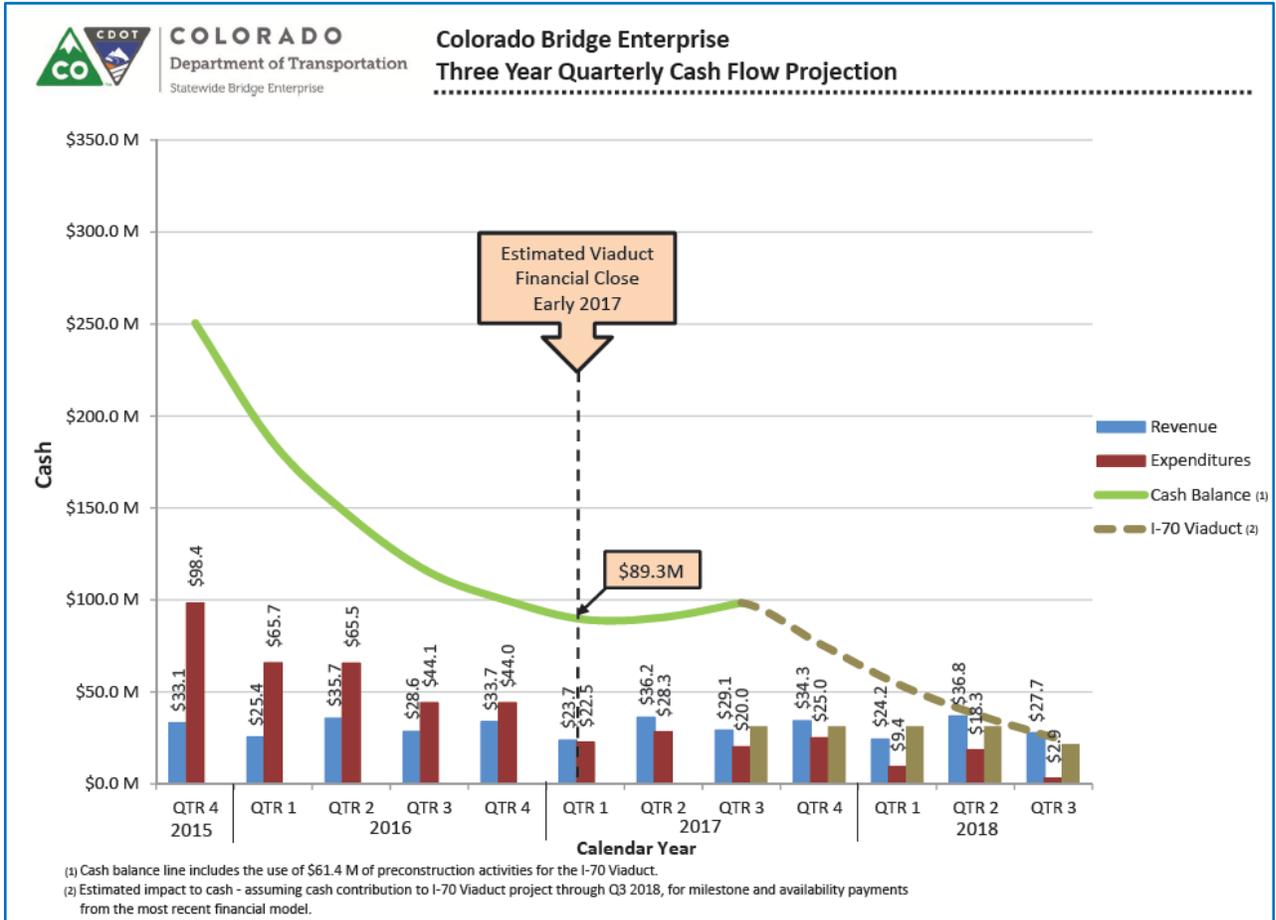
**Future Financial Plan.** The plan continues to be evaluated based on various bonding scenarios for I-70 Viaduct funding options. A financial summary was presented to the CDOT Executive Management Team in November 2014 outlining the I-70 Viaduct funding scenarios and impacts to the Bridge Enterprise program. Formal decisions regarding this project's financing have been made that confirmed that the Bridge Enterprise contribution will be \$850M (NPV), and allowed for more flexibility in early year contributions to the project. Discussions will continue into next year. The Bridge Enterprise future financial plan will be updated when the Central 70 project parameters are more clearly defined, as a significant amount of Bridge Enterprise resources are earmarked for the eligible features of the Central 70 project.

**Prioritization Plan.** Program staff continues to 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. New features of the prioritization plan were proposed in 2015 that capture a variety of factors that influence the prioritization of projects. These proposed changes are anticipated to be fully adopted and implemented in the early 2016 plan update.

**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 \$931.2M 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 8 below.

# 9 PROJECTED PROGRAM PLAN

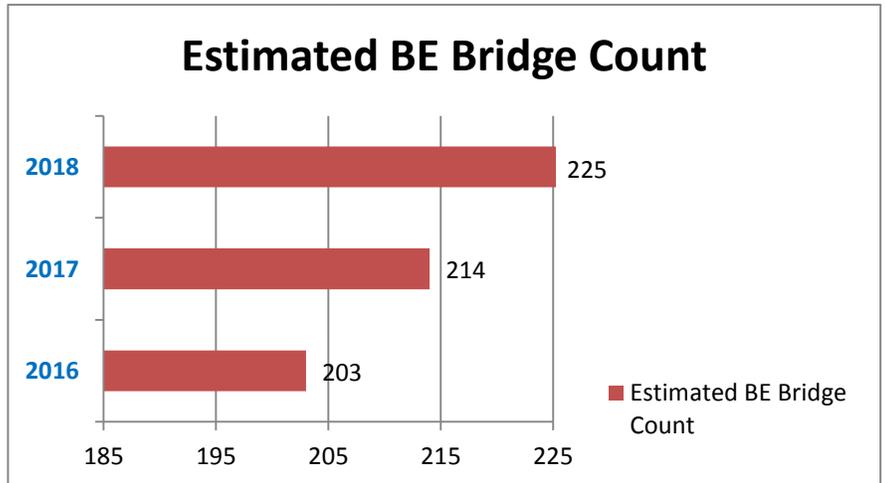
Figure 8. Cash Flow Projection Graph



**A Brief Look Ahead:**

BE Eligible Bridge count is forecasted to grow at approximately eleven (11) bridges per year. Current 2015 count is 192. Figure 9 depicts an estimation of number of bridges expected to be added to the program over the next 3-year period.

Figure 9. Estimated BE Bridge Count



Structure Number	CDOT Region	County	Facility Carried over Featured Intersection	Current Status	Added to BE Program (Year)
E-16-FP	1	ADAMS	80TH AVE over US 36 ML	Construction Complete	2009
E-16-GQ	1	ADAMS	SH 95 ML (SHERIDAN BLVD) over UP RR, RR SPUR; N of JCT I 76 in WHEATRIDGE	Construction Complete	2009
E-17-AR	1	ADAMS	SH 7 ML over SOUTH PLATTE RIVER	Construction Complete	2009
E-17-CA	1	ADAMS	SH 44 ML(104TH AVE) over SOUTH PLATTE RIVER; W of JCT US 85	Construction Complete	2009
E-17-DC	1	ADAMS	I 76 ML EBND over UP RR; E of JCT US 85	Construction Complete	2009
E-17-DM	1	ADAMS	I 76 ML WBND over UP RR	Construction Complete	2009
E-17-DN	1	ADAMS	I 76 ML EBND over UP RR	Construction Complete	2009
E-17-DU	1	ADAMS	I 76 ML WBND over UP RR; E of JCT US 85	Construction Complete	2009
E-17-EP	1	ADAMS	SH6 DITCH RIDER RD over BURLINGTON CANAL SR	No Action Proposed	2009
E-17-ER	1	ADAMS	SH 44 ML(104TH AVE) over BULL SEEP;W of US 85	Construction Complete	2009
E-17-EX	1	ADAMS	PEORIA STREET over I 76 ML; NE of JCT US 85	Construction Complete	2009
E-17-EZ	1	ADAMS	84TH AVE over I 25 ML	Construction Complete	2009
E-17-GM	1	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete	2009
E-17-HG	1	ADAMS	104TH AVE over I 25 ML	Construction Complete	2009
E-17-HL	1	ADAMS	I 76 ML EBND over SH 224 ML	Construction Complete	2009
F-19-AF	1	ADAMS	COUNTY ROAD over I 70 ML	Not Programmed	2010
E-17-GL	1	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete	2011
E-17-IC	1	ADAMS	YORK STREET over I 270 ML	Not Programmed	2011
E-16-AA	1	ADAMS	US 287 ML over BNSF RR SPUR; at 69TH AVE	In Construction	2012
F-16-F	1	ARAPAHOE	US 85(SANTA FE) ML NBND over DAD CLARK GULCH; in LITTLETON	Construction Complete	2009
F-16-FY	1	ARAPAHOE	US 285 ML SBND over SH 88 ML	Construction Complete	2009
F-16-FZ	1	ARAPAHOE	US 285 ML NBND over SH 88 ML	Construction Complete	2009
F-17-DM	1	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK; W OF SH 83(PARKER RD)	Construction Complete	2009
F-17-F	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over SAND CREEK; E of I-225	Construction Complete	2009
F-17-GO	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over TOLLGATE CREEK; W of I-225	In Construction	2009
F-19-B	1	ARAPAHOE	US 36 ML over COMANCHE CREEK; E of STRASBURG	Construction Complete	2009
F-17-BS	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK; E of I-225	Construction Complete	2011
F-17-GA	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over TOLLGATE CREEK; W of I-225	In Construction	2012
F-19-F	1	ARAPAHOE	US 36 ML over DRAW	Not Programmed	2012
E-16-FK	1	BROOMFIELD	SH 121 ML SBND- WADSWORTH PKWY over US 36 ML (DENVER/BOULDER TNPK)	Construction Complete	2009
E-16-FL	1	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML (DENVER/BOULDER TNPK); SE of JCT SH 121	Construction Complete	2009

Structure Number	CDOT Region	County	Facility Carried over Featured Intersection	Current Status	Added to BE Program (Year)
F-14-B	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK (SR); W IDAHO SPRINGS	Construction Complete	2009
F-14-Y	1	CLEAR CREEK	I 70(BUSINESS RT) over I 70 ML	In Construction	2009
F-15-BL	1	CLEAR CREEK	I 70 ML WBND over US 6, CLEAR CREEK	Not Programmed	2009
F-15-D	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK (SR)	No Action Proposed	2009
E-16-FW	1	DENVER	PECOS STREET over I 70 ML; in DENVER	Construction Complete	2009
E-17-AH	1	DENVER	ON 40TH AVE W of SH 2 ML over BNSF RR	No Action Proposed	2009
E-17-BY	1	DENVER	I 70 ML EBND over SAND CREEK; E of QUEBEC ST	Construction Complete	2009
E-17-EW	1	DENVER	I 70 ML EBND over UP RR; W of QUEBEC STREET	Not Programmed	2009
E-17-FX	1	DENVER	I 70 ML over US 6, RR, CITY ST	In Design	2009
E-17-GE	1	DENVER	I 70 ML WBND over SAND CREEK; E of QUEBEC ST	Construction Complete	2009
F-16-BM	1	DENVER	SH 88 ML over RR, LAKEWOOD GULCH	Construction Complete	2009
F-16-DP	1	DENVER	I 25 ML over RDWY,RR, SOUTH PLATTE RVR; BRONCO BRIDGE	Construction Complete	2009
F-16-DT	1	DENVER	I 25 ML NBND over US 85 ML (SANTA FE)	Construction Complete	2009
F-16-DW	1	DENVER	I 25 ML SBND over US 85 ML (SANTA FE)	Construction Complete	2009
F-16-EF	1	DENVER	US 6 ML over SOUTH PLATTE RIVER; W SIDE of I-25	Construction Complete	2009
F-16-EJ	1	DENVER	US 6 ML over BNSF RR; E SIDE OF I-25	Construction Complete	2009
F-16-EN	1	DENVER	US 6 ML over BRYANT STREET; W SIDE OF I-25	Construction Complete	2009
F-16-FW	1	DENVER	US 287+SH 88 (FEDERAL) over US 40 ML (COLFAX)	Construction Complete	2009
F-16-GG	1	DENVER	PERRY STREET over US 6 ML; W of FEDERAL	No Action Proposed	2009
F-17-AE	1	DENVER	SH 30 ML/HAVANA ST over CHERRY CREEK	Construction Complete	2009
E-17-DF	1	DENVER	I 70 ML WBND over UP RR W of QUEBEC STREET	Not Programmed	2010
E-17-JP	1	DENVER	I 70 ML over HAVANA ST, UP RR	In Construction	2010
F-16-OG	1	DENVER	RAMP to I 25 NBND over US 6 ML	Construction Complete	2011
E-17-KR	1	DENVER	I 270 ML EBND over I 70 ML	Not Programmed	2013
E-17-EQ	1	DENVER	SH 265 OVER ML RACE STREET	Not Programmed	2015
G-16-B	1	DOUGLAS	US 85 ML over DRAW; COOK RANCH to LOUVIERS	Construction Complete	2009
G-16-C	1	DOUGLAS	US 85 ML over DRAW; COOK RANCH to LOUVIERS	Construction Complete	2009
G-17-A	1	DOUGLAS	US 85 ML over SAND CREEK	Design Complete	2009
E-16-FX	1	JEFFERSON	WASHINGTON STREET over SH 58 ML	Construction Complete	2009
E-16-HI	1	JEFFERSON	SH 58 ML over CO.RD,RR SPUR	Construction Complete	2009
F-16-AM	1	JEFFERSON	US 285 ML SBND over SH 121 ML	Construction Complete	2009

Structure Number	CDOT Region	County	Facility Carried over Featured Intersection	Current Status	Added to BE Program (Year)
F-16-AY	1	JEFFERSON	US 285 ML NBND over SH 121 ML	Construction Complete	2009
F-16-CS	1	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK; N OF 285	Construction Complete	2009
F-16-FL	1	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE.	Construction Complete	2009
F-16-I	1	JEFFERSON	US 285 ML SBND over PIERCE STREET	Construction Complete	2009
E-16-HA	1	JEFFERSON	SH 58 ML over FORD STREET, WASH	Construction Complete	2012
F-16-ER	1	JEFFERSON	US 6 ML over GARRISON STREET (LAKEWOOD)	In Construction	2013
O-25-I	2	BACA	US 160 ML over DRAW; W of PRITCHETT	Construction Complete	2009
O-26-L	2	BACA	US 160 ML over CAT CREEK; W of SPRINGFIELD	Construction Complete	2009
O-25-H	2	BACA	US 160 ML over N FK SAND ARROYO; SW of PRITCHETT	Construction Complete	2010
L-24-F	2	BENT	SH 101 ML over PURGATOIRE RIVER; S of LAS ANIMAS	Construction Complete	2009
M-24-B	2	BENT	SH 101 ML over DRAW; S of LAS ANIMAS and JCT US 50	Construction Complete	2009
L-21-U	2	CROWLEY	SH 96 ML over NUMA DRAIN CANAL	Construction Complete	2009
L-22-F	2	CROWLEY	SH 96 ML over BLACK DRAW	Construction Complete	2009
H-17-M	2	EL PASO	I 25 ML over DRAW	Construction Complete	2009
H-18-A	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK; W of PEYTON	Construction Complete	2009
I-17-AE	2	EL PASO	US 24 ML EBND over FOUNTAIN CREEK	Construction Complete	2009
I-18-G	2	EL PASO	US 24 ML over DRAW; E of FALCON	Construction Complete	2009
J-18-S	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Construction Complete	2009
J-18-T	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Construction Complete	2009
I-17-O	2	EL PASO	I 25 SERVICE RD over PINE CREEK; S of JCT SH 56	In Design	2011
I-18-I	2	EL PASO	US 24 ML over Draw	Not Programmed	2015
J-15-B	2	FREMONT	SH 9 ML over CURRANT CREEK; NW of JCT US 50	Construction Complete	2009
K-16-K	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER; E of PORTLAND	Construction Complete	2009
K-16-Q	2	FREMONT	SH 120 ML over HARDESCRABBLE CREEK	Construction Complete	2009
K-16-S	2	FREMONT	SH 120 ML over DRAW, UP RR; E of FLORENCE	In Construction	2009
K-14-J	2	FREMONT	US 50 ML over DRAW, btwn TEXAS CREEK & COTOPAXI	Construction Complete	2011
K-16-W	2	FREMONT	SH 67 ML over DRAW	Construction Complete	2012
K-14-B	2	FREMONT	US 50 ML over OAK CREEK	Not Programmed	2013
N-16-L	2	HUERFANO	SH 69 ML over TURKEY CREEK	Construction Complete	2009
N-17-AD	2	HUERFANO	I 25 ML SBND over US 160 ML, RR SPUR	No Action Proposed	2009

Structure Number	CDOT Region	County	Facility Carried over Featured Intersection	Current Status	Added to BE Program (Year)
N-17-N	2	HUERFANO	I 25 ML NBND over MISSOURI CREEK	Construction Complete	2009
O-16-A	2	HUERFANO	SH 12 ML over CUCHARAS RIVER; S of LA VETA	Construction Complete	2009
M-16-P	2	HUERFANO	SH 69 ML over MILLIGAN ARROYO; Near GARDNER	Design Complete	2011
N-17-C	2	HUERFANO	I 25 BUS RT over SULL CREEK; Near WALSENBURG	Construction Complete	2011
N-17-BN	2	HUERFANO	I25 ML SBND over CO RD 640, BUTTE CREEK	Not Programmed	2013
N-17-S	2	HUERFANO	I25 ML NBND over CO RD 103, BUTTE CREEK	Not Programmed	2013
K-23-B	2	KIOWA	SH 96 ML over DRAW	Construction Complete	2009
K-23-C	2	KIOWA	SH 96 ML over DRAW	Construction Complete	2009
K-24-A	2	KIOWA	SH 96 ML over DRAW	Construction Complete	2009
O-19-H	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER; NE of JCT US 160	Construction Complete	2009
P-17-H	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER; NW of WESTON	Construction Complete	2009
P-18-B	2	LAS ANIMAS	I 25 ML NBND over PURGATOIRE RIVER	Construction Complete	2009
P-18-S	2	LAS ANIMAS	I 25 ML SBND over PURGATOIRE RIVER	Construction Complete	2009
O-19-J	2	LAS ANIMAS	US 350 ML over DRAW; S of MODEL	Construction Complete	2010
P-19-AD	2	LAS ANIMAS	SH 239(CO RD 75) ML over IRRIGATION CANAL; in TRINIDAD	Construction Complete	2010
P-23-A_MINOR	2	LAS ANIMAS	US 160 ML over SMITH CANYON TRIBUTARY; Near KIM, CO	Construction Complete	2011
L-22-E	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL; NE of ROCKY FORD	Construction Complete	2009
L-22-O	2	OTERO	SH 266 ML over HOLBROOK CANAL; NE of ROCKY FORD	Construction Complete	2009
M-21-D	2	OTERO	US 350 ML over DRAW; SW of LA JUNTA & TIMPAS	Construction Complete	2009
L-22-K	2	OTERO	SH 71 ML over FT LYON CANAL; NW of ROCKY FORD	Construction Complete	2011
L-22-L	2	OTERO	SH 71 ML over ARKANSAS RIVER	In Design	2013
M-21-C	2	OTERO	US 350 ML over HOE RANCH ARROYO	Not Programmed	2015
M-22-Y	2	OTERO	US 350 ML over DRAW	Not Programmed	2015
G-12-L	2	PARK	SH 9 ML over BUCKSKIN GULCH; in ALMA	Construction Complete	2009
G-12-C	2	PARK	SH 9 ML over PLATTE GULCH	Not Programmed	2012
L-27-S	2	PROWERS	US 50 ML over DRAW; E of LAMAR	In Construction	2009
L-28-C	2	PROWERS	US 50 ML over BNSF RR; E of GRANADA	In Construction	2009
L-28-F	2	PROWERS	SH 89 ML over ARKANSAS RIVER; S of HOLLY	Construction Complete	2009
K-18-AX	2	PUEBLO	I 25 ML NBND over US 50 BUS. RTE.	In Construction	2009
K-18-CK	2	PUEBLO	I 25 ML NBND over NP RR, ILEX ST, BENNET ST; N of JCT SH 50 E	In Construction	2009

Structure Number	CDOT Region	County	Facility Carried over Featured Intersection	Current Status	Added to BE Program (Year)
K-18-CL	2	PUEBLO	I 25 ML SBND over NP RR, ILEX ST, BENNET ST; S of JCT SH 96	In Construction	2009
K-18-R	2	PUEBLO	US 50 BUS EBND over ARKANSAS RIVER	In Construction	2009
K-18-Z	2	PUEBLO	SH 96 ML over RDWY, RR, ARKANSAS RIVER	Construction Complete	2009
L-18-AQ	2	PUEBLO	NORTHERN AVE over I 25 ML	In Construction	2009
L-18-M	2	PUEBLO	I 25 ML NBND over INDIANA AVE	In Construction	2009
L-18-W	2	PUEBLO	I 25 ML SBND over INDIANA AVE	In Construction	2009
L-19-C	2	PUEBLO	US 50 BUS RT WBND over ST CHARLES RIVER	Construction Complete	2009
M-17-R	2	PUEBLO	I 25 ML over DRAW	Construction Complete	2009
M-20-A	2	PUEBLO	SH 10 ML over SAUNDERS ARROYO	Construction Complete	2009
L-18-AU	2	PUEBLO	MESA AVE over I 25 ML	In Construction	2012
K-17-F	2	PUEBLO	SH 96 ML over RUSH CREEK	In Design	2013
L-19-G	2	PUEBLO	SH 96 ML over BOB CREEK CANAL	Not Programmed	2013
L-19-F	2	PUEBLO	US 50 BUS. RT over DRAW	Not Programmed	2014
H-16-K	2	TELLER	SH 67 ML over DRAW	Construction Complete	2009
I-15-Y	2	TELLER	US 24 ML over TWIN CREEK	Construction Complete	2009
F-08-F	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER (SR); N. of DOTSERO INT.	Construction Complete	2009
F-09-H	3	EAGLE	US 6 ML over EAGLE RIVER; E of EAGLE	Construction Complete	2009
F-11-AB	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER; E of JCT US 24	In Construction	2009
F-11-AC	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER; E of JCT SH 131	In Construction	2009
F-10-L	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER	In Design	2011
F-11-AO	3	EAGLE	I 70 ML EBND over TIMBER CREEK	No Action Proposed	2012
F-08-D	3	EAGLE	I 70 ML over UP RR (SR)	Not Programmed	2013
F-10-C	3	EAGLE	US 6 ML over EAST LAKE CREEK	Not Programmed	2014
F-07-A	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RVR, RR; GLENWOOD SPRINGS	In Design	2009
F-05-L	3	GARFIELD	I 70 ML WBND over COLORADO RIVER	In Design	2011
F-05-C	3	GARFIELD	SH 13 ML over RIFLE CREEK	No Action Proposed	2012
D-13-A	3	GRAND	US 34 ML over N FK COLORADO RIVER	In Design	2012
D-12-F	3	GRAND	SH 125 ML over WILLOW CREEK	Not Programmed	2015
J-09-C	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR OVERFLOW (SR); W. SIDE of GUNNISON	Construction Complete	2009
J-09-D	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR (SR); W. SIDE of GUNNISON	Construction Complete	2009
J-09-G	3	GUNNISON	SH 114 ML over TOMICHI CREEK	Construction Complete	2009
G-11-F	3	LAKE	US 24 ML over UP RR	Construction Complete	2009

Structure Number	CDOT Region	County	Facility Carried over Featured Intersection	Current Status	Added to BE Program (Year)
H-11-D	3	LAKE	US 24 ML over CALIFORNIA GULCH	Construction Complete	2012
H-11-F	3	LAKE	US 24 ML over CALIFORNIA GULCH	Construction Complete	2012
G-03-Q	3	MESA	I 70 ML WBND over COLORADO RIVER OVERFLOW	In Design	2011
H-09-B	3	PITKIN	SH 82 ML over CO RD, CASTLE CREEK	Construction Complete	2010
C-09-C	3	ROUTT	US 40 ML over E FORK ELK RIVER; W of STEAMBOAT SPGS	Construction Complete	2009
E-12-I	3	SUMMIT	SH 9 ML over BLUE RIVER	No Action Proposed	2013
E-15-AA	4	BOULDER	SH 170 ML over COMMUNITY DITCH AR	No Action Proposed	2009
G-21-B	4	ELBERT	I 70 FRONTAGE RD over DRAW (SR)	Construction Complete	2009
G-21-Y	4	ELBERT	I 70 BUSINESS SPUR over I 70 ML	No Action Proposed	2009
G-25-K	4	KIT CARSON	SH 59 ML over I-70 ML	Not Programmed	2015
B-16-AE	4	LARIMER	US 287 ML over DRAW; N of JCT SH 1	Construction Complete	2009
B-16-D	4	LARIMER	SH 14 ML over CACHE LA POUDDRE RIVER; E of JCT US 287	Construction Complete	2009
C-15-I	4	LARIMER	US 34 ML over BIG THOMPSON RIVER	Construction Complete	2009
C-15-J	4	LARIMER	US 34 ML over BIG THOMPSON RIVER	Construction Complete	2009
C-17-EL	4	LARIMER	I 25 ML over DRAW	No Action Proposed	2009
B-16-EU	4	LARIMER	COUNTY ROAD 48 over I 25 ML	In Design	2010
B-16-AM	4	LARIMER	PROSPECT ROAD over I 25 ML	Not Programmed	2014
G-22-J	4	LINCOLN	US 24 ML over DRAW; E of LIMON	Construction Complete	2009
A-24-C	4	LOGAN	US 138 ML over DITCH	Construction Complete	2009
A-26-F	4	SEDGWICK	US 138 ML over DRAW	Construction Complete	2015
C-17-BN	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER; S of JCT SH 56	Construction Complete	2009
D-17-AK	4	WELD	SH 66 ML over ST VRAIN RIVER; W of PLATTEVILLE	Construction Complete	2009
B-17-L	4	WELD	SH 14 ML over COALBANK CREEK; W of AULT	Construction Complete	2010
C-18-BK	4	WELD	US 85 BYPASS SBND over US 85 BUS RT	No Action Proposed	2010
D-19-A	4	WELD	I 76 SERVICE RD over LOST CREEK SR	No Action Proposed	2010
B-17-C	4	WELD	US 85 ML(NUNN BRIDGE) over UPRR	Construction Complete	2011
C-17-B	4	WELD	SH 60 ML over SOUTH PLATTE RIVER	In Design	2013
D-28-B	4	YUMA	US 34 ML over N FK REPUBLICAN RIVER; W of LAIRD	Construction Complete	2011
P-09-L	5	ARCHULETA	US 84 ML OVER RIO BLANCO	Not Programmed	2015
O-12-AD	5	CONEJOS	SH 371 ML over ALAMOSA RIVER	No Action Proposed	2012
O-05-AQ	5	LA PLATA	US 160 ML over ANIMAS RIVER	Construction Complete	2009
K-01-C	5	MONTROSE	SH 90 ML over DOLORES RIVER	In Design	2014



Structure Number	CDOT Region	County	Facility Carried over Featured Intersection	Current Status	Added to BE Program (Year)
L-05-B	5	OURAY	SH 62 ML over UNCOMPAHGRE RIVER; SHERMAN ST in RIDGWAY	Construction Complete	2009
L-06-A	5	OURAY	US 550 ML over BEAR CREEK	Construction Complete	2009
N-11-C	5	RIO GRANDE	SH 112 ML over RIO GRANDE CANAL	Not Programmed	2013
K-11-G	5	SAGUACHE	US 50 ML OVER AGATE CREEK	Not Programmed	2015
M-06-K	5	SAN JUAN	US 550 ML over MINERAL CREEK	Construction Complete	2009
L-04-B	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK; JCT SH 62 - PLACERVILLE	Construction Complete	2009



Structure Number	CDOT Region	County	Facility Carried over Featured Intersection	Current Status	Added to BE Program (Year)
E-16-GQ	1	ADAMS	SH 95 ML (SHERIDAN BLVD) over UP RR, RR SPUR; N of JCT I 76 in WHEATRIDGE	Construction Complete	2009
E-17-CA	1	ADAMS	SH 44 ML(104TH AVE) over SOUTH PLATTE RIVER; W of JCT US 85	Construction Complete	2009
E-17-DC	1	ADAMS	I 76 ML EBND over UP RR; E of JCT US 85	Construction Complete	2009
E-17-DU	1	ADAMS	I 76 ML WBND over UP RR; E of JCT US 85	Construction Complete	2009
E-17-ER	1	ADAMS	SH 44 ML(104TH AVE) over BULL SEEP;W of US 85	Construction Complete	2009
E-17-EX	1	ADAMS	PEORIA STREET over I 76 ML; NE of JCT US 85	Construction Complete	2009
E-17-GM	1	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete	2009
E-17-GL	1	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete	2011
E-16-AA	1	ADAMS	US 287 ML over BNSF RR SPUR; at 69TH AVE	In Construction	2012
F-16-F	1	ARAPAHOE	US 85(SANTA FE) ML NBND over DAD CLARK GULCH; in LITTLETON	Construction Complete	2009
F-17-DM	1	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK; W OF SH 83(PARKER RD)	Construction Complete	2009
F-17-F	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over SAND CREEK; E of I-225	Construction Complete	2009
F-17-GO	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over TOLLGATE CREEK; W of I-225	In Construction	2009
F-19-B	1	ARAPAHOE	US 36 ML over COMANCHE CREEK; E of STRASBURG	Construction Complete	2009
F-17-BS	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK; E of I-225	Construction Complete	2011
F-17-GA	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over TOLLGATE CREEK; W of I-225	In Construction	2012
E-16-FK	1	BROOMFIELD	SH 121 ML SBND- WADSWORTH PKWY over US 36 ML (DENVER/BOULDER TNPK)	Construction Complete	2009
E-16-FL	1	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML (DENVER/BOULDER TNPK); SE of JCT SH 121	Construction Complete	2009
F-14-Y	1	CLEAR CREEK	I 70(BUSINESS RT) over I 70 ML	In Construction	2009
E-16-FW	1	DENVER	PECOS STREET over I 70 ML; in DENVER	Construction Complete	2009
E-17-BY	1	DENVER	I 70 ML EBND over SAND CREEK; E of QUEBEC ST	Construction Complete	2009
E-17-GE	1	DENVER	I 70 ML WBND over SAND CREEK; E of QUEBEC ST	Construction Complete	2009
F-16-EF	1	DENVER	US 6 ML over SOUTH PLATTE RIVER; W SIDE of I-25	Construction Complete	2009
F-16-EJ	1	DENVER	US 6 ML over BNSF RR; E SIDE OF I-25	Construction Complete	2009
F-16-EN	1	DENVER	US 6 ML over BRYANT STREET; W SIDE OF I-25	Construction Complete	2009
F-16-FW	1	DENVER	US 287+SH 88 (FEDERAL) over US 40 ML (COLFAX)	Construction Complete	2009
E-17-JP	1	DENVER	I 70 ML over HAVANA ST, UP RR	In Construction	2010



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G-16-B	1	DOUGLAS	US 85 ML over DRAW; COOK RANCH to LOUVIERS	Construction Complete	2009
G-16-C	1	DOUGLAS	US 85 ML over DRAW; COOK RANCH to LOUVIERS	Construction Complete	2009
G-17-A	1	DOUGLAS	US 85 ML over SAND CREEK	Design Complete	2009
F-16-CS	1	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK; N OF 285	Construction Complete	2009
F-16-FL	1	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE.	Construction Complete	2009
E-16-HA	1	JEFFERSON	SH 58 ML over FORD STREET, WASH	Construction Complete	2012
F-16-ER	1	JEFFERSON	US 6 ML over GARRISON STREET (LAKEWOOD)	In Construction	2013
O-25-I	2	BACA	US 160 ML over DRAW; W of PRITCHETT	Construction Complete	2009
O-26-L	2	BACA	US 160 ML over CAT CREEK; W of SPRINGFIELD	Construction Complete	2009
O-25-H	2	BACA	US 160 ML over N FK SAND ARROYO; SW of PRITCHETT	Construction Complete	2010
L-24-F	2	BENT	SH 101 ML over PURGATOIRE RIVER; S of LAS ANIMAS	Construction Complete	2009
M-24-B	2	BENT	SH 101 ML over DRAW; S of LAS ANIMAS and JCT US 50	Construction Complete	2009
H-18-A	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK; W of PEYTON	Construction Complete	2009
J-18-S	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Construction Complete	2009
J-18-T	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Construction Complete	2009
I-17-O	2	EL PASO	I 25 SERVICE RD over PINE CREEK; S of JCT SH 56	In Design	2011
K-16-K	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER; E of PORTLAND	Construction Complete	2009
K-16-S	2	FREMONT	SH 120 ML over DRAW, UP RR; E of FLORENCE	In Construction	2009
K-14-J	2	FREMONT	US 50 ML over DRAW, btwn TEXAS CREEK & COTOPAXI	Construction Complete	2011
O-16-A	2	HUERFANO	SH 12 ML over CUCHARAS RIVER; S of LA VETA	Construction Complete	2009
M-16-P	2	HUERFANO	SH 69 ML over MILLIGAN ARROYO; Near GARDNER	Design Complete	2011
N-17-C	2	HUERFANO	I 25 BUS RT over SULL CREEK; Near WALSENBURG	Construction Complete	2011
O-19-H	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER; NE of JCT US 160	Construction Complete	2009
P-17-H	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER; NW of WESTON	Construction Complete	2009
O-19-J	2	LAS ANIMAS	US 350 ML over DRAW; S of MODEL	Construction Complete	2010
P-19-AD	2	LAS ANIMAS	SH 239(CO RD 75) ML over IRRIGATION CANAL; in TRINIDAD	Construction Complete	2010
P-23-A_MINOR	2	LAS ANIMAS	US 160 ML over SMITH CANYON TRIBUTARY; Near KIM, CO	Construction Complete	2011



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L-22-E	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL; NE of ROCKY FORD	Construction Complete	2009
L-22-O	2	OTERO	SH 266 ML over HOLBROOK CANAL; NE of ROCKY FORD	Construction Complete	2009
M-21-D	2	OTERO	US 350 ML over DRAW; SW of LA JUNTA & TIMPAS	Construction Complete	2009
L-22-K	2	OTERO	SH 71 ML over FT LYON CANAL; NW of ROCKY FORD	Construction Complete	2011
G-12-L	2	PARK	SH 9 ML over BUCKSKIN GULCH; in ALMA	Construction Complete	2009
L-27-S	2	PROWERS	US 50 ML over DRAW; E of LAMAR	In Construction	2009
L-28-C	2	PROWERS	US 50 ML over BNSF RR; E of GRANADA	In Construction	2009
L-28-F	2	PROWERS	SH 89 ML over ARKANSAS RIVER; S of HOLLY	Construction Complete	2009
K-18-AX	2	PUEBLO	I 25 ML NBND over US 50 BUS. RTE.	In Construction	2009
K-18-CK	2	PUEBLO	I 25 ML NBND over NP RR, ILEX ST, BENNET ST; N of JCT SH 50 E	In Construction	2009
K-18-CL	2	PUEBLO	I 25 ML SBND over NP RR, ILEX ST, BENNET ST; S of JCT SH 96	In Construction	2009
K-18-R	2	PUEBLO	US 50 BUS EBND over ARKANSAS RIVER	In Construction	2009
L-18-AQ	2	PUEBLO	NORTHERN AVE over I 25 ML	In Construction	2009
L-18-M	2	PUEBLO	I 25 ML NBND over INDIANA AVE	In Construction	2009
L-18-W	2	PUEBLO	I 25 ML SBND over INDIANA AVE	In Construction	2009
L-18-AU	2	PUEBLO	MESA AVE over I 25 ML	In Construction	2012
F-08-F	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER (SR); N. of DOTSERO INT.	Construction Complete	2009
F-09-H	3	EAGLE	US 6 ML over EAGLE RIVER; E of EAGLE	Construction Complete	2009
F-11-AB	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER; E of JCT US 24	In Construction	2009
F-11-AC	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER; E of JCT SH 131	In Construction	2009
F-07-A	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RVR, RR; GLENWOOD SPRINGS	In Design	2009
J-09-C	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR OVERFLOW (SR); W. SIDE of GUNNISON	Construction Complete	2009
J-09-D	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR (SR); W. SIDE of GUNNISON	Construction Complete	2009
C-09-C	3	ROUTT	US 40 ML over E FORK ELK RIVER; W of STEAMBOAT SPGS	Construction Complete	2009
G-21-B	4	ELBERT	I 70 FRONTAGE RD over DRAW (SR)	Construction Complete	2009
B-16-AE	4	LARIMER	US 287 ML over DRAW; N of JCT SH 1	Construction Complete	2009



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B-16-D	4	LARIMER	SH 14 ML over CACHE LA POUDE RIVER; E of JCT US 287	Construction Complete	2009
G-22-J	4	LINCOLN	US 24 ML over DRAW; E of LIMON	Construction Complete	2009
C-17-BN	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER; S of JCT SH 56	Construction Complete	2009
D-17-AK	4	WELD	SH 66 ML over ST VRAIN RIVER; W of PLATTEVILLE	Construction Complete	2009
B-17-L	4	WELD	SH 14 ML over COALBANK CREEK; W of AULT	Construction Complete	2010
B-17-C	4	WELD	US 85 ML(NUNN BRIDGE) over UPRR	Construction Complete	2011
D-28-B	4	YUMA	US 34 ML over N FK REPUBLICAN RIVER; W of LAIRD	Construction Complete	2011
L-05-B	5	OURAY	SH 62 ML over UNCOMPAHGRE RIVER; SHERMAN ST in RIDGWAY	Construction Complete	2009
L-04-B	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK; JCT SH 62 - PLACERVILLE	Construction Complete	2009