



BRIDGE & TUNNEL ENTERPRISE QUARTERLY REPORT

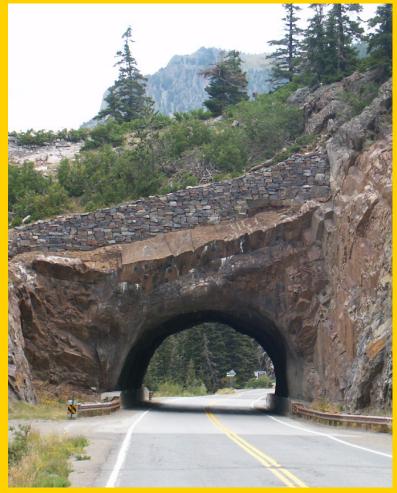








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INTRODUCTION



This report is the 43rd Quarterly Report published in support of the Statewide Bridge and Tunnel Enterprise (BTE). This Report outlines the progress and accomplishments associated with the BTE Program for work completed during October, November, and December of 2021; which coincides with the second quarter of the Colorado Department of Transportation's (CDOT) 2022 Fiscal Year (Q2 FY2022). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, SB21-260, 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 and Tunnel Enterprise page on CDOT's website at https://www. codot.gov/programs/BridgeEnterprise.

The following is an itemization of significant Q2 FY2022 BTE activities, some of which are discussed in further detail later in the report:

- prise Quarterly report (Q1 FY2022).
- Received Board approval for the 3rd Budget Supplement Continued evaluation of funding scenarios for BTE eliof FY2022 to establish construction phase funding for three projects:
 - I-70 EBND & WBND over West 32nd Avenue (E-16-HE/HF)
 - SH 64 over White River & SH 64 over Strawberry Creek (D-03-A & D-04-G)
 - SH 92 over Gunnison River (I-05-V)
- Received Board approval for the 4th Budget Supplement of FY2022 to establish construction phase funding for one project:
 - ∘ I-76 EBND & WBND over York Street (E-17-GV/GW).
- Received Board approval for the 5th Budget Supplement of FY2022 to increase the design phase funding for one
 - I-70 EBND & WBND over Polk Creek (F-12-AS/AT).
- Approved the Final Proposed Annual Budget for FY2022-
- Continued planning and outreach work to modify the base program to stand up and organize the newly created Statewide Bridge and Tunnel Enterprise in response to the passage of SB21-260.
 - Developed program vision statement and goals
 - Continued revisions to program governing documents
 - Continued evaluation of the program eligibility requirements and investment strategy for tunnel projects
 - Continued development of revised program accounting polices
- Supported CDOT with the ongoing development of the CDOT 10-year strategic project pipeline and evaluated strategies to leverage BTE funding to advance planned projects with BTE eligible scope items.

- Drafted and finalized the 42nd Bridge and Tunnel Enter- Performed maintenance on the program baseline cost estimate.
 - gible components of projects on the approved SB267/ SB260 project list, including further evaluation of a high-level funding plan for the Floyd Hill project and repairs to the Eisenhower-Johnson Memorial tunnel.
 - 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 in October, November, and December 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 management tools, which include the Cost and Schedule Risk Assessments tools and the Risk-Informed Financial Planning Model.
 - Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan.
 - Drafted, finalized, and distributed the January 2022 BTE Bridge Prioritization Plan (advanced to the Q2 FY2022 Quarterly Report for expedited distribution).

PROGRAM HIGHLIGHTS

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

During the quarter, staff continued to develop the internal process and controls required to successfully leverage the new sustainable revenue sources provided by SB21-260 to improve the condition of bridge and tunnel assets statewide. The Bridge and Tunnel Impact Fee and the Bridge and Tunnel Retail Delivery Fee are expected to start producing revenue for the program in early FY23. It is estimated that the new fees will bring approximately \$522M of additional revenue into the program over the 10-year phase in period.

BTE will utilize the additional revenue to support the delivery of the CDOT 10-year Strategic Project Pipeline (CDOT 10-year Plan) by advancing funding to address critical bridges and tunnels identified in the plan with the goals of increasing the safety, efficiency, and reliability of Colorado's transportation network. A more detailed writeup of program activities related to the new legislation can be found on page 8 of this report.

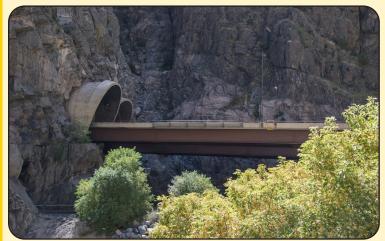


Image 1. Hanging Lake Tunnels in Garfield County

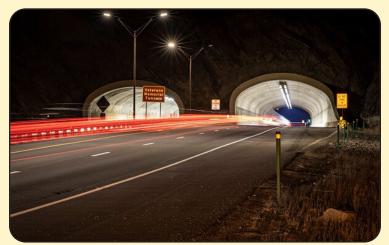


Image 2. Veterans Memorial Tunnels in Clear Creek County

Region 1 Bridge Deck Safety and Preservation Program

Staff bridge has identified 61 bridges in Region 1 with aging deteriorated concrete bridge decks. This quarter, BTE continued to make progress towards enhancing the safety of these critical bridges by funding the replacement of four of the bridges. In total, BTE has committed to funding 15 of these structures with potential funding being evaluated for six additional bridges.





Image 3 & 4. Deteriorated Concrete on I-76 over York Street in Adams County

PROGRAM PROGRESS UPDATES

In Q2 FY2022, staff continued to make progress addressing the state's "Poor" bridge population and standing up the newly created BTE in accordance with SB21-260. A summary of these activities and other program progress updates are provided below.

During this period, the BTE Board of Directors (Board) approved a design phase budget increase for the I-70 Vail Pass Safety and Operations Improvement project to advance the design from preliminary level to final design. The project includes the full replacement of both the I-70 westbound structure (F-12-AT) and the eastbound structure (F-12-AS). Detailed background information on the project and other project milestones can be found in the Program and Project Updates section of this report.

Table 1. Structures with Design Phase Funding Increases in Q2 FY2022

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

During this period, the BTE Board approved the establishment of construction phase funding for the projects itemized below.

Table 2. Structures Funded for Construction in Q2 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-16-HE/HF	1	I-70 EBND & WBND ML over West 32nd Ave	Jefferson
E-17-GV/GW	1	I-76 EBND & WBND ML over York Street	Adams
D-03-A	3	SH 64 ML over White River	Rio Blanco
D-04-G	3	SH 64 ML over Strawberry Creek	Rio Blanco



Image 5. I-70 ML over West 32nd Ave in Jefferson County



Image 6. I-76 ML over York Street in Adams County



Image 7. SH 64 over White River in Rio Blanco County



Image 8. SH 64 over Strawberry Creek in Rio Blanco County

During this period, one structure completed construction, US 24 ML over Draw in El Paso County (New minor structure 024G331948BL, old structure ID: H-19-C).

Table 3. Structures that Completed Construction in Q2 FY2022

Old Bridge ID	Region	Facility Carried over Featured Intersection	County
H-19-C	2	US 24 ML over Draw	El Paso





Image 9 & 10. Old Structure US 24 ML over Draw in El Paso County (H-19-C)





Image 11 & 12. New Minor Structure US 24 ML over Draw in El Paso County (024G331948BL)

Statewide On-System Tunnel Overview

While CDOT staff have successfully leveraged existing maintenance and asset management budgets to operate and maintain on-system (CDOT-owned) tunnels statewide, long-term funding shortfalls for the tunnel asset class has resulted in critical tunnel systems, such as ventilation, power, ITS, and fire suppression, remaining in service beyond their intended service life. Reliance on aging, obsolete systems has resulted in significant pressure on existing asset management budgets and often results in service disruptions which impact intra and inter-state commerce and the traveling public. Delivering the tunnel repairs and upgrades identified in the CDOT 10-year Plan will help to lower the risks associated with the aging infrastructure by addressing known deficiencies and building resiliency into the tunnel network.

Eisenhower-Johnson Memorial Tunnels

Throughout the quarter, BTE has held a series of meetings with its working group of statewide stakeholders and the CDOT Executive Management Team to discuss tunnel projects on the CDOT 10-year plan and the most pressing needs of the tunnel asset class. Through this process, repairs and upgrades to the Eisenhower Johnson Memorial Tunnels (EJMT) were identified as the highest priority.

The total cost of the projects needed to address current existing maintenance and repair backlog at EJMT is estimated at \$150M. The passage of SB21-260 reduced the unfunded backlog of projects down to \$100M by providing dedicated funds intended to accelerate the highest priority EJMT projects through a \$50M one-time allocation. BTE's anticipated new revenue from the Bridge and Tunnel Impact Fee and the Retail Delivery Fee authorized by SB21-260 is currently being explored as a viable option to provide the additional funding needed to deliver the unfunded CDOT 10-year Plan commitments.

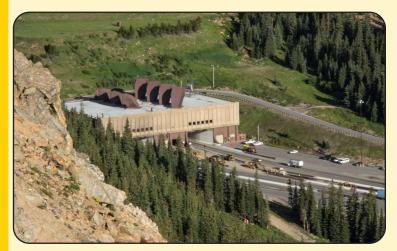




Image 13 & 14. Eisenhower-Johnson Memorial Tunnels in Summit County







Image 15-17. Repair Needs in EJMT: Plumbing, Motor Upgrades, and Drainage Improvements

Tunnel Inventory

There are a total of 22 CDOT owned (on-system) tunnels throughout the state. This count includes five tunnels considered "complex" (continuous operations and/or monitoring, active safety systems) and two snow sheds which are located in Region 5. The state tunnel network totals over 37,000 linear feet, with approximately 48% of that total represented by EJMT. The average age of the tunnels are nearing 60 years.

General information and location data on each of the on-system tunnels can be found in Table 4 and Images 18-22.

Table 4. Statewide On-System Tunnel Inventory

Tunnel ID	Region	Facility and Feature Intersected	County	Length	Year Built
F-15-AW	1	US 6 ML Tunnel NO 3	Jefferson	769	1957
F-15-AX	1	US 6 ML Tunnel NO 2	Jefferson	1,068	1941
F-15-AY	1	US 6 ML over Tunnel NO 1	Jefferson	883	1951
F-15-DM	1	I-70 ML Tunnel WBND	Clear Creek	725	2015
F-15-DN	1	I-70 ML Tunnel EBND	Clear Creek	665	2015
F-15-X	1	US 6 ML Tunnel NO 6	Clear Creek	588	1939
F-15-Y	1	US 6 ML Tunnel NO 5	Clear Creek	411	1939
F-07-Q	3	I-70 ML Tunnel WBND	Garfield	1,045	1965
F-07-R	3	I-70 ML Tunnel EBND	Garfield	1,045	1965
F-08-AP	3	I-70 ML Tunnel EBND	Garfield	4,001	1992
F-08-AQ	3	I-70 ML Tunnel WBND	Garfield	4,001	1992
F-08-AT	3	I-70 ML Tunnel WBND	Garfield	582	1989
F-13-X	3	Johnson I-70 ML Tunnel EBND	Summit	8,961	1979
F-13-Y	3	Eisenhower I-70 ML Tunnel WBND	Summit	8,943	1973
H-03-BT	3	Beavertail I-70 ML Tunnel WBND	Mesa	625	1986
H-03-BU	3	Beavertail I-70 ML Tunnel EBND	Mesa	615	1986
B-15-E	4	SH 14 Tunnel	Larimer	95	1929
D-15-AS	4	SH 119 Tunnel	Boulder	350	1953
L-06-P	5	US 550 ML Tunnel	Ouray	165	1942
M-06-AG	5	Riverside Slide Snowshed	Ouray	180	1985
N-09-F	5	US 160 ML Wolf Creek Pass	Mineral	1,026	2002
O-09-K	5	Snow Shed	Mineral	379	1965

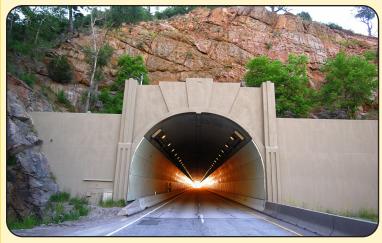




Image 18 & 19. I-70 ML Tunnel WBND & EBND in Garfield County (F-07-Q & F-07-R)

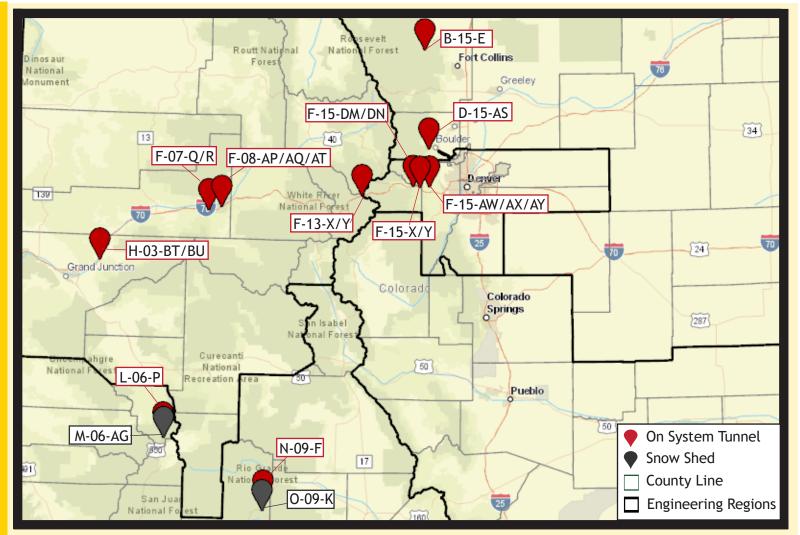


Image 20. Statewide On-System Tunnel Inventory Map



Image 21. Snow Shed in Mineral County (O-09-K)

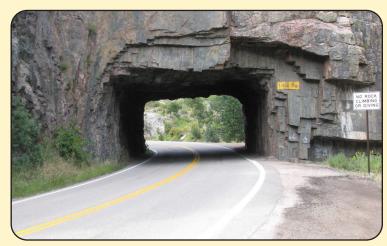


Image 22. SH 14 Tunnel in Larimer County (B-15-E)

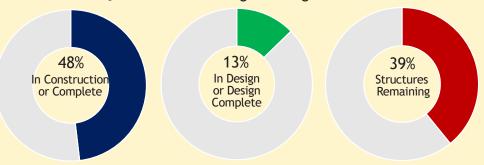
FASTER Bridge Eligible Structure Population

Q2 FY2022 Project Status Updates

- 3 structures started design (A-27-A, B-27-D, & B-27-F)
- 3 structures started construction (I-05-V & I-17-GQ/GR)
- 1 structure completed construction (H-19-C)
- 11 structures were added to the FASTER eligible population

• 5 structures completed design (E-16-HE/HF, and Package #1 of the Eastern Plains Bundle C-22-K, D-24-O, & D-25-E)





 2.1 million square feet of "poor" rated deck area has been addressed since program inception statewide

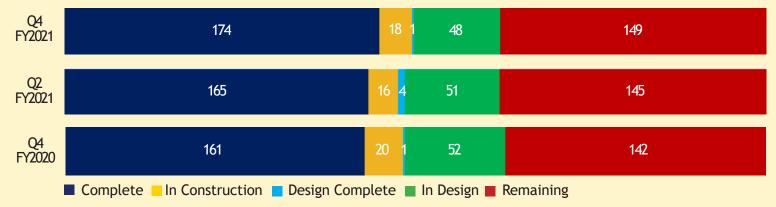
Project Status	Q2 FY2022 # of Structures
Remaining	157
In Design	45
Design Complete	6
In Construction	18
Projects Completed	175
Total	401

Table 5. Project Status of FASTER Eligible Structures as of Q2 FY2022

Figure A. Current Status of FASTER Eligible Bridge Structures

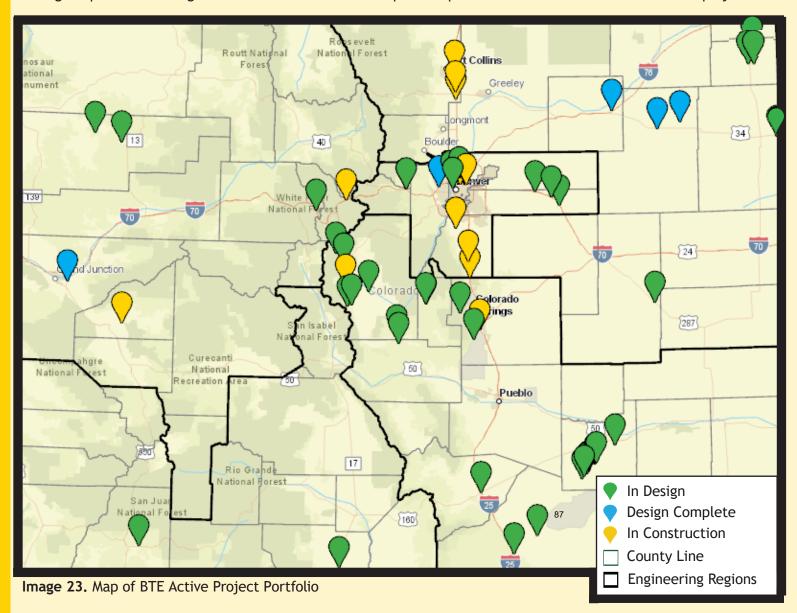


Figure B. Historic Status of FASTER Eligible Bridge Structures



Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 31 bridge projects that will rehabilitate or replace 69 BTE eligible structures and address approximately half a million square feet of eligible poor-rated bridge deck area statewide. The map below provides the locations of all active BTE projects.



Program Schedule

The overall monthly program Schedule Performance Index (SPI) for Q2 FY2022 remained constant at 1.00, primarily due to the performance of completed projects. An active project SPI above 0.90 generally indicates that projects are being executed efficiently. This key performance indicator is used by program staff to monitor projects that have the potential to fall behind their baseline schedule. The program overall and active monthly SPI for Q2 FY2022 is listed to the right.

Month	Overall SPI	Active SPI
October	1.00	0.97
November	1.00	0.97
December	1.00	0.96

Table 6. Overall and Active Project SPI by Month

The overall SPI for the BTE Program is 1.00, which is well above the 0.90 BTE Program goal.

Bridge Prioritization Plan

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan¹ in January 2022 based on the updated "poor" list released by CDOT Staff Bridge. This information was advanced to the Q2 FY2022 report for expedited distribution. Pursuant to this update, 11 structures became eligible for the program and can be found in Table 7. In accordance with PD BE16.1, and with input from Region staff and Staff Bridge, BTE staff performed a programmatic analysis of all remaining statewide BTE eligible structures in order to produce a tiered list of priority statewide projects.

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.

Table 7. New FASTER Eligible Structures

Table 7. New TASTER Edigible Seructures						
Bridge ID	Region	Facility over Featured Intersection	County			
E-17-HC	1	Dahlia Street over I-76 ML	Adams			
F-18-AR	1	I-70 ML WBND over County Road 26N, 105	Arapahoe			
F-18-AS	1	I-70 ML EBND over County Road 26N, 105	Arapahoe			
F-18-AT	1	I-70 ML WBND over County Road 28N, 113	Arapahoe			
F-18-AV	1	I-70 ML EBND over County Road 28N, 113	Arapahoe			
F-19-AL	1	I-70 ML WBND over County Road 31N, 125	Arapahoe			
F-19-AM	1	I-70 ML EBND over County Road 31N, 125	Arapahoe			
D-11-N	3	SH 9 ML over UPRR	Grand			
H-07-F	3	SH 133 ML over Crystal River	Pitkin			
B-27-A	4	US 6 ML over Frenchman Creek	Phillips			
D-15-AZ	4	US 36 ML EBND over US 36 Spur/Baseline Rd	Boulder			

¹ Reference Appendix A for the (Bridge) Prioritization Plan



PROGRAM AND PROJECT UPDATES

Central 70 Project

The BTE Eligible portion of the Central 70 project includes approximately 8.5 miles of I-70 between Brighton Blvd. and I-270 in Denver. Six BTE eligible structures are being addressed by the project, including "the Viaduct" (I-70 over US6, UPRR and CCD St.). These structures represented nearly 30% of BTE's 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 was the last of the 30 worst bridges to be addressed. The demolition of the Viaduct 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 statistics shown to the right provide a high level overview of overall project progress to date.





Community

Talking Events



Image 24. Aerial View of the UPRR Structure



Image 25. Setting the Girders for the Lowered Eastbound I-70 Lanes



Image 26. Construction of the Lowered Eastbound I-70 Lanes

In Q2 FY2022, BTE staff continued to coordinate with the Central 70 project team to refine the BTE program models and track project progress. The following were completed during this quarter:

- Temporary ramp to Steele Street opened to traffic from Eastbound (EB) I-70.
- Completed the concrete pour for the I-70 bridge deck over Brighton Boulevard.
- Continue working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Completed the construction of the box culvert from York Street to Union Pacific Railroad (UPRR).
- Placed UPRR in final track configuration on the bridge over I-70.
- York Street/UPRR crossing was reopened to traffic.
- Began soil cement and asphalt paving in the new EB I-70 mainline lanes from Colorado Boulevard to Brighton Boulevard.
- Completed the placement of Cover girders over the future EB I-70 lanes.
- Began placement of Mechanical, Electrical and Plumbing (MEP) systems at the EB Cover.
- Began construction on the Fire Control Center (FCC) room for the EB I-70 lanes.
- Began soil mixing for EB I-70 lanes from Clayton Street to UPRR for drainage and Fixed Firefighting System (FFFS) system drainage.
- Completed the majority of the east end concrete panel and repairs from Peoria Street to Pena Boulevard.
- Began construction on the far west end sign structures and roadway finishes.
- Opened EB Colorado Boulevard Off-Ramp from I-70.

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 BTE eligible structures. The Region 2 Concrete Box Culvert and Corrugated Metal Pipe Program (R2B2) is a design-build project that will address the original 14 BTE eligible structures that were included in the grant application as well as three additional nearby BTE 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, particularly for the movement of agricultural goods and access to tourist destinations through the elimination of load restricted routes.



Program Updates

- Construction funding was established in April 2021.
- FHWA approval of the final project Addendum was received in August 2021.
- Construction Management (CM) services consultant selection was completed.
- Notice of award was provided to the Design-Build team and contract negotiations are ongoing.

Image 27. US 24 ML over Draw in Teller County (I-15-AO)

Region 4/1 Rural Bridge Replacement Program

The Eastern Plains Bridge Replacement Program addresses seven BTE 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

- 100% design for Package #1 is complete.
- FIR level design for remaining packages is complete.
- Construction funding was established for Package #1 in August 2021.
- Construction Agreed Price (CAP) negotiations for Package #1 were completed.
- Project will be delivered in three packages with 60% design for Package #2 expected in Q3 FY2022.

Image 28. I-70 Service RD over Draw in Arapahoe County (F-20-L)

Floyd Hill

This corridor improvement project includes the replacement of two BTE 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. CDOT has committed approximately \$200M in strategic funding to the project, however a significant funding gap still exists. BTE, CTIO, and CDOT are evaluating potential alternatives to eliminate the funding gap.



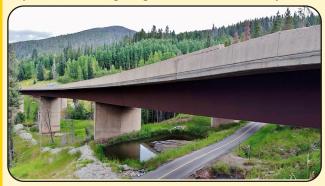
Project Updates

- BTE has 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 2021.
- The Environmental Assessment (EA) was released for the 60 day public comment period in August 2021.
- Preliminary design is complete.
- Selection of a construction manager and final design consultant is expected in Q3 FY2022.

Image 29. I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)

I-70 Vail Pass Safety and Operations Improvement

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 westbound and eastbound structures over Polk Creek, construction of an eastbound auxiliary lane, shoulder widening, curve modifications, reconstruction of a truck ramp, dynamic message signs, and a variable speed limit system.



Project Updates

- Value engineering proposal suggested including F-12-AT.
- The BTE Board approved an increase to the maximum BTE funding commitment in order to add the westbound structure (F-12-AT) to the project scope.
- Funding was approved to advance F-12-AT through final design in December 2021.
- Construction of F-12-AT is scheduled to begin in Q4 FY2022.

Image 30. I-70 EB over Polk Creek in Eagle County (F-12-AS)

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 understand the deterioration mechanisms of timber bridges under Colorado's service environments.



Program Updates

- Pilot projects for the regions have been identified and funding has been distributed to regional pools.
- All materials have been delivered for the pilot repair projects in Regions 2,3, and 5.
- Region 3 is working through environmental clearances.
- Regions 2 & 5 completed the repairs on their pilot structures.
- Section 7 maintenance developed several installation innovations, including skid-steer mounted rollers, a jack spreader, and shim install helpers that greatly streamlined installation.

Image 31. US 50 ML over Draw in Fremont County (K-13-0)

BUDGET AND ENCUMBRANCES

Bridge and Tunnel Enterprise staff continues to coordinate with the CDOT 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 December 31, 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	646,914	22,692	1	2
3	-	-	0	0
4	7,215	102	1	1
5	-	-	0	0
Total	654,129	22,794	2	3
% of Total Current Program	0.58%	0.02%	6.45%	4.9%
Previous Quarter (Q4 FY2021)	701,319	28,107		
Difference	-47,190	-5,313		

Since September 30, 2021 the budget and encumbrance balances have decreased by \$52,503.

Removed/Closed Out	Additions
None	None

FINANCIAL INFORMATION

The following is a program overview of financial statistics as of December 31, 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 December 31, 2021, a total of approximately \$1,559.1M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,312.6M and \$136.8M (all funding sources), respectively. Reference Table 9 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q1 FY2022) 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 December 31, 2021 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q1 FY2022	Total Q4 FY2021
Budget	\$307.9	\$1,134.3	\$40.7	\$76.2	\$1,559.1	\$1,520.9
Expenditures	\$307.9	\$897.9	\$40.7	\$66.1	\$1,312.6	\$1,212.4
Encumbrances	\$0.0	\$126.3	\$0.0	\$10.5	\$136.8	\$84.7

The Bridge and 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, Q1 FY2022. The current programmed amount for these 193 structures is approximately \$1,759.1M. Table 7 below provides an itemization of current funding sources for the Bridge and Tunnel Enterprise program.

Table 10. Program Financial Statistics as of December 31, 2021 (\$ in Millions)

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Total
\$298.1	\$1,334.3	\$116.9	\$9.8	\$1,759.1

The Program Allocation Plan² tracks BE projects programmed since the beginning of the Bond Program by funding source, preconstruction activity and construction activity. In addition, the Program Allocation Plan includes programmed projects that have yet to be budgeted, beginning with FY2022 through FY2025, and includes budget adjustments that have not been posted as of December 31, 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 BE program are \$1,759.1M, an increase of \$11.5M from the \$1,747.6M total liability reported on September 30, 2021. This is primarily the result of updated estimates and budget actions.

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. Also, the cash flow now includes Bridge and Tunnel fees that were established by SB21-260. Collection of these fees is anticipated to begin in FY2023.

Bridge and Tunnel Enterprise has forecast the cash balance to decrease by approximately \$144.4M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (January 2022 through December 2025), down to \$57.2M. To date, Central 70 Milestone Payments 2A, and 3, 2B, 4A and 4B have been made. Due to the inflow of the new Bridge and Tunnel fees, the cash balance is forecast to fall at slower rate than originally forecast. These higher cash balances will be drawn down as the tunnel projects for the Eisenhower/Johnson Memorial Tunnel and other CDOT 10-year Plan projects progress.

³ Reference Appendix C for the Four-Year Quarterly Cash Flow Projection

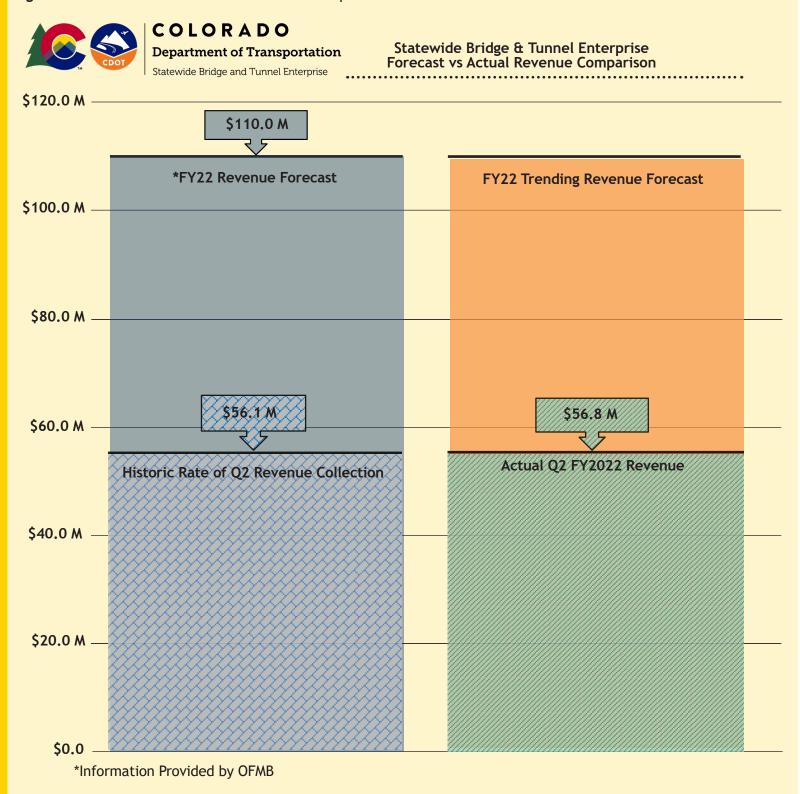


² Reference Appendix B for the Program Allocation Plan

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 drawdown forecasts.

As of Q2 FY2022, actual YTD BTE revenues were \$56.8M, which is \$0.7M above the historical rate of collection when applied to the FY2022 revenue budget of \$110.0M. This information is shown below in Figure C.

Figure C. Forecast vs Actual FASTER Revenue Comparison

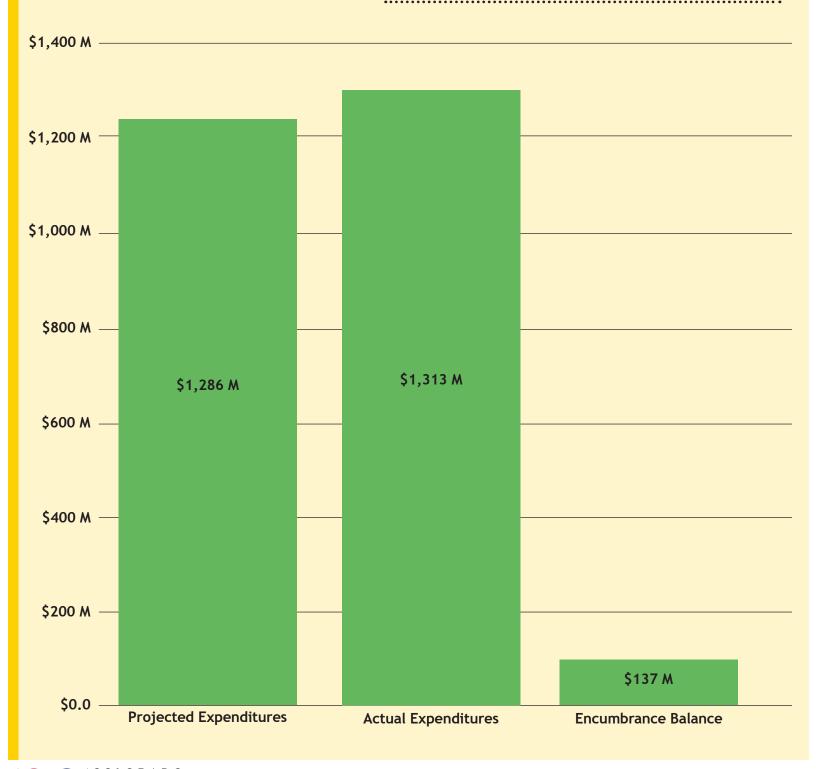


The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,286M on December 31, 2021, an increase of \$72M since September 30, 2021. Actual LTD expenditures as of December 31, 2021 are \$1,313M as compared to \$1,212M on September 30, 2021, an increase of \$101M or 8.3%. This primarily due to the Central 70 Milestone Payments 2B, 4A and 4B. The current encumbrance balance is \$137M, an increase of \$52M since September 30, 2021, primarily due to projects that have been awarded.

Figure D. Total Program Financial Performance



Statewide Bridge & Tunnel Enterprise Program Performance ITD - As of December 31, 2021



APPENDIX A: BRIDGE PRIORITIZATION PLAN



COLORADO

Department of Transportation

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan February 2022



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
			Top Tier			
In Design	D-04-G	3	SH 64 ML over STRAWBERRY CREEK			
In Design	D-03-A	3	SH 64 ML over WHITE RIVER			
In Design	P-12-A	5	US 285 ML over CONEJOS RIVER OVERFLOW			
In Design	D-24-0	4	US 34 ML over DRAW			
In Design	D-28-D	4	US 34 ML over REPUBLICAN RIVER			
In Design	C-22-K	4	US 6 ML over UPRR, PLATTE, BEAVER CANAL			
In Design	D-25-E	4	SH 61 ML over SURVEYOR CREEK			
In Design	F-12-AS	3	I 70 ML EBND over POLK CREEK			
In Design	F-15-BM	1	RAMP TO US 6 ML over CLEAR CREEK			
In Design	F-12-AT	3	I 70 ML WBND over POLK CREEK			
In Design	F-16-0	1	US 6 ML over SH 121 ML			
In Design	E-16-EO	1	SPEER BLVD SBND over I 25 ML			
In Design	E-16-FZ	1	I 70 ML over HARLAN STREET			
In Design	A-27-A	4	US 385 ML over DRAW			
In Design	B-27-F	4	US 6 ML over DRAW			
Remaining	B-27-A	4	US 6 ML over FRENCHMAN CREEK			
Remaining	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR			
Remaining	E-16-JJ	1	RAMP to 170 EBND over I 70 ML			
Remaining	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER			
In Design	E-16-GY	1	I 70 ML EBND over SH 391 ML			
Remaining	E-17-IF	1	I 270 ML WBND over DITCH RD, BURLINGTON CANAL			
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML			
In Design	K-18-L	2	US 50 ML over FOUNTAIN CREEK			
Remaining	E-17-AT	1	SH 6 ML over SAND CREEK			
Remaining	F-20-BA	1	1 70 ML EBND over US 40 FRONTAGE RD			
Remaining	F-20-BB	1	I 70-ML WBND over US 40 FRONTAGE RD			
Remaining	E-16-JL	1	I 70 ML WBND over SH 72 ML			
Remaining	F-16-HK	1	70 ML WBND over WEST 20th AVE			
Remaining	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK			
In Design	E-16-GX	1	1-70 ML WBND over SH 391 ML			
Remaining	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER			
Remaining	C-22-BG	4	I 76 ML EBND over US 34 SPUR			
Remaining	F-11-AP	3	170 ML WBND over TIMBER CREEK			
Remaining	F-15-D	1	1 70 FRONTAGE RD over CLEAR CREEK SR			
Remaining	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR			
Remaining	F-16-HI	1	1 70 ML WBND over US 40 ML			
Remaining	F-17-AA	1	SH 177 ML OVER LITTLE DRY CREEK			
Remaining	L-20-C	2	US 50 ML over FARMERS OXFORD DITCH			
Remaining	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR			
	B-18-I	4	SH 14 ML over EATON DITCH			
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK			
Remaining						
Remaining	F-18-AS	1	I-70 ML EBND over COUNTY ROADS 26N, 105			
Remaining	D-18-B	4	SH 52 ML over DENVER HUDSON CANAL			
Remaining	G-17-AL	1	SH 105 ML over DRAW			
Remaining	M-16-D	2	SH 69 ML over DRAW			
Remaining	F-18-AR	1	I-70 ML WBND over COUNTY ROADS 26N, 105			
Remaining	F-18-AT	1	I-70 WBND over COUNTY ROADS 28N, 113			
Remaining	F-18-AV	1	I-70 EBND over COUNTY ROADS 28N, 113			



Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan February 2022



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-19-AL	1	I-70 ML WBND over COUNTY ROADS 31N, 125			
Remaining	F-19-AM	1	I-70 ML EBND over COUNTY ROADS 31N, 125			
Remaining	L-22-V	2	SH 109 ML over DRAW			
Remaining	F-20-BI	1	I 70 ML EBND over COUNTY RD 197			
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR			
Remaining	C-08-A_Minor	3	US 40 ML over SHELTON DITCH			
Remaining	E-16-JT	1	I 76 ML EBND over MARSHALL STREET			
Remaining	E-16-JV	1	I 76 ML EBND RAMP to SH 121 ML			
Remaining	F-17-GN	1	ALAMEDA AVE over I 225 ML			
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	E-16-JU	1	I 76 ML WBND over MARSHALL STREET			
Remaining	E-16-JW	1	I 76 ML WBND RAMP to SH 121 ML			
Remaining	F-22-V	4	US 36 ML over VEGA 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-16-0G	1	RAMP to I-25 NBND over US 6 ML			
Remaining	C-17-G	4	I 25 SERVICE RD over DRAW SR			
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	D-15-AZ	4	US 36 ML EBND over US 36 SPUR/BASELINE RD			
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR			
Remaining	H-11-AB	3	SH 300 ML over CALIFORNIA GULCH			
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK Second Tier			
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-15-BL	Ţ	I 70 ML WBND over US 6, CLEAR CREEK			
In Design	F-16-DA	1	23RD AVENUE over I 25 ML			
In Design	J-17-X	2	SH 115 ML over ROCK CREEK			
Remaining	F-06-A	3	US 6 ML over ELK CREEK			
In Design	B-27-D	4	US 6 ML over FRENCHMAN CREEK			
Remaining	F-11-AT	3	I 70 ML WBND over BLACK GORE CREEK			
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK			
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML			
Remaining	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUSS RT			
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND			
Remaining	F-20-F	1	US 40 ML over EAST BIJOU CREEK			
Remaining	F-19-F	1	US 36 ML over DRAW			
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR SPUR			
Remaining	F-19-AJ	1	I 70 STRASBURG SPU over UP RR			
Remaining	G-17-AG	1	HAPPY CANYON ROAD over I-25 ML			
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			
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 POUDRE RIVER			
Remaining	C-18-AG	4	US 85 ML over SOUTH PLATTE RIVER			

22



Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan February 2022



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	C-23-F	4	I 76 ML EBND over TWENTY TWO SLOUGH			
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	K-13-0	2	US 50 ML over DRAW			
Remaining	L-26-M	2	US 50 ML over WILLOW CREEK			
Remaining	F-17-CZ	1	US 285 ML over LITTLE DRY CREEK			
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR			
Remaining	E-17-HC	1	DAHLIA STREET over I-76 ML			
Remaining	K-19-W	2	US 50 SERVICE ROAD over BNSF RR			
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	E-14-AV	1	I 70 ML over CLEAR CREEK			
Remaining	E-17-HD	1	SH 35 ML over SAND CREEK			
Remaining	G-11-T	3	US 24 ML over UP RR			
Remaining	D-11-N	3	SH 9 ML over UPRR			
Remaining	E-16-HQ	1	MCINTYRE STREET over SH 58 ML			
Remaining	K-09-B	5	SH 114 ML over COCHETOPA CREEK			
Remaining	C-17-DF	4	SH 392 ML over CACHE LA POUDRE 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-V	2	ORDINANCE ROAD over US 50 ML			
Remaining	L-21-G	2	US 50 ML EBND over APISHAPA RIVER			
Remaining	C-16-W	4	US 34 ML WBND over BARNES INLET CANAL			
Remaining	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK			
Remaining	M-16-Q	2	SH 69 ML over DRAW			
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK			
Remaining	H-02-FI	3	170 FRONTAGE RD over ADOBE CREEK SR			
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1			
Remaining	F-16-GG	1	PERRY STREET over US 6 ML			
Remaining	G-19-B	4	SH 86 ML over KIOWA 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	P-09-X	5	IRR# US 84 ML over COYOTE CREEK			
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			
la D	F 44.1=		Third Tier			
In Design	E-16-LT	1	1 76 ML EBND over CLEAR CREEK			
In Design	E-16-LU	1	1 76 ML WBND over CLEAR CREEK			
Design Complete	H-13-A	2	US 285 ML over MIDDLE FK S PLATTE RIVER			
In Design	I-24-N	4	US 40 ML over DRAW			
In Design	E-16-EW	1	SPEER BLVD NBND over I 25 ML			
Remaining	F-15-Q	1	US 40 ML over BEAVER BROOK			
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK			
In Design	K-18-J	2	US 50 ML over I 25 ML			
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER			
Remaining	E-17-IC	1	YORK STREET over I 270 ML			
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML			



Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan February 2022

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
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	J-04-X	3	SH 348 ML over IRONSTONE CANAL			
Remaining	J-12-AJ	5	US 285 ML over DRAW			
Remaining	P-19-G_MINOR	2	SH 239 ML over 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-17-0	2	I 25 SERVICE RD over PINE CREEK			
Remaining	E-16-MO	1	44th AVE over I 25 ML			
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, EAGLE RIVER			
Remaining	P-07-S	5	IRR# SH 151 ML over STOLLSTEIMER CREEK			
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK			
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER			
Remaining	I-17-X	2	US 24 SERVICE RD over FOUNTAIN CREEK SR			
Remaining	H-07-F	3	SH 133 ML over CRYSTAL 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	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	G-22-BB	4	SH-71 ML over I 70 ML			
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	U\$ 50 BUS RT. over DRAW			
Remaining	D-16-CV	4	SH 157 ML over BNSF RR			
Remaining	P-13-D	5	SH 142 ML over RIO SAN ANTONIO			
Remaining	E-12-I	3	SH 9 ML over BLUE RIVER			
Remaining	P-09-L	5	US 84 ML over RIO BLANCO			
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER			
Remaining	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK			
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH CREEK			
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			

						ı	Pre-Construction			Construction									
Location	Project Accountin Number	ıg 👼	Origina Bridge Number	Region	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	Project Total All Funds	Pre- Construction Start Date	Ad Date	Construction Start Date	Completion Date
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	k 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	200,304	-	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-DV	/ i	-	-	-	-	-	- 1,220,001	-,0,220	-	_	- 1,202,200	- 1,000,202	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-B\	' 1	-	-	-	-	-	-	-	-	-	-	-	03/31/10	03/31/11	07/29/11	07/06/12
I 76 ML EBND over SOUTH PLATTE RIVER		1	E-17-GN	1 1	-		-	-		-	23,276		-			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	-	962,189	-	-	962,189	-	-	12,080,497	-	12,103,773	13,065,962	03/29/10	05/19/11	09/12/11	07/13/12
US 287+SH 88 over US 40 ML	18083	1	F-16-FV	/ 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-G0	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 ML/SHERIDAN AVE.	18154	1	F-16-FL	1	318,483	585,721	-	-	904,204	-	312	12,626,612	-	12,626,924	13,531,128	04/01/09	10/21/11	01/03/12	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		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
SAND CREEK US 40 ML WBND over	18180	1	F-17-BS	1			,				,,			,,	,, ,, ,,	08/01/11	05/02/13	07/23/13	03/16/15
SAND CREEK	18149	1			_	6.007.645	540 047		6 600 060	4 300 000	240 502	14 007 609	-	19 727 200	25,337,242		08/07/12		
PECOS STREET over I 70 ML PEORIA STREET over I 76 ML	18149	1	E-16-FV Ε-17-Ελ		-	6,097,615 10,998	512,347 1,466,306	-	6,609,962 1,477,304	4,380,000	249,582 14,108	14,097,698 3,299,496	-	18,727,280 3,313,604	25,337,242 4,790,908	04/01/11 04/01/11	08/07/12	11/05/12 07/24/13	10/01/13 12/05/13
US 85 ML NBND over DAD CLARK GULCH	18191	1		1	-	10,996	686,671		686,671	-	14,106	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-DN	1 1	-	7,611,291	850,700		8,461,991	-	9,821,300	9,060,728	2,000,000	· · · · · · · · · · · · · · · · · · ·	29,344,019	02/01/11	08/15/13	10/21/13	08/03/15
Wetland Monitoring	21474	0	F-17-DN		-	159,589	-	-	159,589	-		-,,	_,000,000	-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	159,589			1	15.50,50
I 76 ML EBND over UP RR	18151	1	E-17-D0	_	-	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	10131	1	E-17-DL	1 1	-	-	-	-	-	-	-	-	-	-	-	04/15/11	02/14/14		11/06/15
SH 44 ML over BULL SEEP	18206	1	E-17-EF	. 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	10200	1	E-17-C/	. 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-E	1	-	1,195,223	-	-	1,195,223	-	4,447,009	5,995,919	1,600,000		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-G0		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-G/	_	-	-	-	-	-	-	-	-	-	-		02/01/11	01/16/14	06/09/14	09/22/16
SH 58 over FORD	18770	1			-	4.070.000	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. US 287 Federal over BNSF at 69th Ave.	18908 20513		E-16-A/			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
I-70 ML over Havana St.	19339		E-16-A/ E-17-JF	1 1	1	648,232 86,567	1,675,000	<u>-</u>	648,232 1,761,568	_	24,351,102		500,000	24,851,102	648,232 26,612,670	11/26/12	11/20/14	04/13/15	11/29/16
US 6 over Garrison	19478		F-16-EF	1	1		200,000		805,840	-	13,338,258	500,000	300,000	13,838,258	14.644.098	03/29/13	07/03/14	01/15/15	04/30/16
Central 70 RW	19631	_	E-17-FX,		-	138,410,144	-	-	138,410,144	-	-	-	-	-	138,410,144	07/22/13			0 1700710
Design	19631	0	17-EW, E	[] 1		7,225,713	-	-	7,225,713	-	-	-	-	-	7,225,713	07/22/13			
Utilities	19631	6	17-DF, E	1		10,233,100			10,233,100	-	-	-	-	-	10,233,100	07/22/13			
Environmental	19631		17-KR, E		-	4,937,283	-	-	4,937,283	-	-	-	-	-	4,937,283	07/22/13			
Miscellaneous	19631		17-GA, E	- 1	25,000,000	11,503,094	-	-	36,503,094	-	-	-	-	-	36,503,094	07/22/13			
Consturction	19631	0	17-GB	1		_	-	_	_		260,845,502	-	_	260,845,502	260,845,502	07/22/13			
170(BUSINESS RT) over 170 ML									546,911							01/27/14	03/06/15	04/02/15	06/27/16
	19984	1	F-14-Y	1	-	-	-	546,911	,	-	10,937,963		-	10,937,963	11,484,874		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		4																1	
	22391	1	E-16-LL	'	-	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		1	E-16-LT																
I-76 WBND over CLEAR CRK SCOUR MITIGATE	22444	0	E-16-LU			400.000			400.000		0.700.000			0.700.000	2.400.000	14/04/40	10/14/04	00/04/04	14/06/04
I-76 EBND over CLEAR CRK SCOUR MITIGATE	23444	0	E-16-LT	1	1	406,090			406,090		2,700,000	-	-	2,700,000	3,106,090	11/24/19	12/14/21	06/01/21	11/26/21
		U		.	┥									+			+	1	+
South I-25 GAP Segment 3	22927	1	H-17-CF	1 1		_	_	-	-	_	5,041,100	-		5,041,100	5,041,100			08/07/19	12/30/22
• • • • •		1	H-17-C								-,,.50	-		2,2,.30	2,211,130				
South I-25 GAP Segment 4	23477	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
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SPEER BLVD. over I-25		1	E-16-EV	'															
	22969	1	E-16-EC	, 1		5,850,600			5,850,600		54,150,000			54,150,000	60,000,600	01/23/19			
23rd AVE over I-25		1	F-16-DA																
I-70 over 32nd AVE EBND			1															1	†
	23673	1	E-16-HE	1	-	1,869,500			1,869,500		13,772,845	-	-	13,772,845	15,642,345	02/01/20		08/05/21	12/09/22
I-70 over 32nd AVE WBND		1	E-16-HF																
I-76 over YORK ST.	23681	1	E-17-GV E-17-G\	_ '	-	649,700			649,700		13,046,207			13,046,207	13,695,907	05/14/20		09/07/21	08/28/23
SH 9 ML over CURRANT CREEK	18059	1	J-15-B	2	180,766				180,766	1,675,834	1			1,675,835	1,856,601		12/09/10	05/04/11	10/31/11
		<u>'</u>					-	<u>-</u>	,	1,013,034	- 1	0.400.455	-			00/04/40			_
SH 89 ML over ARKANSAS RIVER	18131	1	L-28-F	2	177,535	63,267	-	-	240,802	-	-	6,129,155	-	6,129,155	6,369,957	06/01/10	12/30/10	02/16/11	04/30/12
SH9 ML over Buckskin Gulch	17681	1	G-12-L	2	133,913	-	-	-	133,913	111,688	-	76,865	-	188,553	322,466	01/04/10	06/09/11	09/05/11	12/29/11
I 25 ML NBND over DRAW	18414	1	J-18-S	2	-	-	-	-	-	-	-	1,043,384	-	1,043,384	1,043,384	09/01/10	10/13/11	02/20/12	09/17/12
I 25 ML NBND over	18414	1	J-18-T	2	_	_	_	-	-	_	_	-	-	-		09/01/10	10/13/11	02/20/12	09/17/12
DRAW		'				_		-	·	_	-	-			-				
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	5,955,014	07/09/10	05/25/12	10/08/12	06/27/14



						F	Pre-Constructio	n				Construction							
Location	Project Accounting Number	Count	Original Bridge Number	Regio	Total Other 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	Project Total All Funds	Pre- Construction Start Date	Ad Date	Construction Start Date	Completion Date
US 350 ML over DRAW	18177	1	M-21-D	2		- 449,681	-	-	449,681	-	-	1,509,477	-	1,509,477	1,959,158	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	3,282,627	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-	2		_			-	-	_	2,132,692	_	2,132,692	2,132,692	_	10/20/11	02/24/12	11/15/12
US 160 ML over	18321	1	17-H O-26-L	2		- 340,422	868		341,290	_	_		_	_	341,290	02/01/11	_	_	-
CAT CREEK 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	3,555,200	-	12/15/11	03/29/12	12/13/12
SH 101 ML over DRAW	18178 18435	1	M-24-B L-24-F	2		- 268,899	132,413	-	268,899 132,413	-	-	-	-	-	268,899	02/01/11	-	-	-
SH 101 ML over Purgatoire River - R2 COMBINED CONST. SH 101 ML over DRAW and		1	L-24-F M-24-B & L-]		-	132,413	-	132,413	-	-	0.704.404	-	0.704.404	132,413	02/01/11	-		
over PURGATOIRE RIVER	18722	0	24-F	2		- -	-	-	-	-	-	3,731,491	-	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		-	7.10.70	-	710.000	-	-	-	-	-	740.000	12/01/10	-	-	-
SH 71 ML over FT. LYON CANAL COMBINED CONST. HOLBROOK & FT. LYON CANAL & STORAGE CANAL	18440 18627	0	L-22-K L-22-0, E &	2		- 200 	743,798 799,497	-	743,998 799,497	-	32,953	5,486,885	-	5,519,838	743,998 6,319,335	07/15/11	09/22/11	08/20/12	03/07/13
US 50 ML over		1	L-28-C	2		- 1,553,259	106,079		1,659,338	-	6,166,545	1	-	6,166,546	7,825,884	02/01/11	07/17/14	02/23/15	07/01/16
BNSF RR US 50 ML over DRAW	18155	1	L-27-S	2		- -	-	-	-	-	-	_	_	-	-	02/01/11	07/17/14	02/23/15	07/01/16
US 350 ML over DRAW		1	O-19-J	2			299,217		299,217	-	-	2,105,844	-	2,105,844	2,405,061	10/15/10	09/20/12	12/03/12	06/18/13
SH 239 ML OVER IRRIGATION CANAL	18461	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	3,681,516	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	5,679,625	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	7,547,80	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	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	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	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	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	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	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	39,890,734	-	03/06/14	02/10/15	12/27/18
I-25 over Ilex, RR, Bennet	19205	1	K-18-CK	2		-	-	-	-	4 000 757		404.000	-	-	-	-	03/06/14	02/10/15	12/27/18
Sub-1 otal llex I-25 Frontage Road over Pine Creek	19123	1	I-17-O	2		_	168,125	-	168,125	1,300,757	58,449,350	161,983	-	59,912,090	59,912,090 168,125	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	1,795,588	10/13/12	06/12/14	03/01/15	08/15/15
·	19055					- 3,460	385,840	-	389,300	-	1,452,532	-	-	- 1,702,002	389,300				
SH69 ML over Milligan Arroyo	22320	1	M-16-P	2		37,260	,		37,260	-	3,598,764			3,598,764	3,636,024	12/19/12	03/01/18	05/29/18	06/26/19
I-25 Bus Route over Sull Creek	19054	1	N-17-C	2		- 3,876	558,109	-	561,985	-	-	1,910,242	-	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			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		-	6,517,636	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	-	-	2,275,375	2,620,271	07/29/15	03/29/18	07/16/18	12/14/18
I-25 over CO RD640, Butte Creek I-25 over CO RD 103, Butte Creek	20407	1	N-17-BN N-17-S	2		- 542,082	-		542,082	-	10,081,632	-	-	10,081,632	10,623,714	10/23/17	08/08/18	10/15/18	11/24/20
I-25 over US 160 ML, RR Spur	22350	1	N-17-AD	2		- 1,475,350	-	-	1,475,350	-	14,252,457	-	-	14,252,457	15,727,807	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	-	-	2,531,140	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		2		- 473,405	-	-	473,405	-	3,662,750		-	3,662,750	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			-		333,687	-	1,667,723	-		1,667,723	2,001,410	06/01/19	05/07/20	02/23/21	11/30/21
SH 101 over DRAW	23006	1	M-24-A	2		235,942	-		235,942	-	2,457,119	-		2,457,119	2,693,061	06/01/19	05/07/20		03/04/21
SH 101 over DRAW	23007	1	M-24-I	2		190,050			190,050			-			190,050	06/01/19	05/07/20		03/04/21
US 24 over DRAW	22995	1	H-19-C	2		242,165	-		242,165	-	2,035,592	-		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		24,343,746	-		24,343,746	26,068,646	10/01/19	09/01/20	02/15/21	12/28/22
I-25 NB over S. ACADEMY BLVD.		1	I-17-GQ																

						F	Pre-Constructio	n				Construction							
Location	Project Accounting Number	Count	Original Bridge Number	Region	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	Project Total All Funds	Pre- Construction Start Date	Ad Date	Construction Start Date	Completion Date
R2 CHBP Grant - Design thru Procurement	23558	14		2	2,129,040	369,885			2,498,925	10,345,960	42,371,288			52,717,248	55,216,173	01/01/20	01/01/21	05/01/21	12/31/22
R2 Non-Grant - Design thru Procurement	23559	5		2	-	788,320			788,320	-	11,392,604			11,392,604	12,180,924	01/01/20	01/01/21	05/01/21	12/31/22
US 285 at SH 9		1	H-13-A	2							4,561,100			4,561,100	4,561,100				
US 6 ML over EAGLE RIVER	18160	1	F-09-H	3	155,656	150,986	-	-	306,642	-	-	4,201,213	-	4,201,213	4,507,855	09/28/10	05/19/11	07/20/11	05/18/12
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
170 ML WBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AB	3		_	.,,	_	.,,626	_	.2, .0.,000	-	_	.2,007,000	. 1,7 07,021	04/01/11	03/06/14	07/19/14	05/05/17
SH 82 ML over I70 ML,COLORADO RVR,RR	18158	1		3	7E E60	20 694 256	10 527 257		41 207 192	1 052 021	E7 E61 262			E0 41E 192	100 712 265		07/01/15		
	21122	1	F-07-A		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		01/01/16	10/30/18
PEDESTRIAN BRIDGE over COLORADO RVR		1	D 12 A	3	-	- 070 740	-	-	070 740	5,492,960	9,298,894	-	<u>-</u>	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	Ľ	D-13-A	3	-	872,718	-	-	872,718	-	5,954,412	-	<u>-</u>	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	Ш				40,876			40,876	-	3,077,349	-	-	3,077,349	3,118,225		1		
I-70 EBND over US6,RR, Eagle River	21008		F-10-L	3	225,184	26,104	-	-	251,288	-	-	-	-	-	251,288	08/12/15	01/11/18	03/16/18	08/20/18
. TO ESTAD OPER ODDITATE, Eagle Kivel	22360		1 - 10-L	3		50,226			50,226	-	3,145,365	-	-	3,145,365	3,195,591	00/12/10	01/11/18	03/10/10	00/20/10
	21009		0	_	410,959	47,567	-	-	458,526	-	-	-	-	-	458,526	06115115	04/2/	06/22::-	06=
I-70 WBND over Colorado River Overflow	22170	1	G-03-Q	3	_	63,961		_	63,961	-	3,200,030	_	-	3,200,030	3,263,991	08/12/15	01/04/18	03/26/18	08/15/18
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	_	1,843,855			1,843,855		15,074,746			15,074,746	16,918,601	08/09/18	00/02/10	04/28/21	07/22/22
		' 1			-												40/00/00		
SH 92 ML over GUNNISON RIVER	22943	1	I-05-V	3	-	882,698			882,698		13,569,821			13,569,821	14,452,519	03/18/19	10/22/20	11/04/21	02/04/23
SH 64 over STRAWBERY CREEK	23061	1	D-04-G	3	-	671,150			671,150		13,773,430			13,773,430	14,444,580	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	22020	1	F-12-AS	3	-	6,450,500	-	-	6,450,500		31,118,000			31,118,000	37,568,500	12/01/20			
I-70 WBND VAIL PASS	23929	1	F-12-AT	3	-	-	-	-	-		23,400,000			23,400,000	23,400,000				
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	-	3,358,015	5,005,889	12/16/10	11/01/12	04/01/14	09/30/15
25 SERVICE RD over LITTLE THOMPSON RIVER SR	18053	1	C-17-BN	4	941,887	-	-	-	941,887	-	-	1,782,003	-	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		2,693,477	3,474,546	11/23/10	04/26/12	06/25/12	12/14/12
		Ľ			_	701,005	_	_									-		
SH 66 ML over ST VRAIN River	18224	1	D-17-AK	4	-	-	1,311,071	-	1,311,071	-	-	4,228,779	-	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	-	1,012,700	1,361,414	09/05/11	11/16/12	01/28/13	05/23/13
SH 14 ML over CACHE LA POUDRE 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 Prospect Road over I-25	20999 22248	1	B-16-EU B-16-AM	4	-	943,689 3,061,500	-	-	943,689 3,061,500	-	6,464,893 18,483,675	-	-	6,464,893 18,483,675	7,408,582 21,545,175	06/01/16 11/01/17	02/14/19	05/22/19 10/10/18	1/27820 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	-	561,694	-		561,694	-	3,002,218	-	-	3,002,218	3,563,912	03/01/19	04/01/20	06/29/20	11/18/20
US 34 OVER REPUBLICAN RIVER TIMBER BRIDGE EASTERN PLAINS	22963 23010	7	D-28-P Various	4	-	4,426,200	-		4,426,200		3,712,057	-	-	3,712,057	3,712,057 4,426,200	02/01/20	-	04/27/20	01/27/21
TIMBER BRIDGE EASTERN PLAINS TIMBER BRIDGE EASTERN PLAINS: PKG 1	24367	'	3 of 7	4	-	4,426,200	-		4,420,200	-	10,513,465	-	-	10,513,465	10,513,465	02/01/20	09/21/21	12/06/21	10/28/22
TIMBER BRIDGE EASTERN PLAINS: PKG 2	24405		2 of 7	4		-			-		8,000,000			8,000,000	8,000,000				
TIMBER BRIDGE EASTERN PLAINS: PKG 3	0.000		2 of 7	4		500.00			F62.22		8,000,000			8,000,000	8,000,000	04/04/5:			
US 40 ML over DRAW Holyoke Bundle	24224 22529	1 3	I-24-N	4	-	526,000 966,700			526,000 966,700	-	13,000,000 9,500,000	-	-	13,000,000 9,500,000	13,526,000 10,466,700	01/01/21 06/01/21	-		
SH 145 ML over	0	1	L-04-B	5	_	500,700	506,177	_	506,177	47,559	3,300,000	3,301,616	-	3,349,175	3,855,352	02/01/11	03/15/12	05/15/12	05/30/13
LEOPARD CREEK SH 62 ML over UNCOMPAHGRE RIVER	18323	1	L-04-B	5	-	1,012,619	268,923	-	1,281,542	3,380		6,519,674	-	6,523,054	7,804,596	02/01/11	03/13/12	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
					-	400.000	-		100.000	-		-					00/20/10		
US 285 over RIO CONEJOS OVERFLOW Design for Future Years	23069		P-12-A	5	-	192,900 3,120,000	-	-	192,900 3,120,000	-	5,240,000	-	-	5,240,000	5,432,900 3,120,000	04/17/19		11/01/23	03/01/24
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	\$ 299,468,417	\$ 52,835,939	\$ 546,911	\$ 398,183,253	\$ 71,546,886	\$ 1,034,828,821	\$ 245,307,666	\$ 9,279,210	\$ 1,360,962,583	\$ 1,759,145,836	Total Impact all	Projects all fo	unds	



Colorado Bridge Enterprise Program Allocation Plan - Quarterly Update As of December 31, 2022 (FY22 Q2)

				Program Fu	nding by Source S	ummary						
Sources:	Other	P	re-Construction Bond	Bond Interest	Total	Other	_	Total All Funds				
Federal	\$ 7,236,019		-	\$ -	\$ 7,236,019		FASTER - \$	Bond -	Bond Interest	Total \$ 31,571,599	\$	38,807,618
State	\$ 925,518	-	-	-	925,518	143,827	-	-	-	143,827	\$	1,069,345
Local	\$ 25,139,799	-	-	-	25,139,799	11,163,136	-	-	-	11,163,136	\$	36,302,935
FASTER	\$ -	299,468,417	-	-	299,468,417	-	1,034,828,821	-	-	1,034,828,821	\$	1,334,297,238
Bank of America Loan	\$ 12,030,650	-	-	-	12,030,650	28,668,324	-	-	-	28,668,324	\$	40,698,974
2010 Bonds	\$ -	-	52,835,939	-	52,835,939	-	-	245,307,666	-	245,307,666	\$	298,143,605
Bond Interest	\$ -	-	-	546,911	546,911	-	-	-	9,279,210	9,279,210	\$	9,826,121
Future Funds	\$ -	-	-	-	-	-	-	-	-	-	\$	-
Total	\$ 45,331,986	\$ 299,468,417 \$	52,835,939	\$ 546,911	\$ 398,183,253	\$ 71,546,886	\$ 1,034,828,821 \$	245,307,666	\$ 9,279,210	\$ 1,360,962,583	\$	1,759,145,836

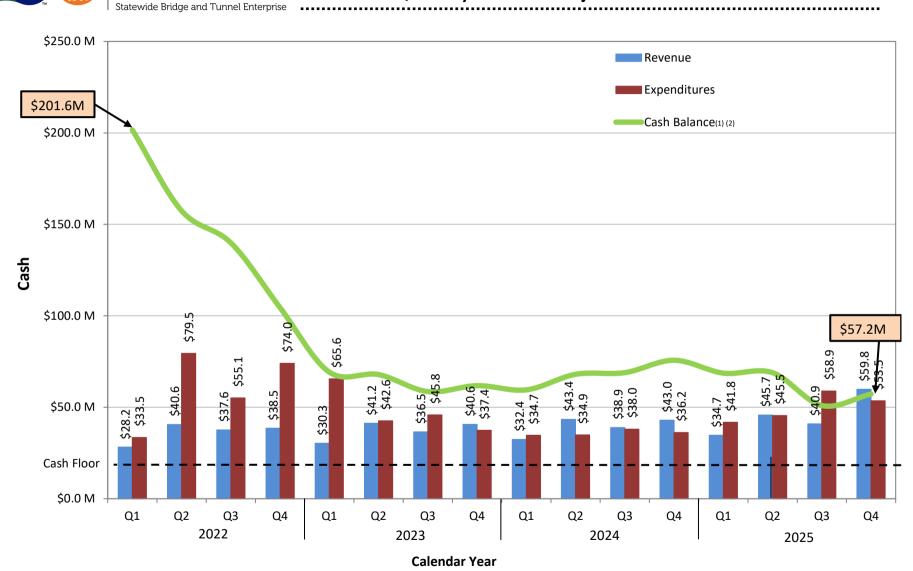
APPENDIX C: FOUR YEAR QUARTERLY CASH FLOW PROJECTION



COLORADO

Department of Transportation

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