



# STATEWIDE BRIDGE & TUNNEL ENTERPRISE QUARTERLY REPORT



**COLORADO**  
Department of Transportation  
Statewide Bridge and Tunnel Enterprise

**Q3 FY2023 #48**

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## INTRODUCTION

This report is the 48th 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 January, February, and March of 2023; which coincides with the third quarter of the Colorado Department of Transportation's (CDOT) 2023 Fiscal Year (Q3 FY2023). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, Sustainability of the Transportation System (SB21-260) 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 and Tunnel Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>.

The following is an itemization of significant Q3 FY2023 BTE activities, some of which are discussed in further detail later in the report:

- Drafted and finalized the 47th Bridge and Tunnel Enterprise Quarterly Report (Q2 FY2023).
- Received Board approval for the 6th Budget Supplement of FY2023 to:
  - Increase the design phase budget for the I-270 Critical Bridges Project (E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ) in Adams County.
- Received Board approval for the 7th Budget Supplement of FY2023 to:
  - Establish the construction phase budget for the Eastern Plains Timber Bridge Project Package #3 (D-25-E) in Washington County.
- Received Board approval for the FY2023-24 Final Annual Budget Allocation Plan.
- Received Board approval for a resolution committing BTE funding for the replacement of four BTE-eligible bridges through three separate projects that were submitted for the Fiscal Year (FY) 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program
  - US 6 ML over SH 121 (Wadsworth Blvd.) Interchange Improvement Project (F-16-O)
  - I-76 Phase IV Safety and Mobility Reconstruction Project (C-22-AY and C-22-BG)
  - US 160 Safety and Mobility Project over the Florida River (P-05-B - "Elmore's Corner Project")
- Supported CDOT with the ongoing delivery of the 10-Year Plan and continued the evaluation of strategies to leverage BTE funding to advance planned projects with BTE eligible scope items.
- Drafted, finalized, and distributed the January 2023 BTE Bridge Prioritization Plan (previously advanced to the Q2 FY2023 Quarterly Report for expedited distribution).
- Performed maintenance on the program baseline cost estimates, including monitoring and planning for increased commodity, material, and labor price inflation and adjusting program forecasts as necessary.
- Performed status updates for various program metrics including: major achievements, total program financial performance, and status of BTE eligible structures.
- Completed monthly updates to the program schedule for work completed in January, February, and March of 2023, and conducted the regularly scheduled Schedule Change Control Board meetings.
- Continued efforts to de-budget excess funds on projects with completed phases and reallocate savings to other BTE projects.
- Continued refinement of programmatic risk management tools, which include the Cost and Schedule Risk Assessments tools and the Risk-Informed Financial Planning Model.
- Continued efforts to transition the Enterprise to in-house management by hiring and on-boarding a deputy program manager.
- Completed the BTE update for the FY2024-2027 Statewide Transportation Improvement Program (STIP).



# PROGRAM HIGHLIGHTS

## BTE Resources Leveraged to Deliver the 10-Year Plan

In Q3 FY2023, BTE continued to support the delivery of the 10-Year Plan by allocating 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. Figures A and B below provide a high-level overview of the BTE eligible scope contained within the 10-Year Plan and a progress update for the 65 eligible bridges, respectively. Construction was completed for three structures included in the Region 1 Regionwide Bridge Rehabilitation and Maintenance 10-Year Plan project during this quarter: US 36 ML over Draw, US 40 ML over Draw, and I-70 Service Road over Draw in Arapahoe County. Additional information on the progress of BTE eligible strategic projects, such as the I-270 Critical Bridges Project and US285/CO9 Intersection Improvement with Bridge Widening, can be found below.

Figure A. BTE Eligible 10-Year Plan Scope Summary

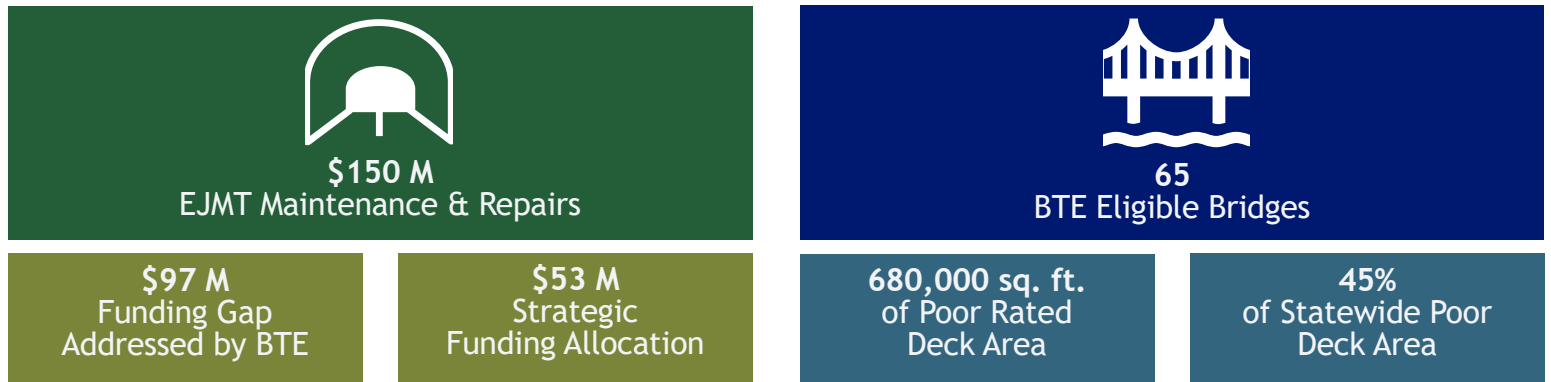
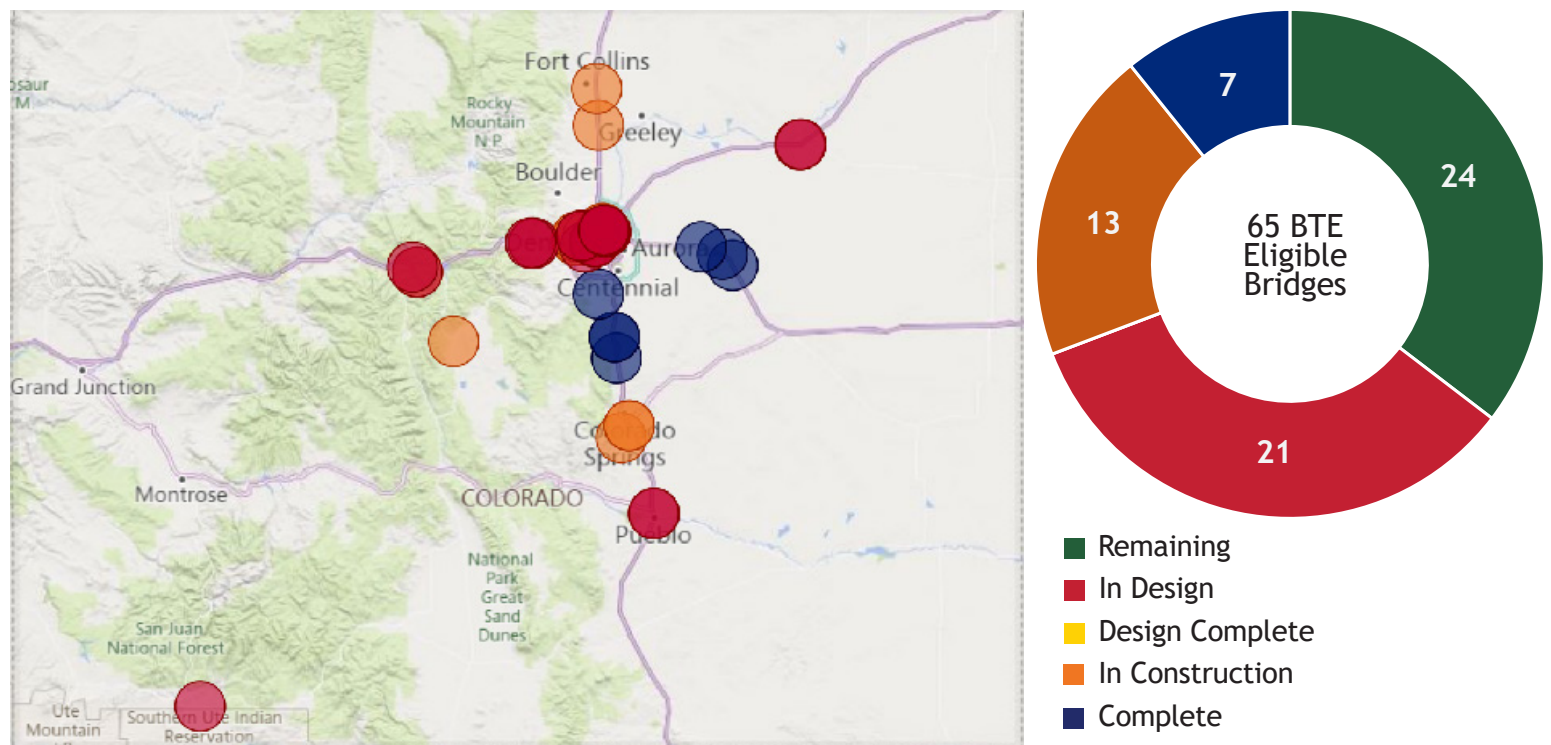


Figure B. Progress Update for the BTE Eligible 10-Year Plan Bridges



## I-270 Critical Bridges Project

The I-270 Critical Bridges project will accelerate the replacement of eight total bridges, six of which are BTE eligible, on the I-270 corridor between York Street and Vasquez Boulevard in advance of the larger I-270 Improvement and Congestion Relief 10-Year Plan project. The bridges have been in service for more than 50-years and are beyond their intended service lives. CDOT and the BTE have placed a high priority on replacing these eight structures on an accelerated timeline due to the increasing frequency and severity of planned and unplanned bridge deck repairs. These deck repairs create disruptions to the traveling public due to the lane closures needed to perform the repair projects and are a major safety concern. Since 2006, there have been over 300 documented bridge repairs along this corridor, totaling over \$1 million in repair costs. This quarter, the BTE Board of Directors helped advance the project by approving a budget supplement that will fund the project through preliminary design.

### Project Progress:

1. CM/GC project delivery method was approved by the Transportation Commission June 2022.
2. A consulting firm was selected to perform design engineering services for the project.
3. The contract for Construction Management (CM) Services has been awarded.
4. CDOT is developing a repair contract to keep the structures operating safely until they are replaced.
5. CDOT is advancing the Environmental Impact Statement (EIS) for the larger corridor improvement project.

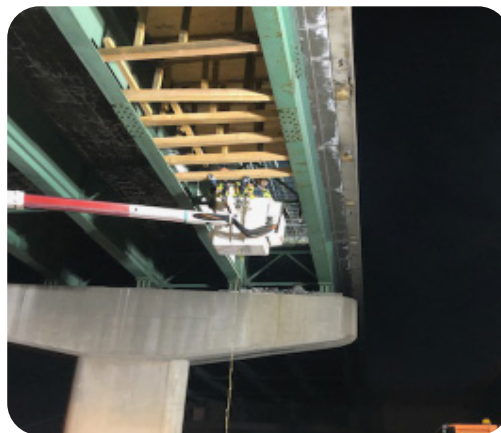


Image 1-3. Emergency Repairs on I-270

## US 285/CO 9 Intersection Improvement with Bridge Widening

The replacement of US 285 ML over the Middle Fork of the S. Platte River (H-13-A), a BTE eligible structure, is being included in the larger US285/CO9 Intersection Improvement 10-Year Plan project. This project will address operational deficiencies and severe congestion in a high traffic area at the intersection of US 285 and CO 9 in the town of Fairplay by replacing and widening the bridge, adding dual left turn lanes, upgrading the traffic signal, adding lighting, improving drainage, and managing access locations. Community connectivity is also improved by the addition of protected pedestrian crossings and new sidewalks to access the local school and the commercial properties on and near Main St. in Fairplay. Additionally, the project will help enhance the resiliency of the transportation network as this critical east-west corridor provides redundancy for I-70. This quarter, the BTE Board of Directors approved a budget supplement to provide the additional construction phase funding needed to award the project.



Image 4 & 5. US 285 ML over the Middle Fork of the S. Platte River (H-13-A) and Underside of the Deck

## US 6 over Elk Creek Project

This quarter, BTE staff continued working with Region 3 to advance a project to replace US 6 over Elk Creek bridge (F-06-A) in New Castle Colorado. The structure is a 90-year-old steel truss bridge that is rated in poor condition due to its deteriorating superstructure. This bridge is also load posted due to the extent of the deterioration, which is problematic for freight movement since US 6 provides redundancy for I-70 and functions as a detour route when the interstate is closed. Additionally, the structure was identified as having functional and potential safety issues due to its substandard deck and sidewalk geometry.

In 2022, the Construction Manager/General Contractor (CM/GC) delivery method was selected as the preferred method of delivery for the project. CM/GC delivery will provide numerous benefits to the project, including early contractor input for strategies to reduce impacts to the traveling public, such as the potential use of accelerated bridge construction and project phasing. As of Q3 FY2022, the request for proposal for Construction Manager Services has been released with CM selection anticipated in Q4 FY2022.



Image 6. US 6 over Elk Creek in Garfield County (F-06-A)



Image 7. Rust and Deterioration on US 6 over Elk Creek (F-06-A)

## FY2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Submissions

On January 3, 2023, the U.S. Department of Transportation (USDOT) released a Notice of Funding Opportunity (NOFO) for the FY 2023 RAISE Grant Program. The RAISE grant program is part of the Local and Regional Project Assistance Program in the Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law or IIJA) which is focused on advancing significant local and regional surface transportation projects. Staff evaluated projects with the highest probability of award based on the selection criteria outlined in the NOFO. Three separate 10-Year Plan projects with BTE eligible structures were identified as top candidates for submission. This quarter, the BTE Board of Directors approved a resolution to provide state matching funds for BTE-eligible components of the projects to increase the competitiveness of the applications. The projects and BTE eligible structures are tabulated below.

**Table 1.** BTE Eligible Structures included in the RAISE Grant Applications

Major Project	Bridge ID	Region	Facility Carried over Featured Intersection	County	Deck Area (Sq.Ft.)
US 6 & Wadsworth	F-16-O	1	US 6 ML over SH 121 ML	Jefferson	21,065
I-76 Phase IV	C-22-AY	4	I-76 ML WB over BNSF RR, Beaver Creek	Morgan	20,710
	C-22-BG		I-76 ML EB over US 34 Spur		8,277
Elmore's Corner	P-05-B	5	US 160 ML over Florida River	La Plata	3,541



**Image 8.** Delamination and Exposed Rebar on US 6 ML over SH 121 ML (F-16-O)

### US 6 and Wadsworth Interchange Improvement Project

The existing configuration of the US 6 and Wadsworth Blvd. interchange, and the roadway within the project limits, is no longer adequate for the increasing traffic and multi-modal travel demands. This proposed interchange improvement project will meet current design and safety standards, improve safety and mobility, and improve multi-modal travel options at the US 6 and Wadsworth Blvd. interchange and along Wadsworth Blvd. This area is a vital regional hub of the western Denver metropolitan as well as a vital interchange for the City of Lakewood. The replacement of the BTE-eligible bridge, US 6 over Wadsworth (F-16-O), is a key element of the project.



**Image 9.** Exposed Rebar on I-76 ML EB over US 34 Spur (C-22-BG)

### I-76 Phase IV Safety and Mobility Reconstruction Project

The I-76 Phase IV project will reconstruct 1.45 miles of I-76 east of the town of Brush. I-76 connects I-80 and I-70 and serves as a critical link for inter and intrastate commerce. Phase IV of the project will continue work on improving a critical freight corridor on I-76 between Fort Morgan and Brush and includes the replacement of two BTE eligible bridges. In recent years, there was a higher-than-average crash rate for this segment of I-76, when compared to highways with a similar level of service, and the project seeks to make the corridor safer for all users while also enhancing mobility for the freight industry.



**Image 10.** Corroded and Rusting Bearings on US 160 ML over Florida River (P-05-B)

### US 160 Safety and Mobility Project - Elmore's Corner

The US 160 Elmore's Corner East project will correct operational and safety challenges that have been identified along US 160 from the intersection of US 160 and SH 172 to the intersection of US 160 and La Plata County Road 225. The general purpose of the project as outlined in the 2006 Final Environmental Impact Statement (EIS) is to increase travel efficiency/capacity to meet current and future needs, improve safety for the traveling public by reducing the number and severity of accidents, and to control access to the interstate. BTE eligible structure, P-05-B, is within the project limits and will be reconstructed to improve safety for the traveling public by addressing the substandard geometry of the existing bridge and incorporating a wildlife underpass as specified in the EIS.



## PROGRAM PROGRESS UPDATES

In Q3 FY2023, staff continued to make progress addressing the state’s “Poor” bridge population. A summary of the Enterprise’s activities and accomplishments for this period is provided below.

The BTE Board approved a budget supplement to increase the design phase for six BTE eligible structures as part of the I-270 Critical Bridges Project.

**Table 2.** Structures with Design Funding Increases Approved in Q3 FY2023

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-17-ID	1	I-270 ML WBND over S. Platte River	Adams
E-17-IE		I-270 ML EBND over S. Platte River	
E-17-IF		I-270 ML WBND over Burlington Canal	
E-17-IG		I-270 ML EBND over Burlington Canal	
E-17-IH		I-270 ML WBND over SH 265 ML & RR	
E-17-IJ		I-270 ML WBND over Service Rd. & RR	

Construction funding was established for Package #3 of the Eastern Plains Timber Bridge Project. Package #3 contains one BTE-eligible bridge, SH 61 ML over Surveyor Creek (D-25-E) in Washington County. D-25-E is a 71-year-old timber girder structure with a concrete deck and an asphalt overlay. The bridge is at the end of its useful service life, and is currently rated in poor condition. Though this bridge accommodates less than 1,000 vehicles per day, it is crucial to regional mobility and interstate commerce as it provides a distance savings of nearly one hundred miles to vehicles looking to connect between two key freight corridors, I-76 and US 34.

**Table 3.** Structures with Construction Funding Established in Q3 FY2023

Bridge ID	Region	Facility Carried over Featured Intersection	County
D-25-E	4	SH 61 ML over Surveyor Creek	Washington



**Image 11 & 12.** SH 61 ML over Surveyor Creek in Washington County (D-25-E)

Three 10-Year Plan structures in the Region 1 Bridge Rehabilitation and Maintenance Project completed construction, itemized below (delivered through the Eastern Plains Bridge Replacement Program).

Table 4. Structures that Completed Construction in Q3 FY2023

New Bridge ID	Original Bridge ID	Region	Facility Carried over Featured Intersection	County
F-19-EA	F-19-E	1	US 36 ML over Draw	Arapahoe
F-20-JA	F-20-J	1	US 40 ML over Draw	Arapahoe
F-20-LA	F-20-L	1	I-70 Service Rd. over Draw	Arapahoe

Image 13-18. Construction on the Region 1 Bridge Rehabilitation and Maintenance Project



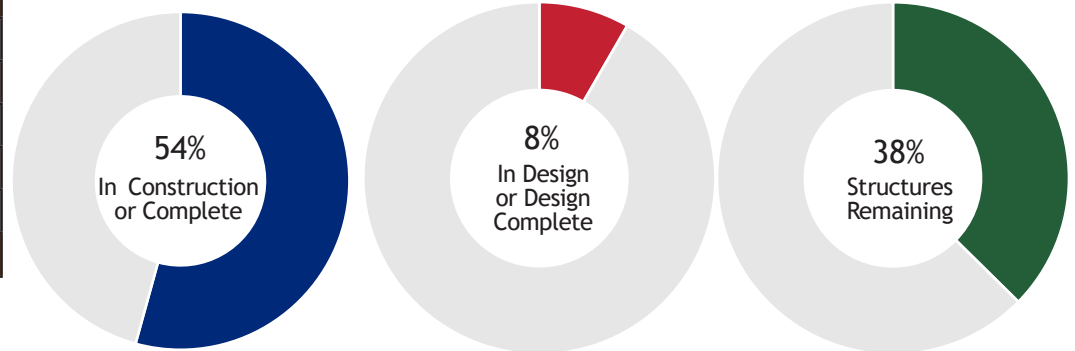
## BTE Eligible Bridge Statistics

### Q3 FY2023 Project Status Updates

**Table 5.** Project Status of BTE Eligible Bridges as of Q3 FY2023

Project Status	Q3 FY2023 # of Structures <sup>1</sup>
Remaining	158
In Design	33
Design Complete	0
In Construction	38
Complete	191
<b>Total</b>	<b>420</b>

- 4 structures started design (A-27-A, B-27-A/D/F)
- 1 structure started construction (D-25-E)
- 3 structures completed construction (F-19-E, F-20-J, F-20-L)
- The 6 BTE eligible Central 70 project structures reached substantial completion

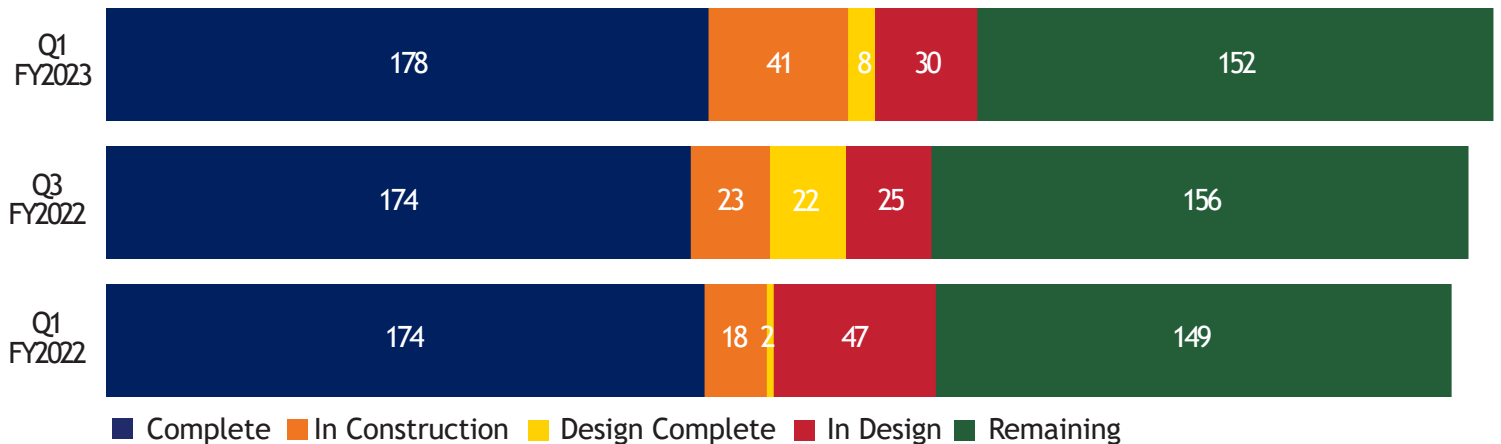


◦ 2.2 M square feet of “poor” rated deck area has been addressed statewide since program inception

**Figure C.** Current Status of BTE Eligible Bridge Structures



**Figure D.** Historic Status of BTE Eligible Bridge Structures



<sup>1</sup> Project status has changed for multiple structures due to external funding progressing projects outside of the BTE program.

## Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 29 bridge projects that will rehabilitate or replace 71 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.

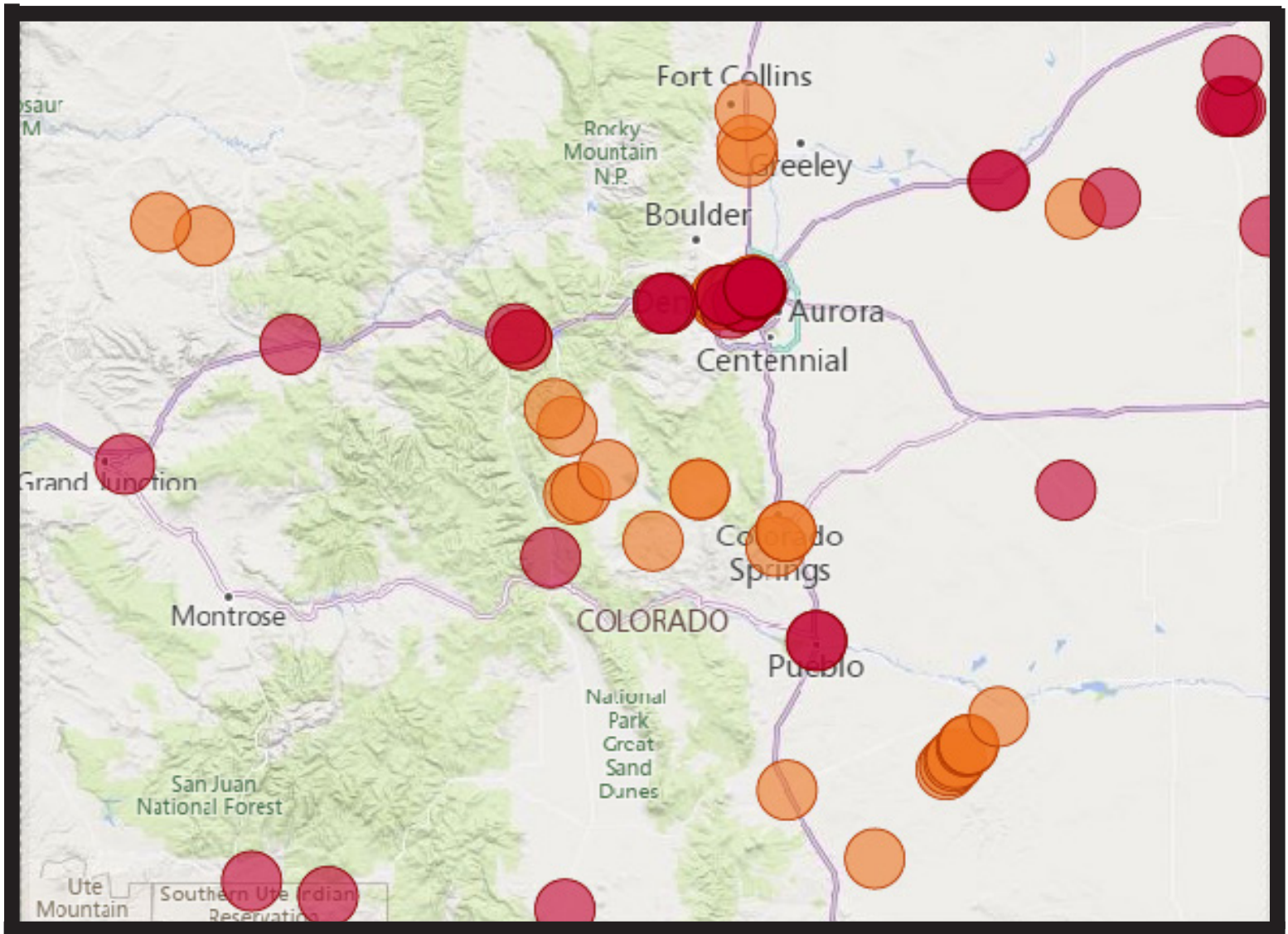


Image 19. BTE Active Project Portfolio

Status: ● In Design ● Design Complete ● In Construction

## Program Schedule

The overall 3-year program Schedule Performance Index (SPI) at the end of Q3 FY2023 was 1.03, while the active project SPI decreased to 1.03 (down from 1.08). These key performance indicators are used by program staff to monitor projects that have the potential to fall behind their baseline schedule. An active project SPI above 0.90 generally indicates that projects in the program's active project portfolio are being executed efficiently. The program 3-year and active monthly SPI for Q3 FY2023 is listed to the right.

Table 6. Overall and Active Project SPI by Month

Month	Overall SPI	Active SPI
January	1.04	1.08
February	1.02	1.03
March	1.03	1.03

The overall 3-year SPI for the BTE Program is 1.03, which is well above the 0.90 BTE Program goal.

# PROGRAM AND PROJECT STATUS UPDATES

## 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, re-construction of a truck ramp, dynamic message signs, wildlife underpasses and fencing, and a variable speed limit system.

### Project Updates

- Through March 2023, more than 150,000 pounds of rebar and 800 cubic yards of concrete have been placed.
- Construction of the westbound bridge in Package 3 (F-12-AT) started in August 2022 and is scheduled to restart in Q4 after a planned winter shut down.
- The eastbound bridge (F-12-AS) will be delivered in Package 5; the project team held the 60% design review in January 2022 and the Package is scheduled to reach final design in September 2023, with construction scheduled to start in April 2024.





Image 20 & 21. New Bridge Piers and Abutments for the Future Westbound Bridge at I-70 WB over Polk Creek (F-12-AT)


## 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 Update by Package

 <b>Package 1</b> F-19-E, F-20-J, F-20-K, G-21-A*	
Design Status: 100% complete	Construction Status: 100% complete

 <b>Package 2</b> C-22-K, D-24-O, D-24-A_minor*	
Design Status: 100% complete	Construction Status: 36% complete

 <b>Package 3</b> D-25-E	
Design Status: 95% complete	Construction Status: Starting August 2023

 <b>Package 4</b> D-28-C*, D-28-D	
Design Status: 60% complete	Construction Status: Starting March 2024

\* denotes non-BTE eligible structures

## Floyd Hill

This corridor improvement project will rebuild a seven-mile stretch of I-70 from exit 248 northwest of Evergreen to exit 241 in eastern Idaho Springs and will eliminate a bottleneck on one of the most congested stretches of the I-70 Mountain Corridor. BTE is committed to funding the replacement of three eligible structures located within the project limits. Recent adjustments to the corridor alignment presented in the Refined Preferred Alternative have resulted in the inclusion of the third structure in BTE's scope, F-15-D (I 70 Frontage Rd over Clear Creek). This structure will be replaced along with 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.

The project scope also contains non-BTE eligible elements including plans for curve flattening and safety improvements, interchange and greenway improvements, wildlife safety mitigation including wildlife crossings and fencing, and an east bound climbing lane for heavy commercial and slow-moving vehicles. During Q1 FY2023, FHWA announced that CDOT and the Floyd Hill Project were awarded a \$100M grant through the Infrastructure for Rebuilding America (INFRA) program. The project is now fully funded through the grant, strategic funding, and innovative financing by BTE and CTIO.

### Project Updates

- On January 12th, 2023, CDOT and FHWA signed a "Finding of No Significant Impact" for the project. This process officially completes the NEPA phase of the project and selects the final preferred alternative.
- Construction has started for the early application projects: the US 40 roundabouts and Genesee wildlife crossing.
- Final design for the Eastern Segment Package (non-BTE package) is expected to be reached in early Q4 FY2023 with construction scheduled to start later in Q4 FY2023.
- Construction for the Central Segment Package (BTE package) is scheduled for spring of 2024.



Image 22. Future US 40 Roundabout Rendering



Image 23. Genesee Wildlife Crossing Rendering

## 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



**Design 78% complete**  
11 structures @ RFC  
2 structures @ 100%  
4 structures @ preliminary to 30%



**Construction 32% complete**  
4 structures substantially complete  
5 structures in construction

**Overall Project 51% Complete**



Image 24. Construction at US 350 over Draw (M-22-Y)



## 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 SB 16-122. Table 7 shows the encumbrance and budget balances as of March 31, 2023, 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 7. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	1,445,893	869,237	2	3
3	-	-	0	0
4	16,868	28,155	1	1
5	-	-	0	0
<b>Total</b>	<b>1,462,761</b>	<b>897,392</b>	<b>3</b>	<b>4</b>
<b>% of Total Current Program</b>	<b>1.38%</b>	<b>0.67%</b>	<b>8.1%</b>	<b>6.8%</b>
Previous Quarter (Q2 FY2023)	1,528,045	428,061		
<b>Difference</b>	<b>(65,284)</b>	<b>469,331</b>		

There have not been any projects added or removed from the report. Ilex along with Butte Creek are both in dispute litigation. Since December 31, 2022, the budget and encumbrance balances have increased by \$404,047, to provide resources to a project in the dispute process.

Removed/Closed Out	Additions
None	None

## FINANCIAL INFORMATION

The following is a program overview of financial statistics as of March 31, 2023.

- 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). Beginning in FY 2023, BTE is budgeting SB21-260 Bridge & Tunnel Impact and Retail Delivery Fees, which are programmed for 10-Year Plan projects.
- From program inception (life-to-date) through March 31, 2023, a total of approximately \$1,730.6M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,471.4M and \$105.7M (all funding sources), respectively. Reference Table 8 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q2 FY2023) are also reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 8. Program Financial Statistics as of March 31, 2023 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	SB21-260	Other Funds	Total Q3 FY2023	Total Q2 FY2023
<b>Budget</b>	\$307.9	\$1,257.7	\$48.1	\$116.9	\$1,730.6	\$1,716.4
<b>Expenditures</b>	\$307.9	\$1,046.6	\$0.0	\$116.9	\$1,471.4	\$1,397.1
<b>Encumbrances</b>	\$0.0	\$105.7	\$0.0	\$0.0	\$105.7	\$127.4

The Bridge and Tunnel Enterprise program currently consists of 202 bridge and 2 tunnel funding-eligible structures; including 89 structures budgeted with bond funds. The structure count has increased by two since Q2 FY2023. The current programmed amount for these 204 structures is approximately \$1,978.8M. Table 9 below provides an itemization of current funding sources for the Bridge Enterprise program.

Table 9. Current Allocation Plan as of March 31, 2023 (\$ in Millions)

Build America Bonds	FASTER Bridge	SB21-260	Other Funds	Total Q3 FY2023	Total Q2 FY2023
\$307.9	\$1,389.7	\$164.3	\$116.9	\$1,978.8	\$1,940.8

The Program Allocation Plan<sup>1</sup> 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 FY2023 through FY2026, and includes budget adjustments that have not been posted as of March 31, 2023. The program life-to-date (LTD) total liabilities for the BE program are \$1,978.8M, an increase of \$38.0M from the \$1,940.8M total liability reported on December 31, 2022. One new project was added to the Allocation Plan since last quarter.

The Four-Year Quarterly Cash Flow Projection<sup>2</sup> depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. In addition, the forecast contains the Capital Performance (Availability) Payment associated with the Central 70 project, which grows at 2% per year. Also, the cash flow now includes Bridge and Tunnel fees that were established by SB21-260. More information on these fees and a revenue forecast is provided below.

BTE is actively managing project schedules and evaluating financing opportunities for CDOT 10-Year plan projects to maintain a \$25M cash floor. The current cash flow forecast indicates that the cash balance will fall below the \$25M cash floor in Q3 & Q4 of CY2024. BTE will closely monitor estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance. BTE in conjunction with the Region 1 Tunnel Residency is in the process of prioritizing and planning EJMT projects and schedules to fully utilize the funds made available through SB21-260. Once the projects are programmed and budgeted, cash balances are expected to decrease within the four-year period of the cash flow.

<sup>1</sup> Reference Appendix A for the Program Allocation Plan

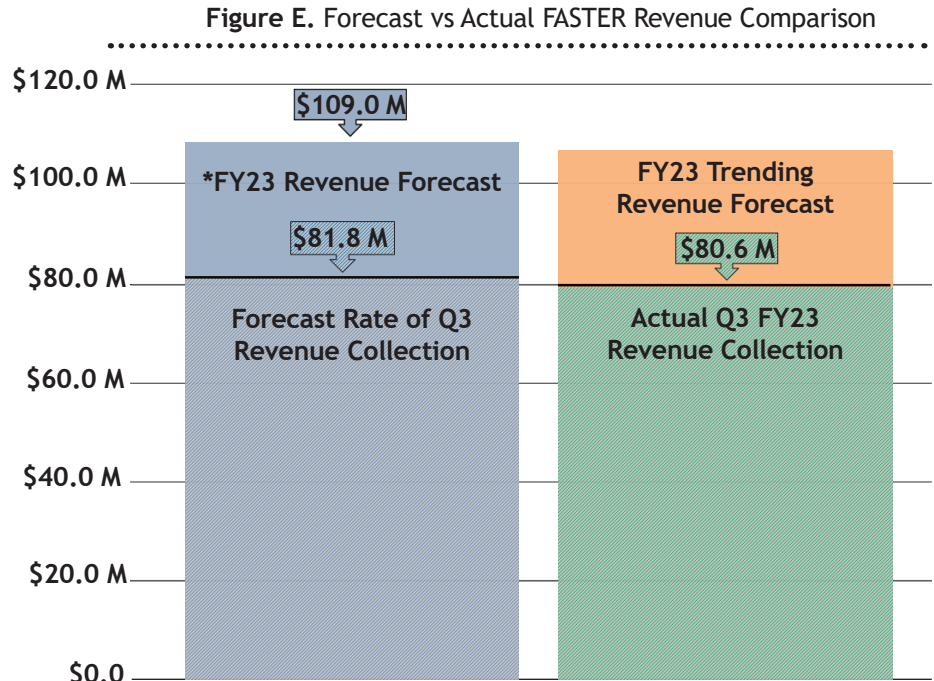
<sup>2</sup> Reference Appendix B for the Four-Year Quarterly Cash Flow Projection





On March 2, 2009, Funding Advancement for Surface Transportation and Economic Recovery, otherwise known as FASTER, was signed into law. The legislation authorized BTE to collect a bridge safety surcharge dedicated to funding projects to address on-system, poor-rated bridges. The surcharge ranges from \$13 to \$32, based on vehicle weight, and is collected annually when vehicles are registered in the state. BTE determines the allocation of these revenues using the BTE Bridge Prioritization Plan, which is a tiered list of BTE-eligible bridges statewide that are ranked using Board-approved prioritization criteria related to safety, risk, mobility, and economic factors. It should also be noted that the Enterprise prioritizes projects included in CDOT'S 10-year Vision Plan in accordance with its policy and procedural directives. Bridge projects delivered through the Enterprise may include the repair, reconstruction, or replacement of a poor-rated bridge or the maintenance of a bridge that has been financed, repaired, reconstructed, or replaced by the Enterprise.

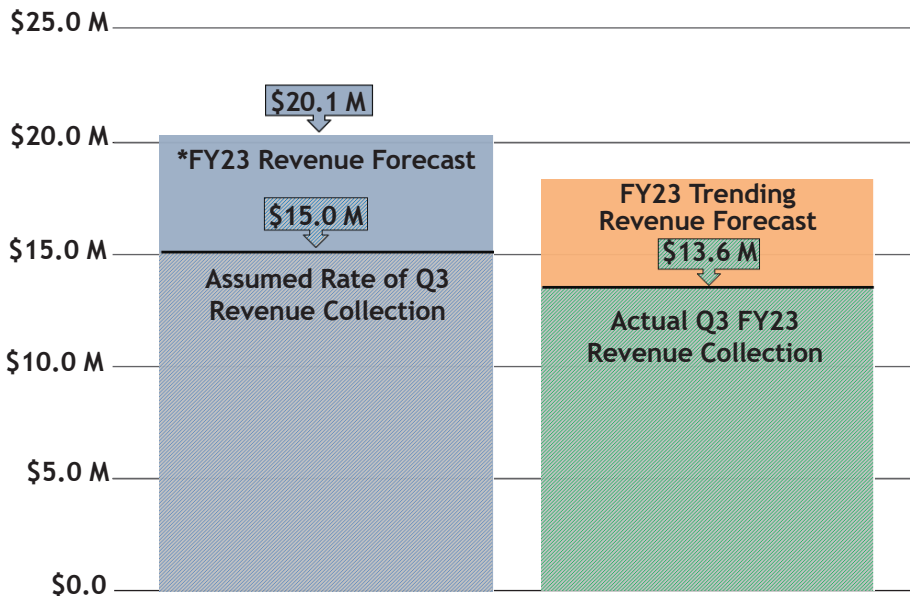
As of Q3, actual YTD FASTER revenues were \$80.6M which is about \$1.2M below the historical rate of collection \$81.8, when applied to the FY2023 revenue budget of \$109M. The information is shown to the right in Figure E.



\*Information Provided by the Office of Financial Management and Budget

In 2021, SB21-260, also known as Sustainability of the Transportation System, changed the name of the Statewide Bridge Enterprise to the Statewide Bridge and Tunnel Enterprise and authorized it to impose an ongoing Bridge and Tunnel Impact fee on special fuel and a Bridge and Tunnel Retail Delivery fee. The Bridge and Tunnel Impact fee is a per gallon special fuel fee that will be phased in overtime and after FY 2031-32 will then be indexed to the National Highway Construction Cost Index (NHCCI). The Retail Delivery Fee is a flat fee of 2.7 cents that is placed on all retail deliveries. These revenues are directly used to mitigate the impact of vehicles utilizing the state's bridges and tunnels by helping fund the Enterprise's operations.

**Figure F. Forecast vs Actual SB21-260 Revenue Comparison**

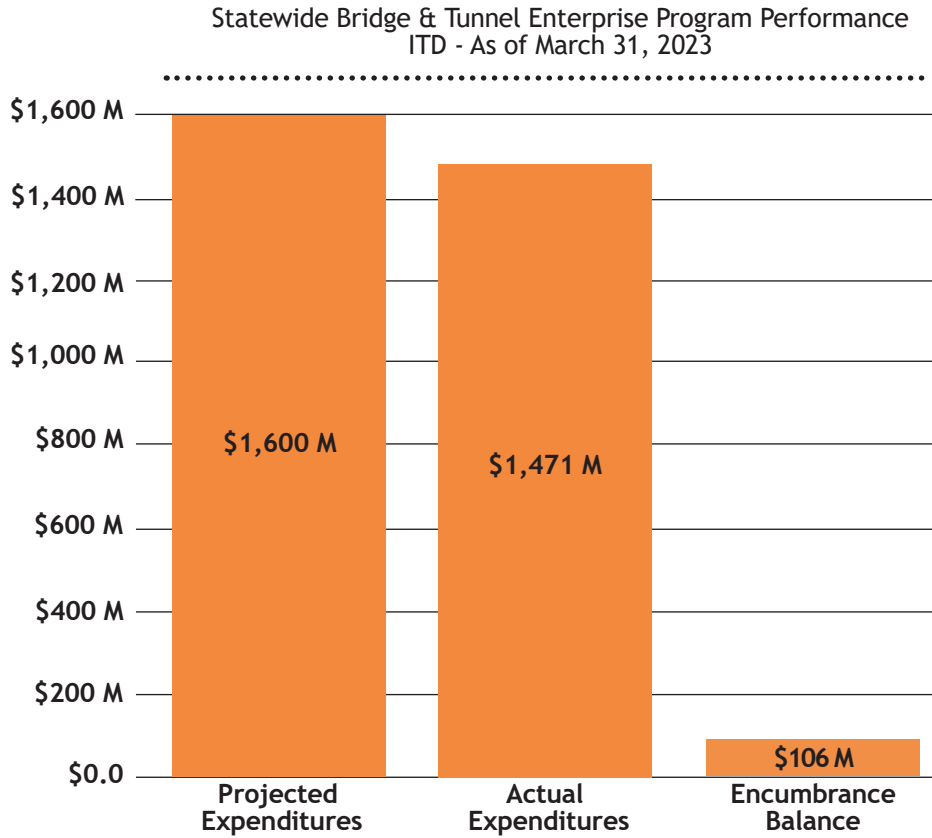


\*Information Provided by the Office of Financial Management and Budget

As of Q3 FY2023, actual YTD SB-21-260 revenues were \$13.6M, which is \$1.4M below the forecast rate of collection, when applied to the FY2023 revenue budget of \$20.1M. This information is shown to the left in Figure F. It should be noted that these are newly created fees so there is no historic data to inform the revenue forecast, which indicates that there is a heightened possibility of a variance between forecast and actual revenue collections. BTE will continue to closely monitor revenue collections and manage the program to maintain a positive cash balance.

The total program financial performance graph (Figure G) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,600M on March 31, 2023, an increase of \$105M since December 31, 2022. Actual LTD expenditures as of March 31, 2023 are \$1,471M, as compared to \$1,397M on December 31, 2022, an increase of \$74M or 5.3%. The current encumbrance balance is \$106M, a decrease of \$21M since December 31, 2022, primarily due to the encumbrance decreases associated with the actual Central 70 expenditures during Q2 FY2023.

Figure G. Forecast vs Actual SB21-260 Revenue Comparison





**COLORADO**  
 Department of Transportation  
 Statewide Bridge and Tunnel Enterprise

Statewide Bridge and Tunnel Enterprise  
 Program Allocation Plan - Quarterly Update  
 As of March 31, 2023 (FY23 -Q3)

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	Total 2010 Bond	Total SB-260	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	Total 2010 Bond						Total SB-260	Total Construction All Funds	
84TH Ave over I-25 ML	17535	1	E-17-EZ	1	969,937	-	-	-	969,937	8,956,344	1	-	-	8,956,345	9,926,282					
I-70 FRONTAGE ROAD over Clear Creek	17671	1	F-14-B	1	209,788	16,620	-	-	226,408	1,700,685	-	-	-	1,700,685	1,927,093					
SH30 ML Havana over Cherry Creek	18081	1	F-17-AE	1	141,823	50,896	-	-	192,719	113,337	3,764,587	-	-	3,877,924	4,070,643					
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	1	G-16-B	1	-	-	-	-	-	-	40,845	2,952,598	-	2,993,443	2,993,443		06/28/12	10/19/12	11/15/13	
		1	G-16-C	1	-	-	-	-	-	-	-	-	-	-	-					
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	
		1	F-16-DW	1	-	-	-	-	-	-	-	-	-	-	-					
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		1	E-17-BY	1		-	-	-		-	-	-	-	-	-	-				
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		1	E-17-GL	1	-	-	-	-	-	-	-	-	-	-	-					
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 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 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	
		1	F-17-BS	1	-	-	-	-	-	-	-	-	-	-	-					
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	11,060,728	-	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	-	-	-	-	-	-	-	-	-	-	-					
		1	E-17-DU	1	2,477,672	-	-	-	2,477,672	-	11,628,627	1,371,722	-	13,000,349	15,478,021	04/15/11	02/14/14	08/04/14	11/06/15	
SH 44 ML over BULL SEEP	18206	1	E-17-ER	1	-	-	-	-	-	-	-	-	-	-	-					
SH44 ML(104TH AVE) over SOUTH PLATTE RIVER		1	E-17-CA	1	8,500	-	3,727,424	-	3,735,924	1,620,975	5,182,593	2,557,057	-	9,360,625	13,096,549	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	6,942,205	-	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	951,228	11,000,419	15,116,387	-	27,068,034	36,044,633	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	7,595,919	-	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	-	-	-	-	-	-	-	-	-	-	-					
US 40 ML WBND over TOLLGATE CREEK		1	F-17-GA	1	55,730	-	2,269,690	-	2,325,420	238,325	9,117,758	500,000	-	9,856,083	12,181,503	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	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 Design Utilities Environmental Miscellaneous Consturction	19631	1	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	126,745,144	-	-	126,745,144	-	-	-	-	-	126,745,144	07/22/13				
		1		1	7,114,284	-	-	7,114,284	-	-	-	-	-	7,114,284	07/22/13					
		1		1	18,610,393	-	-	18,610,393	-	-	-	-	-	18,610,393	02/06/17					
		1		1	5,468,951	-	-	5,468,951	-	-	-	-	-	5,468,951	03/14/16					
		1		1	25,000,000	11,358,168	-	-	36,358,168	-	-	-	-	-	36,358,168	07/22/13				
	19631	1		1	-	-	-	-	-	294,157,894	-	-	294,157,894	294,157,894	02/19/18					
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 WB over US 6, CLEAR CREEK	22716	1	F-15-BL	1	-	-	-	-	-	-	-	-	-	-	-					
		1	F-15-BM	1	17,833,000	-	-	-	17,833,000	-	-	-	-	-	17,833,000	17,833,000	09/06/18			
I-70 FRONTAGE ROAD over CLEAR CREEK		1	F-15-D	1	-	-	-	-	-	-	-	-	-	-	-					
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	
		1	E-16-LT	1	-	-	-	-	-	-	-	-	-	-	-					
I-76 WBND over CLEAR CRK SCOUR MITIGATE	23444	0	E-16-LU	1	-	407,105	-	-	407,105	-	3,535,738	-	-	3,535,738	3,942,843	11/24/19	07/14/22	11/08/22	06/01/25	
I-76 EBND over CLEAR CRK SCOUR MITIGATE		0	E-16-LT	1	-	-	-	-	-	-	-	-	-	-	-					
South I-25 GAP Segment 3	22927	1	H-17-CH	1	-	-	-	-	-	-	5,041,100	-	-	5,041,100	5,041,100			08/07/19	12/30/22	
		1	H-17-CI	1	-	-	-	-	-	-	-	-	-	-	-					
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	
SPEER BLVD. over I-25	22969	1	E-16-EW	1	-	-	-	-	-	-	55,000,000	-	-	55,000,000	60,000,000	65,850,600	03/23/21			
		1	E-16-EO	1	5,850,600	-	-	-	5,850,600	-	-	-	5,000,000	60,000,000	65,850,600					



**COLORADO**  
**Department of Transportation**  
 Statewide Bridge and Tunnel Enterprise

Statewide Bridge and Tunnel Enterprise  
 Program Allocation Plan - Quarterly Update  
 As of March 31, 2023 (FY23 -Q3)

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	Total 2010 Bond	Total SB-260	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	Total 2010 Bond						Total SB-260	Total Construction All Funds
I-70 over 32nd AVE EBND	23673	1	E-16-HE	1	-	1,869,500	-	-	1,869,500	-	13,772,845	-	-	13,772,845	15,642,345	11/25/20	11/07/21	02/14/22	12/15/23
I-70 over 32nd AVE WBND		1	E-16-HF																
I-76 over YORK ST.	23681	1	E-17-GW	1	-	649,700	-	-	649,700	-	12,535,337	-	-	12,535,337	13,185,037	05/14/20	02/28/22	05/31/22	10/01/24
		1	E-17-GV																
I-270 Critical Bridges	24947	1	E-17-ID	1	-	9,698,150	-	-	9,698,150	-	-	-	-	9,698,150	09/01/22	04/01/24	04/30/24	10/30/26	
		1	E-17-IE																
		1	E-17-IF																
		1	E-17-IH																
		1	E-17-IG																
		1	E-17-IJ																
SH 96 Mlover Draw and Black Draw	17668	1	L-22-F	2	149,300	757	-	-	150,057	3,561,371	205,306	-	-	3,766,677	3,916,734				
		1	K-23-C																
		1	K-23-B																
		1	K-24-A																
SH 69 over Turkey Creek	17669	1	N-16-L	2	93,864	7,222	-	-	101,086	2,077,266	23,859	-	-	2,101,125	2,202,211				
US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 67 over Draw	17675	1	H-16-K	2	219,669	-	-	-	219,669	2,418,297	-	-	-	2,418,297	2,637,966				
		1	I-17-AE																
		1	I-15-Y																
I-25 ML NB over Missouri Creek	18115	1	N-17-N	2	-	-	-	-	-	-	1,725,376	-	-	1,725,376	1,725,376				
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
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
SH 9 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 DRAW		1	J-18-T	2															
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
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	176,063	12/01/10	-	-	-
SH 12 PURGATOIRE RIVER	18251	1	P-17-H	2	-	150,662	-	-	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	2,132,692	-	10/20/11	02/24/12	11/15/12
US 160 ML over CAT CREEK	18321	1	O-26-L	2	-	-	868	-	341,290	-	12,034	3,543,166	-	3,552,200	3,896,490	02/01/11	12/15/11	03/29/12	12/13/12
US 160 ML over DRAW		1	O-25-I	2		340,422													
US 160 ML over N FK Sand Arroyo		1	O-25-H	2															
Combined		0		2															
SH 101 ML over DRAW	18178	1	M-24-B	2	-	268,899	-	-	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	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	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	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	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	6,319,335	-	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	7,825,884	02/01/11	07/17/14	02/23/15	07/01/16
US 50 ML over DRAW		1	L-27-S	2															
US 350 ML over DRAW	18461	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		1	P-19-AD	2															
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



**COLORADO**  
**Department of Transportation**  
 Statewide Bridge and Tunnel Enterprise

Statewide Bridge and Tunnel Enterprise  
 Program Allocation Plan - Quarterly Update  
 As of March 31, 2023 (FY23 -Q3)

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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	7,547,800	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	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	19205	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						-	-	-	-	-	-	-	-	-	-	-	-	03/06/14	02/10/15	12/27/18
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	1,795,588	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	-	3,598,764	-	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	-	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	20407	1	N-17-BN	2	-	542,082	-	-	542,082	-	10,653,232	-	-	10,653,232	11,195,314	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	-	1,524,138	-	-	1,524,138	-	25,687,439	-	-	25,687,439	27,211,577	11/06/17	10/20/22	03/15/23	12/20/24					
I-25 SB over Draw	22823	1	K-18-U	2	-	102,980	-	-	102,980	-	2,531,140	-	-	2,531,140	2,634,120	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	-	473,405	-	-	473,405	-	4,757,550	-	-	4,757,550	5,230,955	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	-	-	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	07/31/20	11/02/20	05/05/21					
SH 101 over DRAW	23007	1	M-24-I	2	-	190,050	-	-	190,050	-	-	-	-	-	190,050	06/01/19	05/07/20	09/17/20	03/04/21					
US 24 over DRAW	22995	1	H-19-C	2	-	215,998	-	-	215,998	-	1,883,031	-	-	1,883,031	2,099,029	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	01/14/21	11/29/21	10/25/24					
I-25 NB over S. ACADEMY BLVD.		1	I-17-GQ	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
R2 CHBP Grant (R2B2)		1	G-12-C	2	1,885,292	588,433	-	-	2,473,725	10,589,708	42,152,740	-	-	52,742,448	55,216,173	08/19/20	07/31/20	04/18/22	01/22/25					
		1	H-13-N	2																				
		1	I-13-G	2																				
		1	J-15-AO	2																				
		1	I-15-T	2																				
		1	J-14-C	2																				
		1	J-15-G	2																				
		1	M-21-B	2																				
		1	M-21-C	2																				
		1	M-21-J	2																				
1	M-22-U	2																						
1	M-22-Y	2																						
1	N-21-C	2																						
1	N-21-F	2																						



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US 285 at SH 9	24052	1	H-13-A	2	-	-	-	-	-	6,283,505	-	-	6,283,505	6,283,505	-	-	03/01/23	08/30/24
US 24 ML over UPRR	17672	1	G-11-F	3	409,711	3,500	-	-	413,211	5,279,983	350,000	-	5,629,983	6,043,194	-	-	-	-
US 6 ML over EAGLE RIVER	18180	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
		1	J-09-D	3														
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		1	F-11-AB															
SH 82 ML over I 70 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																	
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																	
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																	
US 6 ML over CASTLE CREEK	22576	1	F-09-K	3	-	44,910	-	-	44,910	-	3,824,079	-	3,824,079	3,868,989	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	-	14,470,912	-	14,470,912	16,314,767	08/09/18	02/10/21	04/28/21	07/22/22
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 STRAWBERRY CREEK	23061	1	D-04-G	3	-	596,930	-	-	596,930	-	13,879,363	-	13,879,363	14,476,293	07/01/19	09/30/22	03/01/23	06/03/24
		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 VAIL PASS Design	23929	0	F-12-AS/AT	3	-	6,887,500	-	-	6,887,500	-	-	-	-	6,887,500	12/01/20	-	-	-
I-70 EBND VAIL PASS	24895	1	F-12-AS	3	-	-	-	-	-	-	23,000,000	13,800,000	36,800,000	36,800,000	-	6/27/22	8/12/22	12/20/24
I-70 WBND VAIL PASS	24894	1	F-12-AT	3	-	-	-	-	-	-	25,385,379	22,957,340	48,342,719	48,342,719	12/01/20	06/27/22	08/12/22	12/20/24
US 6 over Elk Creek	24493	1	F-06-A	3	-	526,600	-	-	526,600	-	3,777,257	-	3,777,257	4,303,857	04/21/24	09/28/21	02/17/25	10/30/25
US 138 over Ditch	17674	1	A-24-C	4	27,785	-	-	-	27,785	842,610	276	-	842,886	870,671	-	-	-	-
		1	A-26-F	4														
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
I 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
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 POUVRE RIVER	18085	1	B-16-D	4	1,395,490	351,787	753,947	-	2,501,224	611,742	9,946,160	800,000	11,357,902	13,859,126	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	-	8,500,249	-	8,500,249	9,609,834	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	1/27820
Prospect Road over I-25	22248	1	B-16-AM	4	-	3,030,553	-	-	3,030,553	-	18,514,622	-	18,514,622	21,545,175	05/21/18	10/10/18	09/29/23	-
I-25 ML over DRAW (Hillsboro)	22482	1	C-17-EL	4	-	19,054	-	-	19,054	-	3,585,646	-	3,585,646	3,604,700	05/21/18	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	22963	1	D-28-P	4	-	-	-	-	-	-	3,712,057	-	3,712,057	3,712,057	04/27/20	04/27/20	01/27/21	-
TIMBER BRIDGE EASTERN PLAINS	23010	0	Various	4	-	4,728,457	-	-	4,728,457	-	-	-	-	4,728,457	04/30/21	-	-	-
TIMBER BRIDGE EASTERN PLAINS: PKG 1	24367	1	F-19-E	4	-	-	-	-	-	-	10,752,321	-	10,752,321	10,752,321	-	11/01/21	02/28/22	11/30/22
		1	F-20-J	4														
		1	F-20-L	4														
TIMBER BRIDGE EASTERN PLAINS: PKG 2	24405	1	C-22-K	4	-	-	-	-	-	-	4,364,175	-	4,364,175	4,364,175	-	08/09/22	10/25/22	10/27/23
		1	D-24-O	4														



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TIMBER BRIDGE EASTERN PLAINS: PKG 3	25447	1	D-25-E	4			-	-	-		5,227,100	-	-	5,227,100	5,227,100	09/01/22	03/29/23	08/14/23	04/30/24	
TIMBER BRIDGE EASTERN PLAINS: PKG 4		1	D-28-D	4			-	-	-		4,000,000	-	-	4,000,000	4,000,000	08/07/23		03/11/24	10/18/24	
US 40 ML over DRAW	24224	1	I-24-N	4	-	549,510	-	-	549,510	-	8,000,000	-	-	8,000,000	8,549,510	01/01/21				
Holyoke Bundle	22529	1	B-27-A	4																
		1	B-27-D	4																
		1	B-27-F	4		-	1,805,820	-	-	1,805,820		12,700,000	-	-	12,700,000	14,505,820	10/05/22		07/01/24	04/30/26
		1	A-27-A	4																
US 550 ML over Bear Creek	17670	1	L-06-A	5	117,113	6,388	-	-	123,501	4,756,830	1,805	-	-	4,758,635	4,882,136					
SH 145 ML over LEOPARD CREEK	18231	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 UNCOMPAHGRE 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	
US 285 over RIO CONEJOS OVERFLOW	23069	1	P-12-A	5	-	192,900	-	-	192,900	-	5,240,000	-	-	5,240,000	5,432,900	04/17/19	01/01/24	01/01/24	03/01/24	
SH151 ML (Culvert Failure)	25737	1	P-07-S	5		300,000	-	-	300,000		4,700,000	-	-	4,700,000	5,000,000					
Design for Future Years						-	-	-	-		-	-	-	-	-					
<b>Total Capital Bridge Projects</b>		<b>202</b>			<b>45,088,238</b>	<b>310,770,039</b>	<b>53,382,850</b>	<b>-</b>	<b>409,241,127</b>	<b>71,790,633</b>	<b>1,077,902,228</b>	<b>254,586,876</b>	<b>41,757,340</b>	<b>1,446,037,077</b>	<b>1,855,278,205</b>					
<b>Tunnels:</b>																				
EJMT Tunnel Projects		1	F-13-Y	1	-	-	-	-	-	-	-	-	94,500,000	94,500,000	94,500,000					
		1	F-13-X																	
Plenum Liner	25280	0	F-13-Y	1									28,009,084	28,009,084	28,009,084			04/01/23	04/17/25	
		0	F-13-X																	
<b>Total Tunnel Projects</b>		<b>2</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>122,509,084</b>	<b>122,509,084</b>	<b>122,509,084</b>					
<b>Preventative Maintenance:</b>																				
SH71 over ARKANSAS RIVER	24738	0	L-22-LL	2	-	19,200	-	-	19,200	-	1,049,465	-	-	1,049,465	1,068,665	04/12/22		10/04/22	06/01/23	
<b>Total Preventative Maintenance</b>					<b>-</b>	<b>19,200</b>	<b>-</b>	<b>-</b>	<b>19,200</b>	<b>-</b>	<b>1,049,465</b>	<b>-</b>	<b>-</b>	<b>1,049,465</b>	<b>1,068,665</b>					
<b>Total</b>		<b>204</b>			<b>\$ 45,088,238</b>	<b>\$ 310,789,239</b>	<b>\$ 53,382,850</b>	<b>\$ -</b>	<b>\$ 409,260,327</b>	<b>\$ 71,790,633</b>	<b>\$ 1,078,951,693</b>	<b>\$ 254,586,876</b>	<b>\$ 164,266,424</b>	<b>\$ 1,569,595,626</b>	<b>\$ 1,978,855,954</b>	<b>Total Program Impact all Projects all funds</b>				



Program Funding by Source Summary											
Sources:	Pre-Construction					Construction					Total All Funds
	Other	FASTER	2010 Bond	Total SB-260	Total	Other	FASTER	2010 bond	Total SB-260	Total	
Federal	\$ 6,992,269	\$ -	\$ -	\$ -	\$ 6,992,269	\$ 31,815,348	\$ -	\$ -	\$ -	\$ 31,815,348	\$ 38,807,617
State	\$ 925,518	-	-	-	925,518	143,827	-	-	-	143,827	\$ 1,069,345
Local	\$ 25,139,801	-	-	-	25,139,801	11,163,134	-	-	-	11,163,134	\$ 36,302,935
FASTER	\$ -	310,789,239	-	-	310,789,239	-	1,078,951,693	-	-	1,078,951,693	\$ 1,389,740,933
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
Bridge and Tunnel Fees	\$ -	-	-	-	-	-	-	-	164,266,424	164,266,424	\$ 164,266,424
<b>Total</b>	<b>\$ 45,088,238</b>	<b>\$ 310,789,239</b>	<b>\$ 53,382,850</b>	<b>\$ -</b>	<b>\$ 409,260,327</b>	<b>\$ 71,790,633</b>	<b>\$ 1,078,951,693</b>	<b>\$ 254,586,876</b>	<b>\$ 164,266,424</b>	<b>\$ 1,569,595,626</b>	<b>\$ 1,978,855,954</b>





**COLORADO**  
 Department of Transportation  
 Statewide Bridge and Tunnel Enterprise

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

