



COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Bridge & Tunnel
Enterprise
Quarterly Report



FY2021 Q4 #41



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Introduction

During Q4 of FY2021, SB21-260 was signed into law and expanded the scope of the Colorado Bridge Enterprise to both designated bridge projects, as defined in SB09-108, and projects to repair, maintain, and more safely operate tunnels. The expanded and modified enterprise is now called the Statewide Bridge and Tunnel Enterprise (BTE). Detailed information about estimated revenue projections and initial Staff activities related to the new enterprise can be found later in this report.

This report is the 41st Quarterly Report published in support of the Statewide Bridge and Tunnel Enterprise (BTE) and Legacy Colorado Bridge Enterprise. This Report outlines the progress and accomplishments associated with the BTE Program for work completed during April, May, and June of 2021; which coincides with the fourth quarter of the Colorado Department of Transportation's (CDOT) 2021 Fiscal Year (Q4 FY2021). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, program developments and activities, bond programs, previous significant milestones and achievements can be found in the Program Annual Newsletters and Quarterly Reports and are viewable on the Bridge Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>.

The following is an itemization of significant Q4 FY2021 BTE activities, some of which are discussed in further detail later in the report:

- Initiated work to modify the base program to officially stand up and organize the newly created Statewide Bridge and Tunnel Enterprise in response to the passage of SB21-260
- Drafted and finalized the 40th Bridge Enterprise Quarterly Report (Q3 FY2021).
- Approved the 6th Budget Supplement of FY2021 to establish funding for the construction phase of one project (17 total structures):
 - › Establish the construction phase budget for the FY18 USDOT Competitive Highway Bridge Grant Program R2B2 project (14 structures)
 - › Establish the construction phase budget for the non-grant structures combined with the R2B2 project (3 structures)
- Approved the 7th Budget Supplement of FY2021 for the planned incremental increase of funding for the design phase of one project and to establish funding for the design phase of two projects:
 - › Planned incremental increase to design funding for I-70 ML EBND over Polk Creek (F-12-AS)
 - › Establish the design phase budget for US 6 ML over Elk Creek (F-06-A)
 - › Establish the design phase budget for the Holyoke Bridge Bundle Project (A-27-A, B-27-D/F)
- Approved the 8th Budget Supplement of FY2021 to establish funding for the design phase of one project and establish funding for the construction phase of one project:
 - › Establish preliminary design funding for I-70 ML WBND over Polk Creek (F-12-AT)
 - › Establish the construction phase budget for SH 92 ML over Gunnison River (I-05-V)
- Approved a resolution to formally acknowledge the following structures which have become assets of the Bridge & Tunnel Enterprise:
 - › I-25 ML NBND over CO RD 640, Butte Creek (N-17-BW)
 - › I-25 ML SBND over CO RD 103, Butte Creek (N-17-BX)
 - › I-25 ML SBND over Draw (K-18-UA)
 - › US 34 ML over North Fork Colorado River (D-13-Y)
- Approved the fourth amendment to the Project Agreement for the Central 70 Project, the 2021 Memorandum of Settlement, and the first amendment to the Lender's Direct Agreement.
- Finalized annual updates to the BTE Four-Year Project Plan for fiscal years 2022-2025.
- Updated the BTE Prioritization Plan based on the updated Staff Bridge Poor List (completed Q1 FY2022)
- Continued evaluation of funding scenarios for BTE eligible components of projects on the approved SB267 project list, including the further evaluation of a high-level funding plan for the Floyd Hill project.
- Performed maintenance on the program baseline cost estimate.
- Performed status updates for various program metrics, including: major achievements, total program financial performance, and status of FASTER eligible structures.
- Completed monthly updates to the program schedule for work completed April, May, and June of 2021, and conducted the regularly scheduled Schedule Change Control Board meeting.
- Continued efforts to de-budget excess funds on projects with completed phases and reallocate savings to other BTE projects.
- Continued development of new programmatic risk

Program Highlights

SB21-260 and the Creation of the Statewide Bridge and Tunnel Enterprise

With the passage of SB21-260 and its signature by Governor Jared Polis, several new transportation fees and General Fund transfers will be created or carried out. The Bill changed the name and scope of the Colorado Bridge Enterprise to the Statewide Bridge and Tunnel Enterprise (BTE), authorizing a bridge and tunnel impact fee on diesel fuel and a retail delivery fee, which will provide an estimated \$522M in new BTE revenues from FY23 to FY32. All applicable revenue collected from the new fees will be deposited in the newly titled Statewide Bridge and Tunnel Enterprise Special Revenue Fund. By statute, the Statewide Bridge and Tunnel Enterprise is granted the authority to repair, maintain, and more safely operate tunnels throughout the state, including critical facilities such as the Eisenhower Johnson Memorial Tunnel. After the passage of the Bill, BTE staff initiated development of the processes and procedures of the newly altered Enterprise and started investigating the legal framework and revisions to its governing documents required to carry out the objectives of the legislation. Updates on critical activities and milestones associated with the creation of the BTE will be included in future Quarterly Reports.



Images 1. Governor Polis at the Signing of SB21-260



Images 2. Eisenhower Johnson Memorial Tunnel

Central 70 Project Major Milestone

A major project milestone, which is branded as the “Mile High Shift”, was achieved this quarter when eastbound and westbound traffic on the I-70 Viaduct (E-17-FX) were switched to the lowered section in a temporary head-to-head configuration. This phasing has allowed for the Viaduct demolition and the construction of the future eastbound I-70 alignment to commence. The commencement of the Viaduct demolition has officially removed nearly 570,000 sq. ft. of poor-rated bridge deck area and significantly reduced the statewide percentage of poor deck area on the National Highway System (NHS). The elimination of the Viaduct lowered the percentage of NHS poor-rated deck area to 3.38% of the overall statewide NHS deck area, significantly lower than the 2022 FHWA performance target of 4%. It should be noted that the statistics provided are based on a snapshot of statewide bridge condition taken in July 2021. Due to the dynamic nature of bridge condition, these statistics may not match all publicly available resources and are expected to change. More information on the major accomplishments on the Central 70 project can be found later in this report.

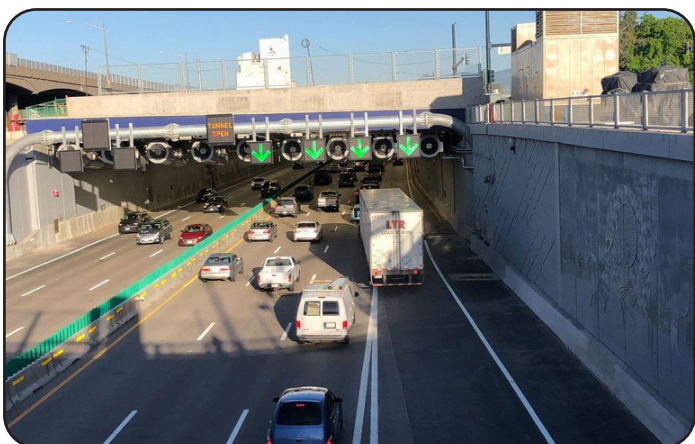


Image 3. Westbound I-70 in Temporary Head to Head Configuration



Image 4. Demolition of the I-70 Viaduct



Program Progress Updates

In Q4 FY2021, BTE Staff continued to make progress addressing the state’s “Poor” bridge population. A summary of these activities and other program highlights are provided below.

During this period, the I-70 Vail Pass Safety and Operations Improvement project had two separate budget actions. Funding was incrementally increased for the design phase of I-70 ML EBND over Polk Creek (F-12-AS) and funding was established to initiate design of I-70 WBND over Polk Creek (F-12-AT). Design phase funding was originally only anticipated for the replacement of the eastbound structure, however through the value engineering workshop, the project team determined that replacing F-12-AT prior to building F-12-AS allows for a more efficient alignment for F-12-AS, resulting in a cost savings of \$20M when compared to the original alignment. The approved budget supplement for the westbound structure is anticipated to assist with the conceptual design and evaluation of the value engineering proposal.

Table 1. Structures with Design Phase Funding Increases in Q4 FY2021

Bridge ID	Region	Facility Carried over Featured Intersection	County
F-12-AS	3	I-70 ML EBND over Polk Creek	Eagle

Of the four additional non-Vail Pass structures funded for design, three of the bridges are part of the Holyoke Bridge Bundle in rural northeast Colorado. The last structure, F-06-A, is truss bridge located on a critical detour route for I-70 and is currently load restricted.

Table 2. Structures Funded for Design in Q4 FY2021

Bridge ID	Region	Facility Carried over Featured Intersection	County
F-06-A	3	US 6 ML over Elk Creek	Garfield
F-12-AT	3	I-70 ML WBND over Polk Creek	Eagle
A-27-A	4	US 385 ML over Draw	Sedgwick
B-27-D	4	US 6 ML over Frenchman Creek	Phillips
B-27-F	4	US 6 ML over Draw	Phillips



Image 5. US 6 ML over Elk Creek (F-06-A)



Image 6. US 385 ML over Draw (A-27-A)



Image 7. US 6 ML over Frenchman Creek (B-27-D)



Image 8. US 6 ML over Draw (B-27-F)

Program Progress Updates Continued

During this period, 18 structures were funded for construction. Of the 18 structures, 17 are included in the Region 2 Concrete Box Culvert and Corrugated Metal Pipe Bundle. Within the Region 2 bundle, 14 of the structures were included in the successful application for a FY2018 USDOT Competitive Highway Bridge Discretionary Grant Program. The final project funded for construction, I-05-V, will replace a load posted structure in Delta county over the Gunnison River.

Table 3. Structures Funded for Construction in Q4 FY2021

Bridge ID	Region	Facility Carried over Featured Intersection	County
G-12-C	2	SH 9 ML over Platte Gulch	Park
H-13-N	2	US 24 ML over Draw	Park
I-13-G	2	US 24 ML over Draw	Park
I-13-H	2	US 24 ML over Draw	Park
I-15-AO	2	US 24 ML over Draw	Teller
I-15-T	2	US 24 ML over Draw	Teller
J-14-C	2	SH 9 ML over Louis Gulch	Park
J-15-G	2	SH 9 ML over Mack Gulch	Fremont
M-21-B	2	US 350 ML over Lone Tree Arroyo	Otero
M-21-C	2	US 350 ML over Hoe Ranch Arroyo	Otero
M-21-I	2	US 350 ML over Draw	Otero
M-21-J	2	US 350 ML over Draw	Otero
M-22-U	2	US 350 ML over Otero Ditch	Otero
M-22-Y	2	US 350 ML over Draw	Otero
N-21-C	2	US 350 ML over Draw	Otero
N-21-F	2	US 350 ML over Sheep Canyon Arroyo	Otero
O-19-D	2	US 350 ML over Lunning Arroyo	Las Animas
I-05-V	3	SH 92 ML over Gunnison River	Delta



Image 9 SH 92 ML over Gunnison River (I-05-V)



Image 10. Deterioration of Bearings on SH 92 ML over Gunnison River (I-05-V)

Program Progress Updates Continued

During this period, five structures completed construction.

Table 4. Structures Completed in Q4 FY2021

Bridge ID	Region	Facility Carried over Featured Intersection	County
M-22-N	2	SH 71 ML over Highline Canal	Otero
M-24-A	2	SH 101 ML over Draw	Bent
M-24-I	2	SH 101 ML over Draw	Bent
D-27-G	4	US 34 ML over N FK Republican River	Yuma
D-28-P	4	US 34 ML over Republican River	Yuma



Images 11 & 12. SH 71 ML over Highline Canal in Otero County (M-22-N)



Images 13 & 14. SH 101 ML over Draw in Bent County (M-24-A/I)



Images 15 & 16. US 34 ML over N FK Republican River (D-27-G) & Republican River (D-28-P) in Yuma County



FASTER Eligible Structure Population

Q4 FY2021 Project Status Updates

- 9 structures were added to the eligible population
- 3 structures started construction (F-13-S_Minor, H-13-G, & H-19-C)
- 5 structures completed construction (D-27-G, D-28-P, M-22-N, & M-24-A/I)
- 4 structures were reclassified from “remaining” to “complete” due to replacement outside of the program or structure devolution.

Project Status	Q4 FY2021 # of Structures
Remaining	149
In Design	48
Design Complete	1
In Construction	18
Projects Completed	174
Total	390

Other Relevant Q4 FY2021 bridge statistics are as follows:

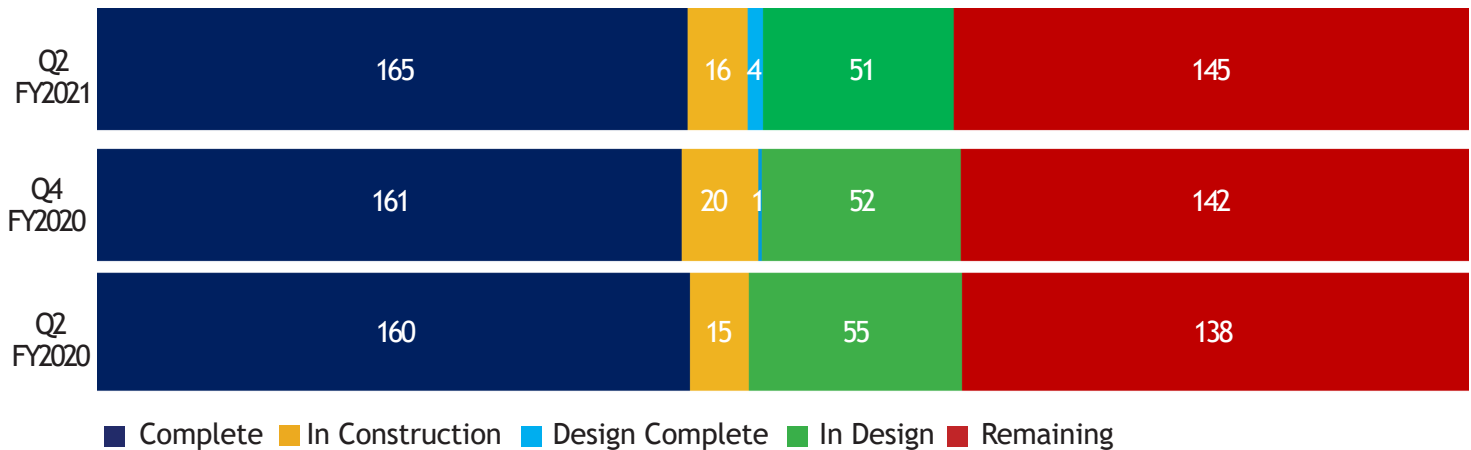
- 49% of FASTER eligible structures are in construction or complete
- 13% of FASTER eligible structures are in design or design is complete
- 38% of FASTER eligible structures are remaining
- 2.1 million square feet of “poor” rated deck area has been addressed to date statewide

Table 5. Project Status of FASTER Eligible Structures as of Q4 FY2021

Figure A. Current Status of FASTER Eligible Structures



Figure B. Historic Status of FASTER Eligible Structures



Program Activities and Accomplishments

Active Project Portfolio

The BTE program is currently delivering near historic levels with a robust active project portfolio consisting of 31 projects that will rehabilitate or replace 67 FASTER eligible structures and address approximately half a million square feet of eligible bridge deck area throughout the state. The map below provides a high-level overview of current BE active projects.

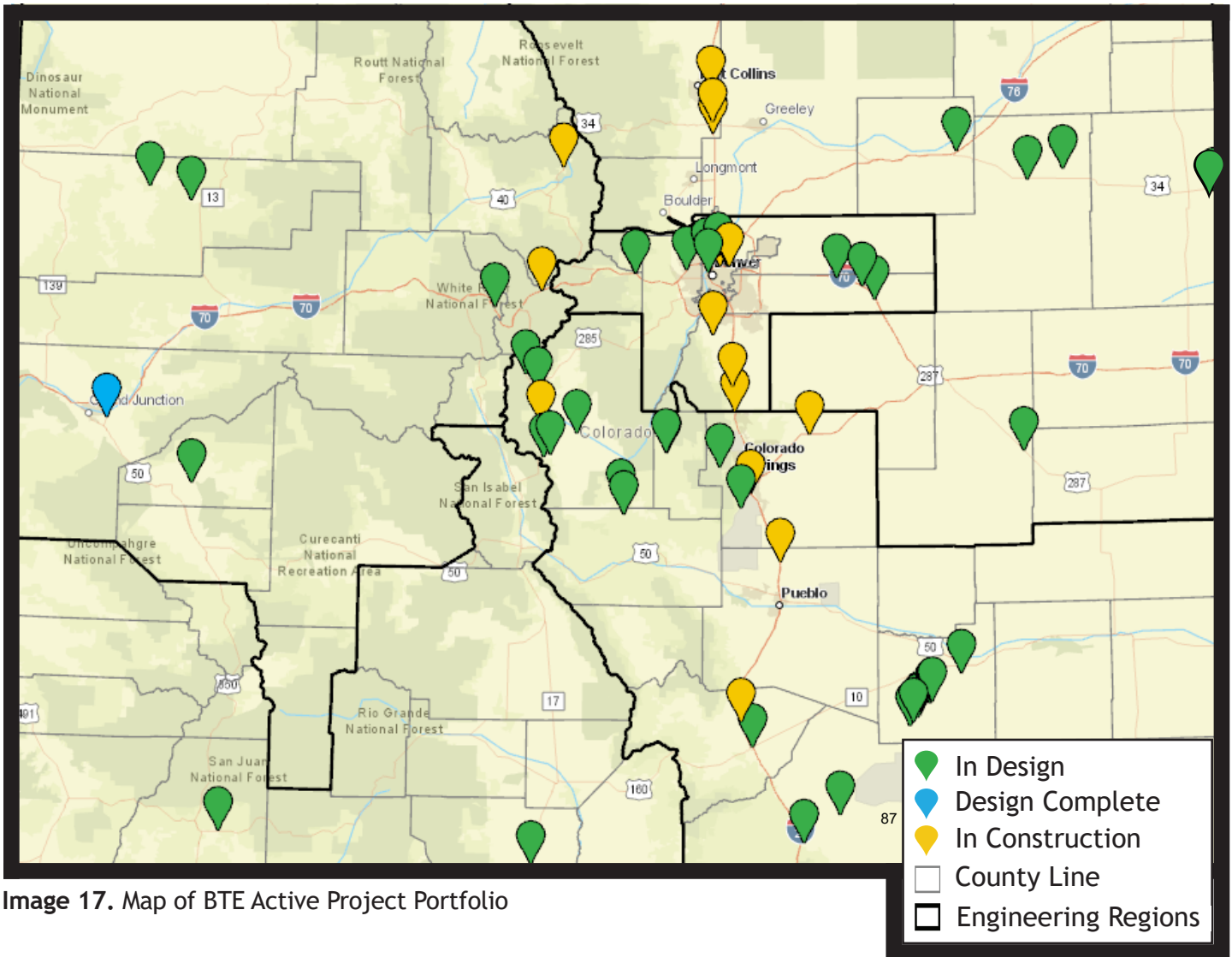


Image 17. Map of BTE Active Project Portfolio

The BTE project prioritization process was developed to select projects from the statewide eligible bridge pool based on merit, rather than location, with the goal of obtaining the greatest benefit in increased bridge safety from available revenues. Although there is no regional distribution formula dictating the allocation of BTE funds, BTE staff proactively monitor equity at the regional and statewide level and consider equity when making programming decisions for structures of equivalent priority.



Program Schedule

The overall monthly program Schedule Performance Index (SPI) for Q4 FY2021 remained constant at or near 0.99, primarily due to the performance of completed projects. Although the active project SPI for the fourth quarter is lower than it was during the previous quarter, this metric trended up over the last 12 months and has been at or near 0.90 throughout the second half of the fiscal year. The active project SPI is expected to increase over the next quarter as planned mitigation measures take effect and improve actual vs planned program performance. The program overall and active monthly Schedule Performance Index (SPI) for Q4 FY2021 is listed below.

Table 6. Overall and Active Project SPI Reported by Month

Month	Overall SPI	Active SPI
April	0.99	0.86
May	0.99	0.83
June	0.99	0.87

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

BTE Four-Year Plan

During the quarter, BTE staff completed the annual update to the BTE Four-Year Plan. The document is for the FY22-FY25 planning period and includes a summary of the FY21 program, updates on select active BTE projects, program fiscal information, and a program forecast for FY22-FY25. The annual process of updating the BTE Four-Year Plan re-aligns the list of programmed projects with current CDOT priorities and accounts for critical safety needs that have developed over the previous year. Staff worked closely with the Region Planners and the State Transportation Improvement Plan (STIP) team to coordinate program updates with the FY22-FY25 STIP.

BTE Bridge Prioritization Plan

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan¹ in August 2021 based on the updated “poor” list released by CDOT Staff Bridge. This information was advanced to the Q4 FY2021 report for expedited distribution. Pursuant to this update, nine structures became eligible for the program and can be found in Table 7. In accordance with PD BE16.1, BTE staff performed a programmatic analysis of all statewide BTE eligible structures that have not been replaced or rehabilitated based on BTE guidelines. This analysis included extensive coordination with CDOT Region staff and Staff Bridge Branch.

Table 7. New Program Eligible Structures

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-16-JT	1	I 76 ML EBND over Marshall Street	Jefferson
E-16-JV	1	I 76 ML EBND Ramp to SH 121 ML	Jefferson
E-16-JW	1	I 76 ML WBND Ramp to SH 121 ML	Jefferson
H-16-M	2	SH 67 ML over Long Gulch Creek	Teller
K-13-O	2	US 50 ML over Draw	Fremont
L-22-V	2	SH 109 ML over Draw	Otero
L-26-M	2	US 50 ML over Willow Creek	Prowers
M-16-D	2	SH 69 ML over Draw	Huerfano
H-03-E	3	US 6 ML over Colorado River	Mesa

¹ Reference Appendix A for the (Bridge) Prioritization Plan



Central 70

The FASTER Eligible portion of the Central 70 project includes approximately 8.5 miles of I-70 between Brighton Blvd. and I-270 in Denver. Six FASTER eligible structures are being addressed by the project, including “the Viaduct” (I-70 over US6, UPRR and CCD St.). These structures represent nearly 30% of BTE’s current statewide eligible bridge deck area. Additionally, “the Viaduct” was identified as one of the 30 worst bridges in the state when the Enterprise was created in 2009 and will be the last of the 30 worst bridges to be addressed.

In Q4 FY2021, BTE staff continued to coordinate with the Central 70 project team to refine the BTE program models and track project progress. The following significant milestones were completed during this quarter:



Image 18. Excavation of the Future I-70 East Bound Lanes



Image 19. Completed Westbound I-70 Lowered Lanes



Image 20. Demolition of the I-70 Viaduct

April

- Continued reconstruction of various structures along I-70 between Brighton Boulevard and Quebec Street, with emphasis on Milestone 2 structures.
- Continued construction of the Concrete Box Culvert and 66” diameter pipe crossing the UPRR tracks south of the UPRR Bridge.
- Continued construction of the lowered section north of 46th Avenue between Brighton and Colorado Boulevards, including excavation, drainage, cement treated soil mixing, walls, barrier, ITS (intelligent transportation systems), and paving.
- Continued installation and testing of electrical, ITS, ventilation, and fire suppression system under the Cover over westbound (WB) I-70.
- Continued installation of the pump electrical service and supporting infrastructure at the pump station.
- Completed construction of the Phase 5 (east side) and Phase 6 (west side) substructure portions of the UPRR Bridge.

May

- Completed the Mile High Shift, moving I-70 from the Viaduct to the future WB I-70 lanes in the lowered section.
- Completed work on Brighton Boulevard ramp tie-ins.
- Continued construction of the Concrete Box Culvert and 66” diameter pipe crossing the UPRR tracks south of the UPRR Bridge.
- Completed installation and testing of electrical, ITS, ventilation and fire suppression system under the Cover over westbound I-70.
- Installed small pumps at the Pump Station.
- Continued construction of the Phase 5 (east side) and Phase 6 (west side) of the UPRR Bridge, including setting girders for spans 3 and 4 (Phase 5), deck plates, welding and waterproofing.
- Cover commissioning approved by Denver Fire Department for temporary configuration in the future westbound (WB) I-70 lanes.
- Began demolition of the Viaduct, including the I-70 over Brighton Boulevard bridge structure.

June

- Continued construction of the Concrete Box Culvert and 66” diameter pipe crossing the UPRR tracks south of the UPRR Bridge.
- Continued construction of the Phase 5 (east side) and Phase 6 (west side) portions of the UPRR Bridge, including final welding, waterproofing, deck drains, and miscellaneous activities.
- Begin major excavation operations along I-70 eastbound (EB) lanes from Colorado Boulevard to Monroe Street.
- East 45th North Drive, East 45th Avenue, East 45th South Drive and East 44th Avenue final asphalt surface paving ongoing which will require closures and lane restrictions.
- Completed medium pump installation at pump station.
- Continued demolition of the existing I-70 Viaduct.
- Completed Recognized Hazardous Materials (RHM) mitigation for the old Swansea Elementary School.



Program and Project Updates

Region 2 CBC Program

In Q1 FY2020, CDOT/BTE was awarded a \$12.5M discretionary grant through the USDOT Competitive Highway Bridge Program (CHBP) for the replacement of 14 FASTER eligible structures. The program was originally referred to as the “Concrete Box Culvert and Corrugated Metal Pipe Culvert Program” in CDOT Region 2 but is also referred to as the Region 2 Bridge Bundle (R2B2). This design-build project will address the original 14 FASTER eligible structures that were included in the grant application as well as 5 additional nearby FASTER eligible structures in rural areas of southern Colorado. The structures are located along key corridors and their replacement will assist with rural mobility as well as enhance statewide connections to interstate commerce through the elimination of load restricted routes.

Program updates:

- Construction funding was established
- One on Ones were held with three firms shortlisted
- Final FHWA authorization was received early June 2021
- Final RFP was issued in June 2021
- RFP award is anticipated in November 2021



Image 21. US 24 Service Rd over Fountain Creek in El Paso County (I-17-X)



Image 22. SH 61 over Surveyor Creek in Washington County (D-25-E)

Region 4/1 Rural Bridge Replacement Program

The Eastern Plains Bridge Replacement Program addresses seven FASTER eligible structures and three non-eligible structures throughout Eastern Colorado in CDOT Regions 4 and 1. These bridges provide critical rural mobility and play a key role in the movement of agricultural and resource products in the State. Maintenance needs of the bridges has greatly increased in recent years and the average age of the existing bridges is approaching 80 years. The project is utilizing construction manager/general contractor (CM/GC) contracting and will be delivered in multiple packages of similar structures located in close geographic proximity to gain efficiencies during design and construction.

Program Updates:

- 60% design for Package 1 was submitted
- Completion of final design for Package #1 anticipated in Q1 FY2022.

Speer Blvd & 23rd Ave Project

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

Project Updates:

- The PEL study was released in June 2020.
- The Region released the RFP for preliminary design and NEPA services and consultant selection process is complete.
- Project kickoff was held in April 2021.



Image 23. Speer Blvd over I-25 in Denver County (E-16-EO)



Image 24. I-70 over US6 and Clear Creek in Clear Creek County (F-15-BL)

Floyd Hill Project

This corridor improvement project includes the replacement of two eligible structures, F-15-BL, which carries traffic westbound on I-70 over Clear Creek and US 6 at the base of Floyd Hill, and F-15-BM, the ramp to US 6 from I-70 westbound. \$100M in SB267 funds were committed to the project in November 2019, however a significant funding gap still exists. BTE, HPTE, and CDOT are evaluating potential alternatives to eliminate the funding gap. In Q2 FY2021, the project team continued to advance the preliminary design and the NEPA evaluation.

Project Updates:

- HPTE’s funding gap study is ongoing and expected to complete this summer.
- The Environmental Assessment and preliminary design are scheduled for completion in Summer 2021.
- BTE completed an analysis of potential funding scenarios for FASTER eligible project components.
- The use of CM/GC project delivery was approved by the Transportation Commission in June.

I-70 Vail Pass Safety and Operations Improvement Project

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

Project Updates:

- 30% design (FIR level) and 90% design (FOR level) completion scheduled for September 2021 and January of 2022, respectively
- Value engineering proposal suggests including F-12-AT



Image 25. I-70 over Polk Creek in Eagle County (F-12-AS)



Image 26. Load Testing Sensors Measuring Displacement on US 36 over Vega Creek in Washington County

Split Timber Girder Repair Pilot Project

The current estimated replacement cost of all existing timber structures statewide that are rated in poor or fair condition is approximately \$300M. The level of funding required for a statewide timber bridge replacement program is not currently available so BTE staff are partnering with Staff Bridge to develop a new repair specification to safely extend the service life of existing timber structures and remove load restrictions on key freight corridors. The goals of the study include: developing a new split timber stringer repair specification, eliminating repeat emergency repairs due to progressive failure, repairing bridges beyond original strength to increase load carrying capacity, and to better understanding the deterioration mechanisms of timber bridges under Colorado’s service environments.

Project Updates:

- Project advances were made by eliminating potential repair options due to constructibility issues.
- Project prioritization criteria and the structure selection process were identified.
- Non-BTE funding sources were identified for the execution of repairs.
- Feedback from maintenance workers on internal capabilities and resources was recorded.



Budget and Encumbrances

Bridge & Tunnel Enterprise staff continues to coordinate with the Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Table 8 shows the encumbrance and budget balances as of June 30, 2021, by Region, for projects that have been substantially complete for more than six months. On April 24, 2020, the Chief Engineer and Chief Financial Officer announced guidance regarding project debudget and closure. This guidance has defined substantial completion as project final acceptance.

Table 8. Projects Substantially Complete over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	667,486	44,171	1	2
3	-	-	0	0
4	43,447	1,396	1	1
5	-	-	0	0
Total	710,933	45,567	2	3
% of Total Current Program	0.37%	0.05%	6.1%	5.6%
Previous Quarter (Q3 FY2021)	28,862	21,994		
Difference	682,071	23,573		

Since March 31, 2021, the budget and encumbrance balances have increased by \$705,644 due to the addition of I-25 over CO RD 640-103 (20407), Butte Creek which is in the dispute process.

Removed/Closed Out	Additions
None	I-25 over CO RD 640-103, Butte Creek



Financial Information

The following is a program overview of financial statistics as of June 30, 2021.

- The program has multiple funding sources including proceeds from the 2010 Build America Bond program, FASTER bridge fee dollars (collected yearly revenues from vehicle registrations), bank loan, and other funds which are primarily Federal. In addition, BTE received a grant for the Concrete Box Culvert (CBC) and Corrugated Metal Pipe (CMP) project in Region 2 from the USDOT FY18 Competitive Highway Bridge Program (CHBP).
- From program inception (life-to-date) through June 30, 2021, a total of approximately \$1,510.3M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,203.8M and \$173.5M (all funding sources), respectively. Reference Table 9 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q3 FY2021) are also reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 9. Program Financial Statistics as of June 30, 2021 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q4 FY2021	Total Q3 FY2021
Budget	\$307.9	\$1,085.5	\$40.7	\$76.2	\$1,510.3	\$1,430.3
Expenditures	\$307.9	\$789.3	\$40.7	\$65.9	\$1,203.8	\$1,182.7
Encumbrances	\$0.0	\$173.5	\$0.0	\$0.0	\$173.5	\$95.9

The Bridge & Tunnel Enterprise program currently consists of 193 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count remained the same as last quarter, Q3 FY2021. The current programmed amount for these 193 structures is approximately \$1,742.8M. Table 10 below provides an itemization of current funding sources for the Bridge & Tunnel Enterprise program.

Table 10. Current Allocation Plan (\$ in Millions)

Build America Bonds (\$ M)	FASTER Bridge (\$ M)	Other Funds (\$ M)	Bond Interest (\$ M)	Total (\$ M)
\$298.1	\$1,318.0	\$116.9	\$9.8	\$1,742.8

The Program Allocation Plan² tracks BTE projects programmed since the beginning of the Bond Program by funding source, preconstruction activity and construction activity. In addition, the Program Allocation Plan includes programmed projects that have yet to be budgeted, beginning with FY2022 through FY2025, and includes budget adjustments that have not been posted as of June 30, 2021. Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of the third page as Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the BTE program are \$1,742.8M, an increase of \$23.1M from the \$1,719.7M total liability reported on March 31, 2021. This is primarily the result of updated estimates, new projects and budget actions.

² Reference Appendix B for the Program Allocation Plan



The Four-Year Quarterly Cash Flow Projection³ depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. BTE liabilities and the timing of milestone payments for the Central 70 project are defined by the Amended and Restated IAA between CDOT, HPTE, BTE and updated milestone forecasts are incorporated in the cash flow. This forecast model also considers Resolution BE 15-8-2 which sets parameters for the use of BTE funds during the construction period of the Central 70 project. In addition, the forecast contains the Capital Performance (Availability) Payment, which grows at 2% per year.

Bridge & Tunnel Enterprise has forecast the cash balance to decrease by approximately \$231.6M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (July 2021 through June 2025), down to \$25.5M. To date, Central 70 Milestone Payments 2A and 3 have been made. BTE will closely monitor estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance. In accordance with the Amended and Restated IAA and updated milestone payments, the final milestone and substantial completion payments are both scheduled in January 2023. In accordance with Resolution BE-17-11-1, the contingency for the BTE share of potential supervening events has been included in the cash drawdown forecast.

BTE will continue to monitor and update the model and incorporate the most current revenue, cash and draw-down forecasts.

³ Reference Appendix C for the Cash Flow Projection



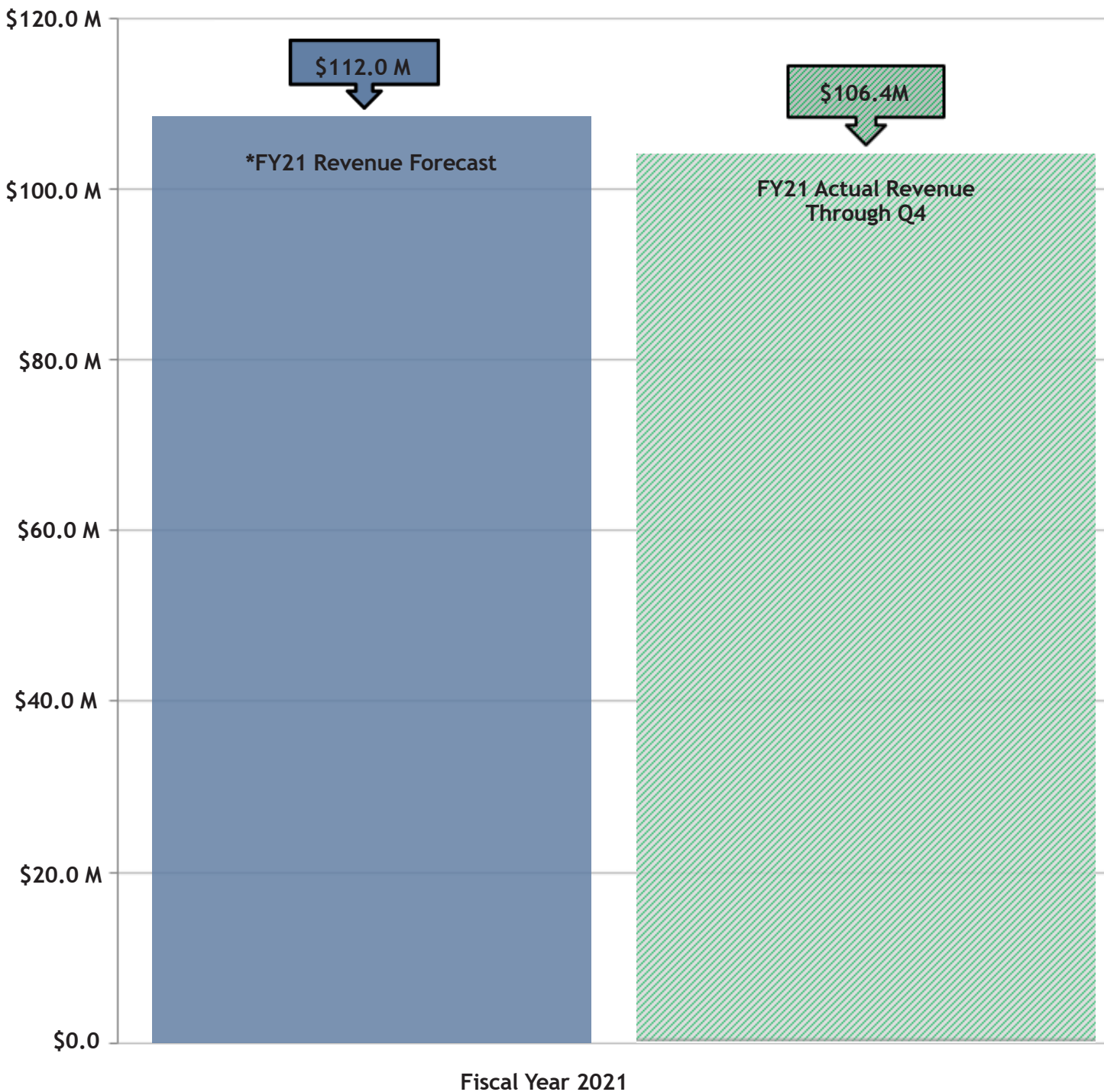
As Q4 FY2021, actual YTD BTE revenues were \$106.4M, which is \$5.6M below the FY2021 revenue budget of \$112.0M. This information is shown below in Figure C.

Figure C. Forecast vs Actual FASTER Revenue Comparison



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 Forecast vs Actual Revenue Comparison





*Information Provided by OFMB



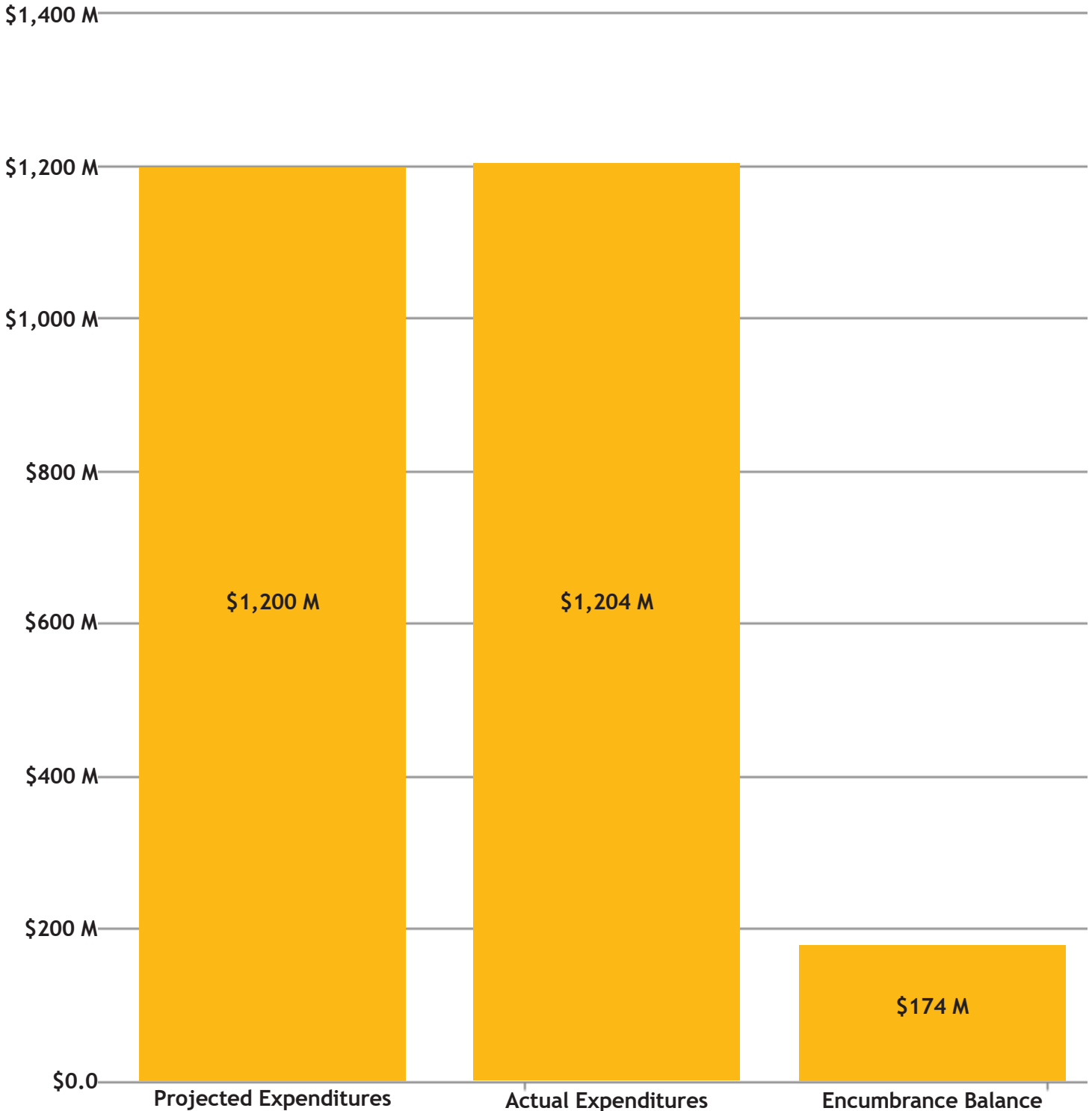
The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,200M on June 30, 2021, an increase of \$22M since March 31, 2021. Actual LTD expenditures as of June 30, 2021 are \$1,204M as compared to \$1,183M on March 31, 2021, an increase of \$21M or 1.8%. The current encumbrance balance is \$174M, an increase of \$78M since March 31, 2021, primarily due to Central 70.

Figure D. Total Program Financial Performance

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Statewide Bridge & Tunnel Enterprise Program Performance
ITD - As of June 30, 2021





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Colorado Bridge & Tunnel Enterprise
Prioritization Plan July 2021

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Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Top Tier						
In Design	E-16-HE	1	I 70 ML EBND over WEST 32ND AVE	Good	Good	Best
In Design	D-04-G	3	SH 64 ML over STRAWBERRY CREEK	Good	Good	Best
In Design	F-19-E	1	US 36 ML over DRAW	Good	Good	Best
In Design	F-20-J	1	US 40 ML over DRAW	Good	Good	Best
In Design	M-21-I	2	US 350 ML over DRAW	Good	Good	Best
In Design	E-16-HF	1	I 70 ML WBND over WEST 32ND AVE	Good	Good	Best
In Design	M-21-J	2	US 350 ML over DRAW	Good	Good	Best
In Design	M-22-Y	2	US 350 ML over DRAW	Good	Good	Best
In Design	O-19-D	2	US 350 ML over LUNNING ARROYO	Good	Good	Best
In Design	D-03-A	3	SH 64 ML over WHITE RIVER	Good	Good	Best
In Design	I-13-G	2	US 24 ML over DRAW	Good	Good	Best
In Design	P-12-A	5	US 285 ML over CONEJOS RIVER OVERFLOW	Good	Better	Best
In Design	D-24-O	4	US 34 ML over DRAW	Good	Better	Best
In Design	D-28-D	4	US 34 ML over REPUBLICAN RIVER	Good	Better	Best
In Design	E-17-GV	1	I 76 ML WBND over YORK STREET	Good	Better	Best
In Design	E-17-GW	1	I 76 ML EBND over YORK STREET	Good	Better	Best
In Design	C-22-K	4	US 6 ML over UPRR, PLATTE, BEAVER CANAL	Good	Better	Best
In Design	F-12-AS	3	I 70 ML EBND over POLK CREEK	Good	Better	Best
In Design	D-25-E	4	SH 61 ML over SURVEYOR CREEK	Good	Better	Best
In Design	F-15-BM	1	RAMP TO US 6 ML over CLEAR CREEK	Good	Better	Best
In Design	E-16-EO	1	SPEER BLVD SBND over I 25 ML	Good	Better	Best
In Design	I-24-N	4	US 40 ML over DRAW	Good	Better	Best
Remaining	E-16-FZ	1	I 70 ML over HARLAN STREET	Good	Good	Best
In Design	A-27-A	4	US 385 ML over DRAW	Good	Good	Best
In Design	B-27-F	4	US 6 ML over DRAW	Good	Good	Best
In Design	F-12-AT	3	I 70 ML WBND over POLK CREEK	Good	Good	Better
Remaining	F-16-O	1	US 6 ML over SH 121 ML	Good	Good	Good
Remaining	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR	Good	Good	Good
Remaining	L-20-C	2	US 50 ML over FARMERS OXFORD DITCH	Good	Good	Good
Remaining	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER	Good	Good	Good
Remaining	E-16-GY	1	I 70 ML EBND over SH 391 ML	Good	Good	Good
Remaining	E-17-IF	1	I 270 ML WBND over DITCH RD, BURLINGTON CANAL	Good	Good	Good
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML	Good	Good	Good
Remaining	D-18-B	4	SH 52 ML over DENVER HUDSON CANAL	Good	Good	Good
Remaining	M-16-D	2	SH 69 ML over DRAW	Good	Good	Good
Remaining	G-17-AL	1	SH 105 ML over DRAW	Good	Good	Good
Remaining	B-18-I	4	SH 14 ML over EATON DITCH	Good	Good	Good
Remaining	K-18-L	2	US 50 ML over FOUNTAIN CREEK	Good	Good	Good
Remaining	L-22-V	2	SH 109 ML over DRAW	Good	Good	Good
Remaining	E-17-AT	1	SH 6 ML over SAND CREEK	Good	Good	Good
Remaining	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK SR	Good	Good	Good
Remaining	F-20-BA	1	I 70 ML EBND over US 40 FRONTAGE RD	Good	Good	Good
Remaining	F-20-BB	1	I 70 ML WBND over US 40 FRONTAGE RD	Good	Good	Good
Remaining	F-20-BI	1	I 70 ML EBND over COUNTY RD 197	Good	Good	Good
Remaining	C-08-A_Minor	3	US 40 ML over SHELTON DITCH	Good	Good	Good
Remaining	E-16-JJ	1	RAMP to I 70 EBND over I 70 ML	Good	Good	Good
Remaining	E-16-JL	1	I 70 ML WBND over SH 72 ML	Good	Good	Good
Remaining	E-16-JT	1	I 76 ML EBND over MARSHALL STREET	Good	Good	Good



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Colorado Bridge & Tunnel Enterprise Prioritization Plan July 2021

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Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	E-16-JV	1	I 76 ML EBND RAMP to SH 121 ML			
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR			
Remaining	F-16-HK	1	I 70 ML WBND over WEST 20th AVE			
Remaining	C-17-G	4	I 25 SERVICE RD over DRAW SR			
Remaining	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK			
Remaining	E-16-GX	1	I 70 ML WBND over SH 391 ML			
Remaining	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER			
Remaining	F-17-GN	1	ALAMEDA AVE over I 225 ML			
Remaining	C-22-BG	4	I 76 ML EBND over US 34 SPUR			
Remaining	E-16-IT	1	I 76 ML WBND over CLEAR CREEK			
Remaining	E-16-IU	1	I 76 ML EBND over CLEAR CREEK			
Remaining	F-11-AP	3	I 70 ML WBND over TIMBER CREEK			
Remaining	F-11-AT	3	I 70 ML WBND over BLACK GORE CREEK			
Remaining	E-16-JU	1	I 76 ML WBND over MARSHALL STREET			
Remaining	F-22-V	4	US 36 ML over VEGA CREEK			
Remaining	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR			
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK			
Remaining	E-14-S	1	US 40 ML over I 70 ML, CLEAR CREEK			
Remaining	F-12-AO	3	I 70 ML EBND over GULLER GULCH			
Remaining	F-16-OG	1	RAMP to I-25 NBND over US 6 ML			
Remaining	D-15-AQ	4	SH 7 ML WBND over BOULDER CREEK			
Remaining	F-12-AL	3	I 70 ML WBND over COORAL CREEK			
Remaining	K-18-BT	2	SH 96 ML over UP RR, FOUNTAIN CRK			
Remaining	F-16-HI	1	I 70 ML WBND over US 40 ML			
Remaining	F-17-AA	1	SH 177 ML over LITTLE DRY CREEK			
Remaining	H-11-AB	3	SH 300 ML over CALIFORNIA GULCH			
Second Tier						
In Design	F-20-L	1	I 70 SERVICE RD over DRAW SR			
In Design	N-21-C	2	US 350 ML over DRAW			
In Design	M-21-B	2	US 350 ML over LONE TREE ARROYO			
In Design	N-21-F	2	US 350 ML SHEEP CANYON ARROYO			
In Design	M-21-C	2	US 350 ML over HOE RANCH ARROYO			
In Design	I-05-V	3	SH 92 ML over GUNNISON RIVER			
In Design	I-13-H	2	US 24 over DRAW			
In Design	M-22-U	2	US 350 ML over OTERO DITCH			
In Design	H-13-N	2	US 24 ML over DRAW			
Design Complete	H-03-BL	3	SH 141 ML over COLORADO RIVER			
In Design	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR			
In Design	F-16-DA	1	23RD AVENUE over I 25 ML			
In Design	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK			
In Design	J-17-X	2	SH 115 ML over ROCK CREEK			
In Design	F-06-A	3	US 6 ML over ELK CREEK			
In Design	B-27-D	4	US 6 ML over FRENCHMAN CREEK			
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND			
Remaining	C-23-F	4	I 76 ML EBND over TWENTY TWO SLOUGH			
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK			
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK			
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL			
Remaining	P-18-BS	2	COUNTY ROAD 18.9 over I 25 ML			



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Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-15-BC	1	US 6 ML over CLEAR CREEK			
Remaining	I-17-H	2	US 24 BUSINESS RT over FOUNTAIN CREEK			
Remaining	C-18-BO	4	US 85 ML NBND over CACHE LA POUFRE RIVER			
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML			
Remaining	L-26-M	2	US 50 ML over WILLOW CREEK			
Remaining	C-18-AG	4	US 85 ML over SOUTH PLATTE RIVER			
Remaining	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUSS RT			
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR SPUR			
Remaining	G-11-T	3	US 24 ML over UP RR			
Remaining	O-18-BI	2	COUNTY ROAD over I 25 ML			
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT			
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR			
Remaining	E-14-AV	1	I 70 ML over CLEAR CREEK			
Remaining	F-20-F	1	US 40 ML over EAST BIJOU CREEK			
Remaining	K-13-O	2	US 50 ML over DRAW			
Remaining	F-17-CZ	1	US 285 ML over LITTLE DRY CREEK			
Remaining	K-19-V	2	ORDINANCE ROAD over US 50 ML			
Remaining	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR			
Remaining	L-21-G	2	US 50 ML EBND over APISHAPA RIVER			
Remaining	N-28-G	2	SH 116 ML over BEATY CREEK			
Remaining	N-28-H	2	SH 116 ML over BUFFALO CREEK			
Remaining	O-26-I	2	US 160 ML over DRAW			
Remaining	G-22-BB	4	SH 71 ML over I 70 ML			
Remaining	K-09-B	5	SH 114 ML over COCHETOPA CREEK			
Remaining	E-17-HD	1	SH 35 ML over SAND CREEK			
Remaining	J-12-AJ	5	US 285 ML over DRAW			
Remaining	E-16-HQ	1	MCINTYRE STREET over SH 58 ML			
Remaining	F-19-F	1	US 36 ML over DRAW			
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR			
Remaining	P-09-X	5	IRR# US 84 ML over COYOTE CREEK			
Remaining	C-17-DF	4	SH 392 ML over CACHE LA POUFRE RIVER			
Remaining	F-17-ES	1	I 225 ML over GOLDSMITH GULCH			
Remaining	H-16-M	2	SH 67 ML over LONG GULCH CREEK			
Remaining	K-19-W	2	US 50 SERVICE ROAD over BNSF RR			
Remaining	E-16-JW	1	I 76 ML WBND RAMP to SH 121 ML			
Remaining	M-16-Q	2	SH 69 ML over DRAW			
Remaining	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK			
Remaining	C-16-W	4	US 34 ML WBND over BARNES INLET CANAL			
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK			
Remaining	H-02-FI	3	I 70 FRONTAGE RD over ADOBE CREEK SR			
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1			
Remaining	G-19-B	4	SH 86 ML over KIOWA CREEK			
Remaining	P-07-S	5	IRR# SH 151 ML over STOLLSTEIMER CREEK			
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH CREEK			
Remaining	I-19-B	2	SH 94 ML over BIG SPRING CREEK			
Remaining	L-22-C	2	SH 96 ML over MEREDITH CANAL			
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH			
Remaining	D-18-BN	4	COUNTY ROAD 4 over I 76 ML, BNSF RR			
Remaining	H-03-AY	3	I 70 ML over US 6 ML, COLORADO RIVER			



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Colorado Bridge & Tunnel Enterprise Prioritization Plan July 2021

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Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Third Tier						
In Design	J-15-G	2	SH 9 ML over MACK GULCH			
In Design	G-12-C	2	SH 9 ML over PLATTE GULCH			
In Design	I-15-AO	2	US 24 ML over DRAW			
In Design	I-15-T	2	US 24 ML over DRAW			
In Design	J-14-C	2	SH 9 ML LOUIS GULCH			
In Design	E-16-LT	1	I 76 ML EBND over CLEAR CREEK			
In Design	E-16-LU	1	I 76 ML WBND over CLEAR CREEK			
In Design	H-13-A	2	US 285 ML over MIDDLE FK S PLATTE RIVER			
In Design	P-19-G_MINOR	2	SH 239 ML over CANAL			
In Design	E-16-EW	1	SPEER BLVD NBND over I 25 ML			
In Design	I-17-X	2	US 24 SERVICE RD over FOUNTAIN CREEK SR			
Remaining	F-19-AJ	1	I 70 STRASBURG SPU over UP RR			
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML			
Remaining	G-22-H	4	US 24 ML over DRAW			
Remaining	E-13-F	3	US 40 ML over CROOKED CREEK			
Remaining	F-11-AD	3	I 70 ML over US 6/24, RR, EAGLE RIVER			
Remaining	H-03-E	3	US 6 ML over COLORADO RIVER			
Remaining	E-16-MO	1	44th AVE over I 25 ML			
Remaining	F-15-Q	1	US 40 ML over BEAVER BROOK			
Remaining	J-04-X	3	SH 348 ML over IRONSTONE CANAL			
Remaining	G-04-R	3	US 6 ML over PARACHUTE CREEK SR			
Remaining	G-19-D	4	SH 86 ML over WEST BIJOU CREEK			
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML			
Remaining	I-17-O	2	I 25 SERVICE RD over PINE CREEK			
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, EAGLE RIVER			
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK			
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK			
Remaining	K-18-J	2	US 50 ML over I 25 ML			
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER			
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML			
Remaining	N-17-BG	2	I 25 ML NBND over SULL CREEK			
Remaining	K-15-G	2	US 50 ML over DRAW			
Remaining	K-19-U	2	US 50 ML EBND over CHICO CREEK			
Remaining	K-14-B	2	US 50 ML over OAK CREEK			
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER			
Remaining	P-13-D	5	SH 142 ML over RIO SAN ANTONIO			
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER			
Remaining	F-20-G	1	I-70 SERVICE RD over MIDDLE BIJOU CREEK			
Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL			
Remaining	K-19-A	2	SH 231 ML over ARKANSAS RIVER			
Remaining	K-18-EL	2	BONFORTE BLVD over SH 47 ML			
Remaining	L-19-F	2	US 50 BUS RT. over DRAW			
Remaining	D-16-CV	4	SH 157 ML over BNSF RR			
Remaining	E-17-IC	1	YORK STREET over I 270 ML			
Remaining	F-16-GG	1	PERRY STREET over US 6 ML			
Remaining	P-09-L	5	US 84 ML over RIO BLANCO			
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER			
Remaining	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK			



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Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	I-17-IL	2	MAXWELL STREET AR over DRAW AR			
Remaining	P-18-AD	2	COUNTRY CLUB ROAD over I 25 ML			
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR			



Colorado Bridge and Tunnel Enterprise
 Program Allocation Plan - Quarterly Update
 As of June 30, 2021 (FY21 -Q4)

Appendix B - Program Allocation Plan

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction					Construction					Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date	
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Construction All Funds						
US 36 ML over COMANCHE CREEK	18276	1	F-19-B	1	480,916	87,922	-	-	568,838	-	-	1,293,744	-	-	1,293,744	1,862,582	11/01/10	01/05/12	04/23/12	06/15/12
US 85 Cook Ranch Road to Louviers over draws	18899	2	G-16-B & G-16-C	1	-	-	-	-	-	-	40,845	2,952,598	-	-	2,993,443	2,993,443		06/28/12	10/19/12	11/15/13
US 85 over Sand Creek	19201	1	G-17-A	1	1	22,914	280,564	-	303,479	-	3,383,656	-	-	3,383,656	3,687,135	03/02/12	09/26/19	08/17/20	02/01/22	
I-25 SANTA FE BRIDGES	18107	1	F-16-DT	1	103,040	624,989	-	-	728,029	11,225,034	2,977,229	-	-	14,202,263	14,930,292	11/04/10	03/16/11	07/11/11	07/07/14	
I-25 SANTA FE BRIDGES	18107	1	F-16-DW	1	-	-	-	-	-	-	-	-	-	-	-	11/04/10	03/16/11	07/11/11	07/07/14	
I 70 ML WBND over SAND CREEK	17537	1	E-17-GE	1	1,332,918	-	-	-	1,332,918	-	72,565	9,190,738	-	-	9,263,303	10,596,221	03/31/10	03/31/11	07/29/11	07/06/12
I 70 ML EBND over SAND CREEK	17537	1	E-17-BY	1	-	-	-	-	-	-	-	-	-	-	-	03/31/10	03/31/11	07/29/11	07/06/12	
I 76 ML EBND over SOUTH PLATTE RIVER	18070	1	E-17-GM	1	-	962,189	-	-	962,189	-	23,276	12,080,497	-	-	12,103,773	13,065,962	03/29/10	05/19/11	09/12/11	07/13/12
I 76 ML WBND over SOUTH PLATTE RIVER	18070	1	E-17-GL	1	-	-	-	-	-	-	-	-	-	-	-	03/29/10	05/19/11	09/12/11	07/13/12	
US 287+SH 88 over US 40 ML	18083	1	F-16-FW	1	-	603,407	516,500	-	1,119,907	310,294	14,414	6,110,347	-	-	6,435,055	7,554,962	03/31/10	06/30/11	09/26/11	01/16/13
SH121 ML-WADSWORTH over BEAR CREEK	18220	1	F-16-CS	1	-	1,076,625	-	-	1,076,625	348,289	120,892	8,432,470	-	-	8,901,651	9,978,276	04/01/10	10/20/11	03/26/12	08/30/13
SH 95 ML over UP RR, RR SPUR	18082	1	E-16-GQ	1	396,399	-	-	-	396,399	-	60,333	6,293,279	-	-	6,353,612	6,750,011	04/29/08	02/02/12	04/24/12	11/01/13
US 6 ML over SH 95 MUSHERRIDAN AVE	18154	1	F-16-FL	1	318,483	585,721	-	-	904,204	-	312	12,626,924	-	-	12,626,924	13,531,128	04/01/09	10/21/11	07/12/13	07/12/13
SH 121 WADSWORTH PARKWAY ML SBND over US 36 ML	18194	1	E-16-FK	1	-	-	1,571,097	-	1,571,097	-	4,273,930	19,370,801	-	-	23,644,731	25,215,828	05/27/11	09/30/11	05/10/12	10/30/13
CNTY RD / OLD WADS over US 36 ML	18195	1	E-16-FL	1	-	583,182	1,500,620	-	2,083,802	-	1,878,228	8,537,572	-	-	10,415,800	12,499,602	05/27/11	09/30/11	05/10/12	10/30/13
US 40 ML EBND over SAND CREEK	18180	1	F-17-F	1	-	-	1,819,331	-	1,819,331	-	1,250,185	6,000,689	-	-	7,250,874	9,070,205	08/01/11	05/02/13	07/23/13	03/16/15
US 40 ML WBND over SAND CREEK	18180	1	F-17-BS	1	-	-	-	-	-	-	-	-	-	-	-	08/01/11	05/02/13	07/23/13	03/16/15	
PECOS STREET over I 70 ML	18149	1	E-16-FW	1	-	6,097,615	512,347	-	6,609,962	4,380,000	249,582	14,097,698	-	-	18,727,280	25,337,242	04/01/11	08/07/12	11/05/12	10/01/13
PEORIA STREET over I 76 ML	18152	1	E-17-EX	1	-	10,998	1,466,306	-	1,477,304	-	14,108	3,299,496	-	-	3,313,604	4,790,908	04/01/11	05/02/13	07/24/13	12/05/13
US 85 ML NBND over DAD CLARK GULCH	18191	1	F-16-F	1	-	-	686,671	-	686,671	-	2,316,449	-	-	2,316,449	3,003,120	10/14/11	08/16/12	11/27/12	09/05/13	
SH 88 ML/ARAP RD over CHERRY CREEK	18147	1	F-17-DM	1	-	7,611,291	850,700	-	8,461,991	-	9,821,300	9,060,728	2,000,000	-	20,882,028	29,344,019	02/01/11	08/15/13	10/21/13	08/03/15
Wetland Monitoring	21474	0	F-17-DM	1	-	159,589	-	-	159,589	-	-	-	-	-	159,589	-	-	-	-	-
I 76 ML EBND over UP RR	18151	1	E-17-DC	1	-	2,477,672	-	-	2,477,672	-	11,628,627	371,722	1,000,000	-	13,000,349	15,478,021	04/15/11	02/14/14	08/04/14	11/06/15
I 76 ML WBND over UP RR	18151	1	E-17-DU	1	-	-	-	-	-	-	-	-	-	-	-	04/15/11	02/14/14	08/04/14	11/06/15	
SH 44 ML over BULL SEEP	18206	1	E-17-ER	1	8,500	-	3,727,424	-	3,735,924	1,620,976	5,182,593	2,557,057	-	-	9,360,626	13,096,550	07/01/11	09/26/13	01/06/14	08/14/15
SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	18206	1	E-17-CA	1	-	-	-	-	-	-	-	-	-	-	-	07/01/11	09/26/13	01/06/14	08/14/15	
US 6 ML over SOUTH PLATTE RIVER	19190	1	F-16-EF	1	-	-	-	-	-	-	9,750,739	6,342,205	600,000	-	16,692,944	16,692,944	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BRYANT STREET	18192	1	F-16-EN	1	-	3,530,749	5,445,850	-	8,976,599	951,229	11,000,419	12,837,177	2,279,210	-	27,068,035	36,044,634	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BNSF RR	18202	1	F-16-EJ	1	-	1,195,223	-	-	1,195,223	-	4,447,009	5,995,919	1,600,000	-	12,042,928	13,238,151	09/01/11	10/15/12	06/30/13	12/21/15
US 40 ML EBND over TOLLGATE CREEK	18204	1	F-17-GO	1	55,730	-	2,269,690	-	2,325,420	238,326	9,117,758	-	500,000	-	9,856,084	12,181,504	02/01/11	01/16/14	06/09/14	09/22/16
US 40 ML WBND over TOLLGATE CREEK	18204	1	F-17-GA	1	-	-	-	-	-	-	-	-	-	-	-	02/01/11	01/16/14	06/09/14	09/22/16	
SH 58 over FORD	18770	1	E-16-HA	1	-	-	692,994	-	692,994	-	57,877	5,271,384	-	-	5,329,261	6,022,255	11/14/11	03/21/13	06/03/13	06/27/14
US 287 Federal over BNSF at 69th Ave.	18908	1	E-16-AA	1	-	1,073,902	2,260,507	-	3,334,409	522,453	15,230,467	-	-	-	15,752,920	19,087,329	11/01/12	11/20/14	01/29/15	11/18/16
US 287 Federal over BNSF at 69th Ave.	20513	0	E-16-AA	1	-	648,232	-	-	648,232	-	-	-	-	-	-	648,232	-	-	-	-
I-70 ML over Havana St	19339	1	E-17-JP	1	1	86,567	1,675,000	-	1,761,568	-	24,351,102	-	500,000	-	24,851,102	26,612,670	11/26/12	11/20/14	04/13/15	11/29/16
US 6 over Garrison	19478	1	F-16-ER	1	-	605,839	200,000	-	805,840	-	13,338,258	500,000	-	-	13,838,258	14,644,098	03/29/13	07/03/14	01/15/15	04/30/16
Central 70 RW	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	138,410,144	-	-	138,410,144	-	-	-	-	-	138,410,144	-	07/22/13	-	-	-
Design	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	7,225,713	-	-	7,225,713	-	-	-	-	-	7,225,713	-	07/22/13	-	-	-
Utilities	19631	6	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	10,233,100	-	-	10,233,100	-	-	-	-	-	10,233,100	-	07/22/13	-	-	-
Environmental	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	4,937,283	-	-	4,937,283	-	-	-	-	-	4,937,283	-	07/22/13	-	-	-
Miscellaneous	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	25,000,000	11,503,094	-	-	36,503,094	-	-	-	-	-	36,503,094	-	07/22/13	-	-	-
Consturction	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	-	-	-	-	-	260,845,502	-	-	-	260,845,502	-	07/22/13	-	-	-
I 70(BUSINESS RT) over I 70 ML	19984	1	F-14-Y	1	-	-	-	546,911	546,911	-	10,937,963	-	-	-	10,937,963	11,484,874	01/27/14	03/06/15	04/02/15	06/27/16
I 70 over CLEAR CREEK	22716	1	F-15-BL	1	-	12,133,000	-	-	12,133,000	-	-	-	-	-	12,133,000	-	09/06/18	-	-	-
US 6 over South Platte CLMOR/LOMR	22878	0	F-16-EF	1	-	20,000	-	-	20,000	-	-	-	-	-	20,000	-	-	-	-	-
I-76 WBND over CLEAR CREEK	22391	1	E-16-LU	1	-	660,150	-	-	660,150	-	2,837,863	-	-	-	2,837,863	3,498,013	11/19/18	01/09/20	06/01/20	10/30/20
I-76 EBND over CLEAR CREEK	22391	1	E-16-LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I-76 WBND over CLEAR CRK SCOUR MITIGATE	23444	0	E-16-LU	1	-	405,550	-	-	405,550	-	1,600,000	-	-	-	1,600,000	2,005,550	11/24/19	12/14/21	06/01/21	11/26/21
I-76 EBND over CLEAR CRK SCOUR MITIGATE	23444	0	E-16-LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South I-25 GAP Segment 3	22927	1	H-17-CH	1	-	-	-	-	-	-	5,041,100	-	-	-	5,041,100	-	-	-	-	-
South I-25 GAP Segment 4	23477	1	H-17-CI	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SPEER BLVD. over I-25	22969	1	H-17-CF	1	-	1,343,900	-	-	1,343,900	-	12,787,472	-	-	-	12,787,472	14,131,372	03/04/20	12/01/20	03/01/21	03/01/22
23rd AVE over I-25	22969	1	E-16-EW	1	-	5,850,600	-	-	5,850,600	-	56,000,000	-	-	-	56,000,000	61,850,600	01/23/19	-	-	-
I-70 over 32nd AVE EBND	23673	1	E-16-EO	1	-	1,869,500	-	-	1,869,500											



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Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date	
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest
I-25 ML NBND over DRAW	18414	1	J-18-T	2	-	-	-	-	-	-	-	-	-	-	09/01/10	10/13/11	02/20/12	09/17/12
SH 120 ML over RR, ARKANSAS RIVER	18013	1	K-16-K	2	-	468,198	-	-	468,198	-	653,545	4,833,271	-	5,486,816	07/09/10	05/25/12	10/08/12	06/27/14
US 350 ML over DRAW	18177	1	M-21-D	2	-	449,681	-	-	449,681	-	-	1,509,477	-	1,509,477	02/01/11	08/25/11	10/19/11	05/18/12
US 24 ML over BLACK SQUIRREL CREEK	18203	1	H-18-A	2	-	288,894	-	-	288,894	-	-	2,993,733	-	2,993,733	06/01/10	09/09/11	11/15/11	08/17/12
CUCHARAS	18250	1	O-16-A	2	-	176,063	-	-	176,063	-	-	-	-	176,063	12/01/10	-	-	-
SH 12 PURGATOIRE RIVER	18251	1	P-17-H	2	-	150,662	-	-	150,662	-	-	-	-	150,662	12/01/10	-	-	-
CUCHARAS & SH 12 PURGATOIRE RIVER COMBINED CONST.	18640	0	O-16-A & P-17-H	2	-	-	-	-	-	-	-	2,132,692	-	2,132,692	-	10/20/11	02/24/12	11/15/12
US 160 ML over CAT CREEK	18321	1	O-26-L	2	-	340,422	868	-	341,290	-	-	-	-	341,290	02/01/11	-	-	-
US 160 ML over DRAW	18321	1	O-25-I	2	-	-	-	-	-	-	-	-	-	-	02/01/11	-	-	-
US 160 ML over N FK Sand Arroyo	18321	1	O-25-H	2	-	-	-	-	-	-	-	-	-	-	02/01/11	-	-	-
Combined		0	O-26-L, O-25-I/H	2	-	-	-	-	-	12,034	3,543,166	-	-	3,555,200	-	12/15/11	03/29/12	12/13/12
SH 101 ML over DRAW	18178	1	M-24-B	2	-	268,899	-	-	268,899	-	-	-	-	268,899	02/01/11	-	-	-
SH 101 ML over Purgatoire River - R2	18435	1	L-24-F	2	-	-	132,413	-	132,413	-	-	-	-	132,413	02/01/11	-	-	-
COMBINED CONST. SH 101 ML over DRAW and over PURGATOIRE RIVER	18722	0	M-24-B & L-24-F	2	-	-	-	-	-	-	-	3,731,491	-	3,731,491	-	11/23/11	03/29/12	10/31/12
SH 266 ML over HOLBROOK CANAL	18179	1	L-22-O	2	-	722,726	-	-	722,726	-	-	-	-	722,726	12/01/10	-	-	-
FT. LYON STORAGE CANAL	18179	1	L-22-E	2	-	-	-	-	-	-	-	-	-	-	12/01/10	-	-	-
SH 71 ML over FT. LYON CANAL	18440	1	L-22-K	2	-	200	743,798	-	743,998	-	-	-	-	743,998	07/15/11	-	-	-
COMBINED CONST. HOLBROOK & FT. LYON CANAL & STORAGE CANAL	18627	0	L-22-O, E & K	2	-	-	799,497	-	799,497	-	32,953	5,486,885	-	5,519,838	-	09/22/11	08/20/12	03/07/13
US 50 ML over BNSF RR	18155	1	L-28-C	2	-	1,553,259	106,079	-	1,659,338	-	6,166,545	1	-	6,166,546	02/01/11	07/17/14	02/23/15	07/01/16
US 50 ML over DRAW		1	L-27-S	2	-	-	-	-	-	-	-	-	-	-	02/01/11	07/17/14	02/23/15	07/01/16
US 350 ML over DRAW	18461	1	O-19-J	2	-	-	299,217	-	299,217	-	-	2,105,844	-	2,105,844	10/15/10	09/20/12	12/03/12	06/18/13
SH 239 ML OVER IRRIGATION CANAL		1	P-19-AD	2	-	-	-	-	-	-	-	-	-	-	10/15/10	09/20/12	12/03/12	06/18/13
US 350 ML over PURGATOIRE RIVER	18208	1	O-19-H	2	-	493,712	-	-	493,712	-	34,143	3,153,661	-	3,187,804	10/15/10	02/21/13	04/29/13	04/11/14
SH 120 ML over DRAW, UP RR	18370	1	K-16-S	2	-	505,078	755,829	-	1,260,907	-	4,106,291	312,427	-	4,418,718	03/15/11	06/19/14	10/28/14	01/08/16
I-25 ML over Indiana Ave.	19206	0	L-18-M & L-18-W	2	-	123,988	108,191	-	232,179	-	-	-	-	232,179	10/15/12	-	-	-
Northern Ave. over I-25 ML	19207	0	L-18-AQ	2	-	132,619	2,000	-	134,619	-	-	-	-	134,619	10/15/12	-	-	-
I-25 over Ilex, RR, Bennet	17666	0	K-18-CL	2	7,547,800	599,222	1,908,484	-	10,055,506	-	-	-	-	10,055,506	06/01/11	-	-	-
I-25 over Ilex, RR, Bennet	17666	0	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	06/01/11	-	-	-
I-25 ML over Indiana Ave.	19205	1	L-18-M	2	-	-	-	-	-	-	3,271,797	10,000	-	3,281,797	-	03/06/14	04/01/15	10/29/16
I-25 ML over Indiana Ave.	19205	1	L-18-W	2	-	-	-	-	-	-	771,562	10,000	-	781,562	-	03/06/14	04/01/15	10/29/16
Northern Ave. over I-25 ML	19205	1	L-18-AQ	2	-	-	-	-	-	-	3,918,686	10,000	-	3,928,686	-	03/06/14	04/01/15	10/29/16
Mesa Ave over I-25 ML		1	L-18-AU	2	-	-	-	-	-	-	3,527,195	10,000	-	3,537,195	-	03/06/14	02/10/15	10/18/16
I-25 ML NBND over US 50 ML	19205	1	K-18-AX	2	-	-	-	-	-	-	3,469,192	10,000	-	3,479,192	-	03/06/14	02/10/15	10/19/16
US 50 BUS EBND over Arkansas River	19205	1	K-18-R	2	-	-	-	-	-	-	5,000,941	11,983	-	5,012,924	-	03/06/14	02/10/15	10/19/16
I-25 over Ilex, RR, Bennet	19205	1	K-18-CL	2	-	-	-	-	-	1,300,757	38,489,977	100,000	-	39,890,734	-	03/06/14	02/10/15	12/27/18
I-25 over Ilex, RR, Bennet	19205	1	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	03/06/14	02/10/15	12/27/18
Sub-Total Ilex					-	-	-	-	-	1,300,757	58,449,350	161,983	-	59,912,090	-			
I-25 Frontage Road over Pine Creek	19123	1	I-17-O	2	-	-	168,125	-	168,125	-	-	-	-	168,125	10/15/12	-	-	-
US50 ML over Draw Cotopaxi-Texas Creek	19304	1	K-14-J	2	-	-	342,596	-	342,596	-	1,452,992	-	-	1,452,992	10/30/12	06/12/14	03/01/15	08/15/15
SH69 ML over Milligan Arroyo	19055	1	M-16-P	2	-	3,460	385,840	-	389,300	-	-	-	-	389,300	12/19/12	03/01/18	05/29/18	06/26/19
	22320				-	37,260	-	-	37,260	-	3,598,764	-	-	3,636,024				
I-25 Bus Route over Sull Creek	19054	1	N-17-C	2	-	3,876	558,109	-	561,985	-	-	1,910,242	-	2,472,227	12/19/12	10/24/13	02/17/14	09/03/14
SH160 ML over Smith Canyon	19053	1	P-23-A	2	-	-	373,691	-	373,691	-	1,775,780	-	-	2,149,471	12/19/12	02/05/15	05/26/15	10/30/15
SH71 over ARKANSAS RIVER	21012	1	L-22-L	2	-	254,704	-	-	254,704	-	6,517,636	-	-	6,772,340	05/13/15	08/30/18	12/10/18	11/15/19
SH 96 over Rush Creek	21011	1	K-17-F	2	-	344,896	-	-	344,896	-	2,275,375	-	-	2,620,271	07/29/15	03/29/18	07/16/18	12/14/18
I-25 over CO RD640, Butte Creek	20407	1	N-17-BN	2	-	542,082	-	-	542,082	-	10,081,632	-	-	10,623,714	10/23/17	08/08/18	10/15/18	11/24/20
I-25 over CO RD 103, Butte Creek		1	N-17-S	2	-	-	-	-	-	-	-	-	-	-				
I-25 over US 160 ML, RR Spur	22350	1	N-17-AD	2	-	1,168,890	-	-	1,168,890	-	14,252,457	-	-	15,421,347	11/06/17	02/04/21	04/05/21	12/02/22
I-25 SB over Draw	22823	1	K-18-U	2	-	102,986	-	-	102,986	-	2,531,140	-	-	2,634,126	11/05/18	12/05/19	04/07/20	10/30/20
US 285 over South Fork South Platte River	22865	1	H-13-G	2	-	486,730	-	-	486,730	-	3,649,425	-	-	4,136,155	01/01/19	12/01/20	06/01/20	11/30/21
SH 71 over HIGHLINE CANAL	23005	1	M-22-N	2	-	333,631	-	-	333,631	-	1,908,205	-	-	2,241,836	06/01/19	05/07/20	02/23/21	11/30/21



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					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Construction All Funds					
SH 101 over DRAW	23006	1	M-24-A	2	-	235,942	-	-	235,942	-	-	-	-	3,198,614	3,434,556	06/01/19	05/07/20	09/17/20	03/04/21
SH 101 over DRAW	23007	1	M-24-I	2	-	375,000	-	-	375,000	-	-	-	-	3,198,614	375,000	06/01/19	05/07/20	09/17/20	03/04/21
US 24 over DRAW	22995	1	H-19-C	2	-	242,165	-	-	242,165	-	-	-	-	2,035,592	2,277,757	03/29/19	10/01/20	01/01/21	09/30/21
I-25 SB over S. ACADEMY BLVD.	23605	1	I-17-GR	2	-	1,724,900	-	-	1,724,900	-	24,940,100	-	-	24,940,100	26,665,000	10/01/19	09/01/20	02/15/21	12/28/22
I-25 NB over S. ACADEMY BLVD.		1	I-17-GQ																
R2 CHBP Grant - Design thru Procurement	23558	14		2	2,129,040	532,260	-	-	2,661,300	10,345,960	43,872,040	-	-	54,218,000	56,879,300	01/01/20	01/01/21	05/01/21	12/31/22
R2 Non-Grant - Design thru Procurement	23559	5		2	-	938,800	-	-	938,800	-	11,138,300	-	-	11,138,300	12,077,100	01/01/20	01/01/21	05/01/21	12/31/22
US 285 at SH 9	18160	1	H-13-A	2	-	-	-	-	-	-	3,650,463	-	-	3,650,463	3,650,463				
US 6 ML over EAGLE RIVER		1	F-09-H	3															
US 50 SERVICE RD over GUNNISON RVR SR	18193	1	J-09-C	3	143,514	-	203,584	-	347,098	-	-	2,369,188	-	2,369,188	2,716,286	06/01/10	06/23/11	08/29/11	08/31/12
US 50 SERVICE RD over GUNNISON RVR SR	18193	1	J-09-D	3	-	-	-	-	-	-	-	-	-	-	-	06/01/10	06/23/11	08/29/11	08/31/12
I 70 SERVICE RD over COLORADO RIVER SR	18162	1	F-08-F	3	146,819	-	1,805,747	-	1,952,566	-	-	7,966,405	-	7,966,405	9,918,971	04/06/11	09/02/12	09/04/12	09/30/13
Historic Eagle County Bridges Book	19325	0	F-08-F	3	-	22,062	-	-	22,062	-	-	-	-	-	22,062	-	-	-	-
US 40 ML over E FORK ELK RIVER	18138	1	C-09-C	3	-	-	1,517,178	-	1,517,178	-	-	4,117,918	-	4,117,918	5,635,096	04/01/11	12/13/12	02/28/13	11/19/13
I 70 ML EBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AC	3	1	-	1,779,324	-	1,779,325	-	12,457,996	500,000	-	12,957,996	14,737,321	04/01/11	03/06/14	07/19/14	05/05/17
I 70 ML WBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AB	3	-	-	-	-	-	-	-	-	-	-	-	04/01/11	03/06/14	07/19/14	05/05/17
SH 82 ML over I70 ML,COLORADO RVR,RR	18158	1	F-07-A	3	75,569	30,684,256	10,537,357	-	41,297,182	1,853,821	57,561,362	-	-	59,415,183	100,712,365	05/11/11	07/01/15	01/01/16	10/30/18
PEDESTRIAN BRIDGE over COLORADO RVR	21122	0		3	-	-	-	-	-	5,492,960	9,298,894	-	-	14,791,854	14,791,854	05/11/11	07/01/15	01/01/16	10/30/18
US 34 over NORTH FORK COLORADO RIVER	21010	1	D-13-A	3	-	872,718	-	-	872,718	-	5,954,412	-	-	5,954,412	6,827,130	06/08/17	11/07/18	04/01/19	09/15/20
I-70 WBND over Colorado River	21007	1	F-05-L	3	231,182	26,919	-	-	258,101	-	-	-	-	-	258,101	08/12/15	02/01/18	04/02/18	12/15/18
22359	40,876																		
I-70 EBND over US6,RR, Eagle River	21008	1	F-10-L	3	225,184	26,104	-	-	251,288	-	-	-	-	-	251,288	08/12/15	01/11/18	03/16/18	08/20/18
22360	50,226																		
I-70 WBND over Colorado River Overflow	21009	1	G-03-Q	3	410,959	47,567	-	-	458,526	-	-	-	-	-	458,526	08/12/15	01/04/18	03/26/18	08/15/18
22170	63,961																		
US 6 ML over CASTLE CREEK	22576	1	F-09-K	3	-	44,909	-	-	44,909	-	3,824,079	-	-	3,824,079	3,868,988	07/01/19	05/02/19	07/22/19	12/14/19
I-70 over FOREST SERVICE ROAD	22712	1	F-13-S	3	-	1,843,810	-	-	1,843,810	-	14,823,246	-	-	14,823,246	16,667,056	08/09/18		04/28/21	07/22/22
SH 92 ML over GUNNISON RIVER	22943	1	I-05-V	3	-	878,960	-	-	878,960	-	11,193,500	-	-	11,193,500	12,072,460	03/18/19	10/22/20	11/04/21	02/04/23
SH 64 over STRAWBERRY CREEK	23061	1	D-04-G	3	-	668,750	-	-	668,750	-	7,482,313	-	-	7,482,313	8,151,063	08/31/20	01/03/22	03/01/22	10/27/23
SH 64 over WHITE RIVER		1	D-03-A																
I-70 over US 6,US 24, RR, EAGLE RIVER	23217	1	F-11-AD	3	-	435,013	-	-	435,013	-	-	-	-	435,013					
I-70 EBND VAIL PASS	23929	1	F-12-AS	3	-	5,126,100	-	-	5,126,100	-	31,118,000	-	-	31,118,000	36,244,100	12/01/20			
I-70 WBND VAIL PASS		1	F-12-AT	3	-	3,087,383	-	-	3,087,383	-	23,400,000	-	-	23,400,000	26,487,383				
US 6 over Elk Creek	24493	1	F-06-A	3	-	526,600	-	-	526,600	-	3,777,257	-	-	3,777,257	4,303,857	06/01/21			
US 24 ML over DRAW	18003	1	G-22-J	4	-	-	-	-	-	799,863	-	244,857	-	1,044,720	1,044,720	04/01/08	12/16/10	05/02/11	08/24/11
US 287 ML over DRAW	17804	1	B-16-AE	4	1,401,692	85,153	139,160	-	1,626,005	-	2,338,640	-	-	2,338,640	3,964,645	04/15/10	05/12/11	07/25/11	05/01/12
SH 14 ML over COALBANK CREEK	18451	1	B-17-L	4	-	1,398,233	249,641	-	1,647,874	-	-	-	-	3,358,015	5,005,889	12/16/10	11/01/12	04/01/14	09/30/15
I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	18053	1	C-17-BN	4	941,887	-	-	-	941,887	-	-	-	-	1,782,003	2,723,890	02/01/11	04/05/12	09/04/12	04/12/13
US 34 ML over N FRK REPUBLICAN RIVER	18432	1	D-28-B	4	-	781,069	-	-	781,069	-	-	-	-	2,693,477	3,474,546	11/23/10	04/26/12	06/25/12	12/14/12
SH 66 ML over ST VRAIN River	18224	1	D-17-AK	4	-	-	1,311,071	-	1,311,071	-	-	-	-	4,228,779	5,539,850	02/01/11	09/06/12	11/05/12	06/18/14
I-70 FRONTAGE ROAD over DRAW	18610	1	G-21-B	4	-	-	348,714	-	348,714	-	-	-	-	1,012,700	1,361,414	09/05/11	11/16/12	01/28/13	05/23/13
SH 14 ML over CACHE LA POUDDRE RIVER	18085	1	B-16-D	4	1,395,490	351,788	753,947	-	2,501,225	611,742	9,946,160	-	800,000	11,357,902	13,859,127	07/14/09	06/19/14	09/22/14	11/20/15
US 85 ML over UPRR Nunn Bridge	18669	1	B-17-C	4	-	-	1,254,778	-	1,254,778	-	3,053	6,009,722	-	6,012,775	7,267,553	06/24/11	01/10/13	03/17/13	06/13/14
SH60 over SOUTH PLATTE RIVER	21146	1	C-17-B	4	-	1,109,585	-	-	1,109,585	-	8,500,368	-	-	8,500,368	9,609,953	06/17/15	06/21/18	10/01/18	11/01/19
I-25 ML over County Road 48	20999	1	B-16-EU	4	-	943,689	-	-	943,689	-	6,464,893	-	-	6,464,893	7,408,582	06/01/16	02/14/19	05/22/19	1/27/20
Prospect Road over I-25	22248	1	B-16-AM	4	-	2,903,200	-	-	2,903,200	-	18,483,675	-	-	18,483,675	21,386,875	11/01/17		10/10/18	07/14/21
I-25 ML over DRAW (Hillsboro)	22482	1	C-17-EL	4	-	22,086	-	-	22,086	-	3,582,614	-	-	3,582,614	3,604,700	11/01/17		06/27/18	11/30/24
SH59 over I-70 (Emergency)	22566	1	G-25-K	4	-	270,966	-	-	270,966	-	6,235,225	-	-	6,235,225	6,506,191	04/16/18		04/27/18	10/10/18
US 34 ML over N FRK REPUBLICAN RIVER	22962	1	D-27-G	4	-	563,860	-	-	563,860	-	3,394,878	-	-	3,958,738	3,958,738	03/01/19	04/01/20	06/29/20	11/18/20
US 34 OVER REPUBLICAN RIVER	22963	1	D-28-P	4	-	-	-	-	-	-	3,804,785	-	-	3,804,785	3,804,785			04/27/20	01/27/21
TIMBER BRIDGE EASTERN PLAINS	23010	7		4	-	4,426,200	-	-	4,426,200	-	22,000,000	-	-	22,000,000	26,426,200	02/01/20			
US 40 ML over DRAW	24224	1	I-24-N	4	-	273,900	-	-	273,900	-	8,000,000	-	-	8,000,000	8,273,900	01/01/21			
Holyoke Bundle	22529	3		4	-	966,700	-	-	966,700	-	9,500,000	-	-	9,500,000	10,466,700	06/01/21			
SH 145 ML over LEOPARD CREEK	0	1	L-04-B	5	-	-	506,177	-	506,177	47,559	-	3,301,616	-	3,349,175	3,855,352	02/01/11	03/15/12	05/15/12	05/30/13
SH 62 ML over UNCOMPAGRE RIVER	18323	1	L-05-B	5	-	1,012,619	268,923	-	1,281,542	3,380	-	6,519,674	-	6,523,054	7,804,596	02/01/11	02/09/12	04/24/12	05/30/13
SH90 over DOLORES RIVER	20817	1	K-01-C	5	-	965,694	-	-	965,694	-	4,977,169	-	-	4,977,169	5,942,863	01/30/15	11/09/15	12/05/16	08/18/17
US 50 over AGATE CREEK	22436	1	K-11-G	5	-	-	-	-	-	-	1,526,757	-	-	1,526,757	1,526,757	03/29/18	03/29/18	06/18/18	10/08/18



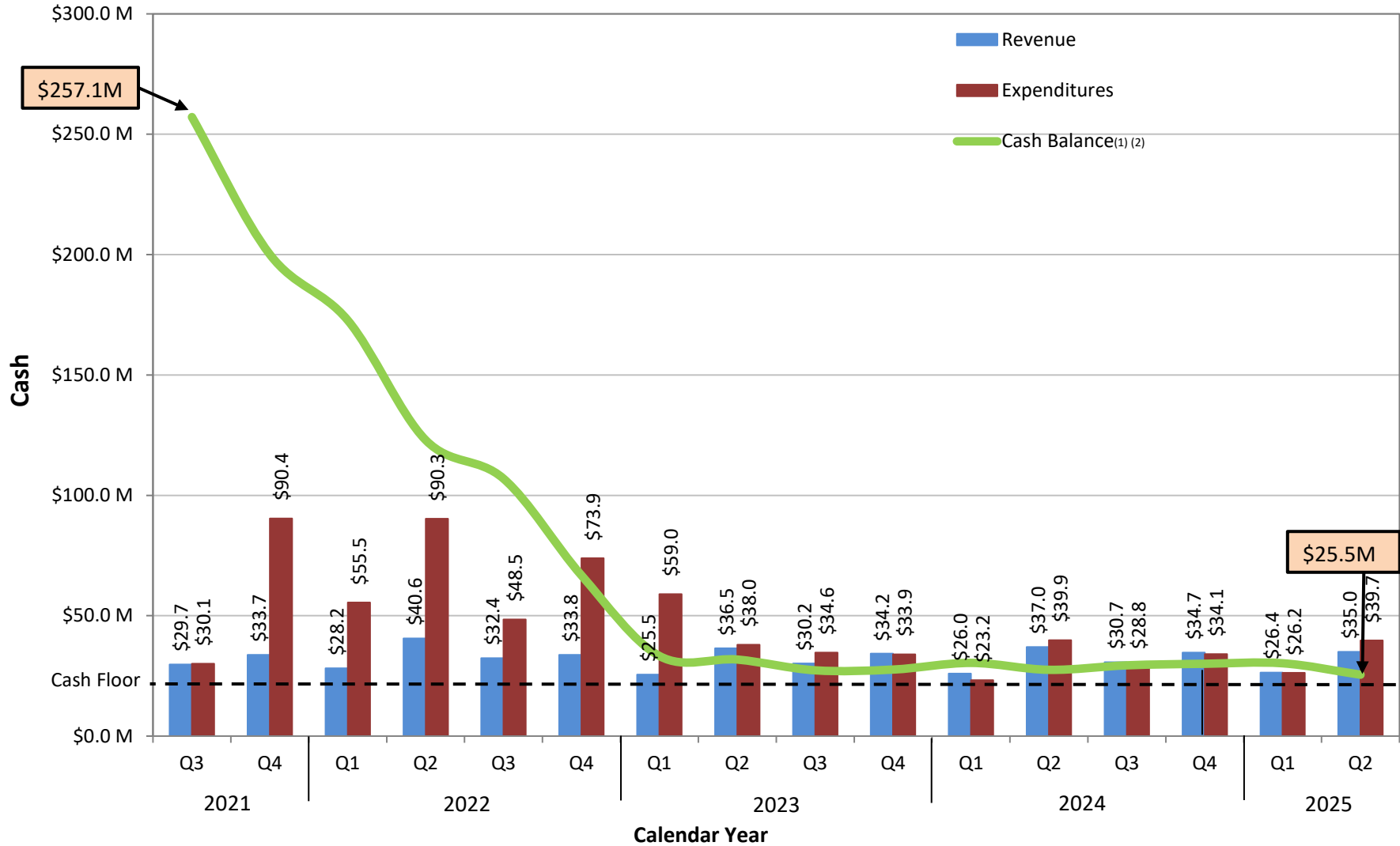
Colorado Bridge and Tunnel Enterprise
 Program Allocation Plan - Quarterly Update
 As of June 30, 2021 (FY21 -Q4)

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest	Total Construction All Funds
US 285 over RIO CONEJOS OVERFLOW	23069	1	P-12-A	5	-	192,900	-	-	192,900	-	2,000,000	-	-	2,000,000	2,192,900	04/17/19		11/01/23	03/01/24
Design for Future Years						1,650,000			1,650,000					-	1,650,000				
PRE-BOND PROJECTS		16		All	2,338,990	85,383	-	-	2,424,373	29,706,721	6,071,210	-	-	35,777,931	38,202,304				
Total		193			\$ 45,331,986	\$ 299,551,057	\$ 52,835,939	\$ 546,911	\$ 398,265,893	\$ 71,546,886	\$ 1,018,473,571	\$ 245,307,666	\$ 9,279,210	\$ 1,344,607,333	\$ 1,742,873,226	Total Impact all Projects all funds			



COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

**Colorado Bridge and Tunnel Enterprise
 Four Year Quarterly Cash Flow Projection**



(1) Cash balance line includes the use of \$172.3M of preconstruction activities for the Central 70.
 (2) Estimated impact to cash Central 70 project for milestone and availability payments from the most recent financial model