

Bridge and Tunnel Enterprise Q4 FY2024 Report

#### **TABLE OF CONTENTS**

Introduction	4
Program Highlights	
BTE Senior Infrastructure Revenue Bond Series 2024A Issuance	5
US 50 Blue Mesa Bridges Emergency Response Project	6
House Bill 23-1276 - Scope of the Bridge and Tunnel Enterprise	····· 6
Program Performance Summary	<b>7</b>
Q4 FY2024 BTE Eligible Poor Bridge Statistics	9
Active Project Portfolio	10
Program Controls	10
Bridge Prioritization Plan	11
New Bridge and Tunnel Assets	11
BTE Funded Project Status Updates	13
I-70 Floyd Hill	13
Region 4/1 Rural Bridge Replacement Program	
I-70 Vail Pass Safety and Operations Improvement Project	14
I-270 Critical Bridges Project	14
Region 2 Concrete Box Culvert Program	14
I-25 and US 50 B Interchange Reconstruction Project - Part of the I-25-Thro	ugh New Pueblo Freeway:
Advancing Transportation Safety Project	
Budget and Encumbrances	16
Financial Information	17
Appendices	20
Appendix A - Active Project Portfolio	20
Appendix B - Bridge Prioritization Plan	22
Appendix C - Program Allocation Plan	28
Appendix D - Four Year Quarterly Cash Flow Graph	32



#### TABLES, FIGURES, & IMAGES

- Image 1-4. Projects Funded Through Series 2024A Bond Proceeds
- Image 5. Repair Plate Installation
- Image 6. Crack Arrest Plate Hung
- Image 7. Crack Arrest Plate Positioning
- Image 8. Exposed Rebar and Deteriorating Substructure of US 85 over Fountain Creek (J-18-M)
- Image 9. Deteriorating Concrete and Spalling on Underside of I-25 NB over US 160, CR 10, RR Spur (N-17-AC)
- Image 10. Exposed Rebar and Spalling on I-70 WBND Ramp to US 6 over Clear Creek (F-15-BM)
- Image 11. Corroded Concrete and Exposed Rebar on US 50 ML over Fountain Creek (K-18-L)
- Image 12 & 13. SH 64 ML over White River (D-03-AA)
- Image 14 & 15. SH 64 ML over Strawberry Creek (D-04-GA)
- Image 16. SH 61 ML over Surveyor Creek (D-25-EA)
- Image 17. BTE Active Project Portfolio
- Image 18-25. Inventory Photos of the Newly Poor Bridges
- Image 26. Placing Girders for the Temporary Floyd Hill Bridge
- Image 27. New Bridge Deck of I-70 WB over Polk Creek
- Image 28. Emergency Repairs on I-270
- Image 29. Corrosion on US 50 ML over Fountain Creek
- Table 1. Structures with Design Funding Approved in Q4 FY2024
- Table 2. Structures with Construction Funding Approved in Q4 FY2024
- Table 3. Structures that Completed Construction in Q4 FY2024
- Table 4. Project Status of BTE Eligible Poor Bridges as of Q4 FY2024
- Table 5. Overall and Active Project SPI by Month
- Table 6. Newly Poor Rated Bridges
- Table 7. New Bridge and Tunnel Enterprise Assets
- Table 8. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances
- Table 9. Program Financial Statistics as of June 30, 2024 (\$\\$\ in Millions)
- Table 10. Current Allocation Plan as of June 30, 2024 (\$ in Millions)
- Figure A. BTE Funded 10-Year Plan Progress Update
- Figure B. Current Status of BTE Poor Bridges
- Figure C. Historic Status of BTE Poor Bridges
- Figure D. Completed Poor Bridge Projects Count & Sq. Ft. By Year
- Figure E. Forecast vs Actual FASTER Revenue Comparison
- Figure F. Forecast vs Actual SB21-260 Fee Revenue Comparison
- Figure G. Statewide Bridge & Tunnel Enterprise Program Performance

#### INTRODUCTION

This report is the 53rd 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 April, May, and June of 2024; which coincides with the fourth quarter of the Colorado Department of Transportation's (CDOT) 2024 Fiscal Year (Q4 FY2024). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, Sustainability of the Transportation System (SB21-260) legislation, HB23-1276: Scope of Bridge and Tunnel Enterprise 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 Q4 FY2024 BTE activities, some of which are discussed in further detail later in the report:

- Supported CDOT with the ongoing delivery of the CDOT 10-Year Plan and continued the evaluation of strategies to leverage BTE funding to advance planned projects with BTE eligible scope items:
  - Closed the BTE Senior Infrastructure Revenue Bond, Series 2024A issuance on April 16, 2024, which generated \$165.4M in total bond proceeds for projects.
  - Fully allocated bond proceeds to advance BTE's calendar year 2024 construction projects and the US 50 Blue Mesa Bridges Emergency Response Project.
- Continued the process of modifying the Enterprise's governing documents, policies, and procedures to reflect the passage of HB23-1276: Scope of Bridge and Tunnel Enterprise:
  - Received Board approval of revised Policy Directive 16.0, "Oversight of Funding State Bridges and Tunnels."
  - Received Executive Management approval of revised Procedural Directive 16.1, "Bridge and Tunnel Enterprise Management of Funding and Selection of Bridge and Tunnel Projects."
- Drafted and finalized the 52nd Bridge and Tunnel Enterprise Quarterly Report (Q3 FY2024).
- Received Board approval for the 7th Budget Supplement of FY2024 to:
- Establish the design phase budget for the replacement of US 85 ML over Fountain Creek (J-18-M) in El Paso County.
- Establish the design phase budget for the replacement of I-25 ML NBND over US 160, SH 10, RR Spur (N-17-AC) in Huerfano County.
- Establish the construction phase budget for Construction Package #3 of the I-70 West: Floyd Hill Project (F-15-BL and F-15-BM) in Clear Creek County.
- Received Board approval for the 8th Budget Supplement of FY2024 to establish the construction phase budget for the I-25 through New Pueblo Freeway: Advancing Transportation Safety Project (K-18-J and K-18-L) in Pueblo County.
- Received Board approval for the 9th Budget Supplement of FY2024 to establish the construction phase budget for the US 50 Blue Mesa Bridges Emergency Response Project (K-07-A and K-07-B) in Gunnison County.
- Approved a resolution to formally acknowledge forty-three BTE funded structures as assets of the Bridge and Tunnel Enterprise and the transfer of two assets, prior to their rehabilitation, to the Bridge and Tunnel Enterprise.
- Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan and identify safety critical bridges.
- Drafted, finalized, and distributed the July 2024 BTE Bridge Prioritization Plan based on the updated Staff Bridge Poor List (advanced to the Q4 FY2024 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 April, May, and June of 2024, 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.



#### BTE Senior Infrastructure Revenue Bond, Series 2024A Issuance

The Statewide Bridge and Tunnel Enterprise (BTE) Senior Infrastructure Revenue Bond, Series 2024A transaction closed on April 16, 2024. This milestone was the culmination of over 12 months of planning and execution by Bridge and Tunnel Enterprise (BTE) staff and the BTE Board of Directors. The bonds had a par value of \$150M and the transaction yielded \$15.4M in premium, resulting in total proceeds of \$165.4M. Bond proceeds were budgeted during the fourth quarter of FY2024 to advance several key strategic projects included in the Department's 10-Year Plan and the US50 Blue Mesa Bridges Emergency Response Project to construction (Images 1-4). The bonds will reach final maturity on December 2054 and were issued under a new lien that was created to provide the Enterprise with flexibility to execute its current Plan of Finance and deliver its capital project plan. Moody's Investor Service, Inc. and S&P Global Ratings have assigned underlying ratings of "A1" (stable outlook) and "A-" (stable outlook) to the Series 2024A bonds, respectively.

This transaction was the first of three of contemplated BTE issuances included in the Enterprise's current Plan of Finance. Ultimately, BTE anticipates financing an estimated total of \$400M to \$500M in BTE eligible 10-Year Plan scope in multiple transhes to address the Enterprise's funding gap and allow for the timely completion of several key strategic projects. A high level summary of BTE's contributions to the 10-Year Plan is provided below in Figure A.

Images 1-4. Projects Funded through Series 2024A Bond Proceeds









Figure A. BTE Funded 10-Year Plan Project Progress Update



#### **BTE Funded Bridge Progress**



21 bridges in design



12 bridges in construction



9 bridges completed



#### EJMT Maintenance & Repairs



\$28M allocated to active construction projects

FY2023-FY2025 Bridge & Tunnel Fees fully programmed

#### US 50 Blue Mesa Bridges Emergency Response Project

In April 2024, cracks were found in the steel girders carrying a fracture critical span of the US 50 bridge over Blue Mesa Reservoir (K-07-B) between Gunnison and Montrose, leading to emergency closure of the bridge. Shortly afterwards, it was determined that the US 50 over Lake Fork (K-07-A) bridge to the west of this location also required repair due fracture critical elements and structural details similar to those found on K-07-B. After the inspection and analysis required to determine the scope of work for the emergency project was completed, the BTE Board of Directors acted quickly to approve \$81M for bridge repairs to K-07-B and K-07-A.

Phase I repairs, which involved fixing cracks and critical issues in four areas on K-07-B that pose an imminent risk to structural integrity, are complete and the bridge opened to traffic on July 3rd. Phase II, which includes permanent repairs to both K-07-B and K-07-A, is underway and scheduled for completion in 2025, with a full reopening of the bridge is scheduled for fall 2024.







Image 5. Repair Plate Installation

Image 6. Crack Arrest Plate Hung

Image 7. Crack Arrest Plate Positioning

#### House Bill 23-1276 - Scope of the Bridge and Tunnel Enterprise

With Governor Jared Polis's signature of HB23-1276 (Scope Of Bridge And Tunnel Enterprise | Colorado General Assembly), the scope of the Enterprise has been expanded to allow BTE to fund preventative maintenance projects for Good and Fair rated bridges. Additionally, BTE is authorized to package rehabilitation or replacement work for Fair rated bridges into Poor rated bridge projects if including the Fair rated bridge is an efficient use of BTE resources and will result in cost savings or schedule acceleration for a project that will improve safety (Fair rated bridge bundling projects). For additional information on this legislation, please refer to the Q4 FY2023 BTE Quarterly Report.

In Q4 FY2024, revisions to BTE Policy Directive 16.0 "Oversight of Funding for State Bridges and Tunnels" and Procedural Directive 16.1 "Bridge and Tunnel Enterprise Management of Funding and Selection of Bridge and Tunnel Projects" were approved to reflect the passage of HB23-1276. The updated directives provide funding eligibility requirements, project prioritization and selection methodology, and other critical guidance for the management of BTE-funded bridge preventative maintenance projects and Fair rated bridge bundling projects.



BTE utilized its recently expanded scope for the first time to fund the rehabilitation of the safety critical, Fair rated US 50 over Lake Fork (K-07-A) bridge as part of the US 50 Blue Mesa Bridges Emergency Response project described above.

100% Amend the BTE Bylaws & Articles of Organization

100% Es

Establish programmatic funding priorities

100%

Update Policy & Procedural Directives

**75**%

Update and create new BTE guidance documents



Amend existing intergovernmental agreements with CDOT



#### PROGRAM PERFORMANCE SUMMARY

In Q4 FY2024, staff continued to make progress addressing the state's "Poor" bridge population and completing tunnel projects. A summary of the Enterprise's activities and accomplishments for this period is provided below.

The BTE Board approved budget supplements to establish the design phase for the two structures tabulated below.

Table 1. Structures with Design Funding Approved in Q4 FY2024

Bridge ID	Region	Facility Carried over Featured Intersection	County
J-18-M	2	US 85 over Fountain Creek	El Paso
N-17-AC	2	I-25 NBND over US 160, CR 10, and RR Spur	Huerfano



Image 8. Exposed Rebar and Deteriorating Substructure of US 85 over Fountain Creek (J-18-M)



**Image 9.** Deteriorating Concrete and Spalling on Underside of I-25 NB over US 160, CR 10, RR Spur (N-17-AC)

Construction funding was also approved for three high priority projects: I-70 West Floyd Hill Construction Package #3 (F-15-BL & F-15-BM), I-25 through New Pueblo Freeway: Advancing Transportation Safety (K-18-J & K-18-L), and the US 50 Blue Mesa Bridges Emergency Response Project (K-07-A & K-07-B). All three projects were funded with the BTE Senior Infrastructure Revenue Bond, Series 2024A issuance.

Table 2. Structures with Construction Funding Approved in Q4 FY2024

Bridge ID	Region	Facility Carried over Featured Intersection	County
F-15-BL	1	I-70 WBND over US 6 and Clear Creek	Clear Creek
F-15-BM	1	I-70 WBND Ramp to US 6 over Clear Creek	Clear Creek
K-18-J	2	US 50 ML over I-25 ML	Pueblo
K-18-L	2	US 50 ML over Fountain Creek	Pueblo
K-07-A	3	US 50 ML over Lake Fork Gunnison River	Gunnison
K-07-B	3	US 50 ML over Gunnison/Blue Mesa Reservoir	Gunnison



Image 10. Exposed Rebar and Spalling on I-70 WBND Ramp to US 6 over Clear Creek (F-15-BM)



Image 11. Corroded Concrete and Exposed Rebar on US 50 ML over Fountain Creek (K-18-L)



#### PROGRAM PERFORMANCE SUMMARY

In Q4 FY2024, three structures completed construction including Construction Package #3 of the Eastern Plains Timber Bridge Replacement Project: SH 61 ML over Surveyor Creek (D-25-EA).

Table 3. Structures that Completed Construction in Q4 FY2024

Old Bridge ID	New Bridge ID	Region	Facility Carried over Featured Intersection	County
D-03-A	D-03-AA	3	SH 64 ML over White River	Rio Blanco
D-04-G	D-04-GA	3	SH 64 ML over Strawberry Creek	Rio Blanco
D-25-E	D-25-EA	4	SH 61 ML over Surveyor Creek	Washington





Image 12 & 13. SH 64 ML over White River (D-03-AA)





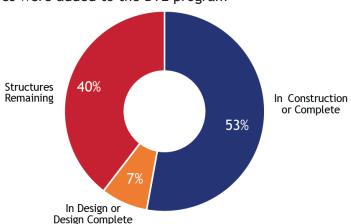
Image 16. SH 61 ML over Surveyor Creek (D-25-EA)



#### PROGRAM PERFORMANCE SUMMARY CONTINUED

#### Q4 FY2024 BTE Eligible Poor Bridge Statistics

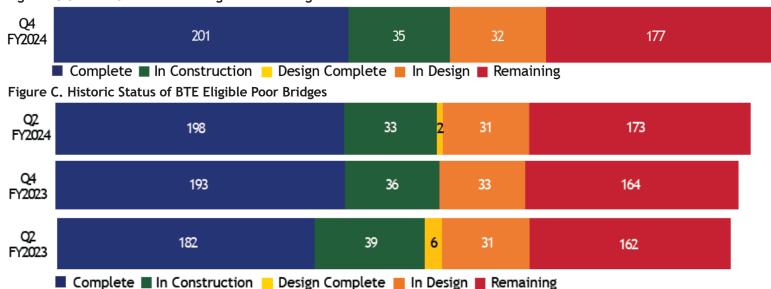
- 2 structures started design (J-18-M & C-08-A\_minor)
- 5 structures started construction (F-12-AS, I-24-N, D-28-D, J-12-AJ, & K-07-B)
- 3 structures completed construction (D-03-A, D-04-G, & D-25-E)
- 8 structures were added to the BTE program



Project Status	Q4 FY2024 # of Structures
Remaining	177
In Design	32
Design Complete	0
In Construction	35
Complete	201
Total	445

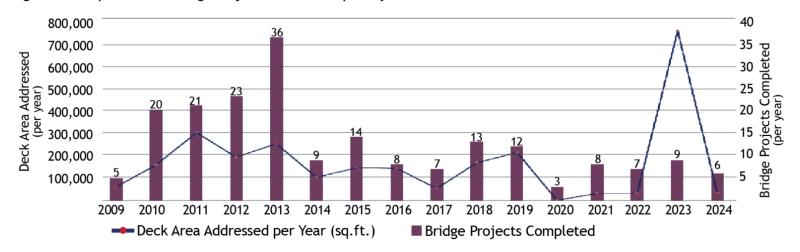
Table 4. Project Status of BTE Eligible Poor Bridges as of Q4 FY2024

Figure B. Current Status of BTE Eligible Poor Bridges



✓= 2.2 M square feet of poor-rated bridge deck area has been addressed statewide since program inception

Figure D. Completed Poor Bridge Projects - Count & Sq.Ft. By Year



9

#### **Active Project Portfolio**

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 30 bridge projects that will rehabilitate or replace 67 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<sup>1</sup>.

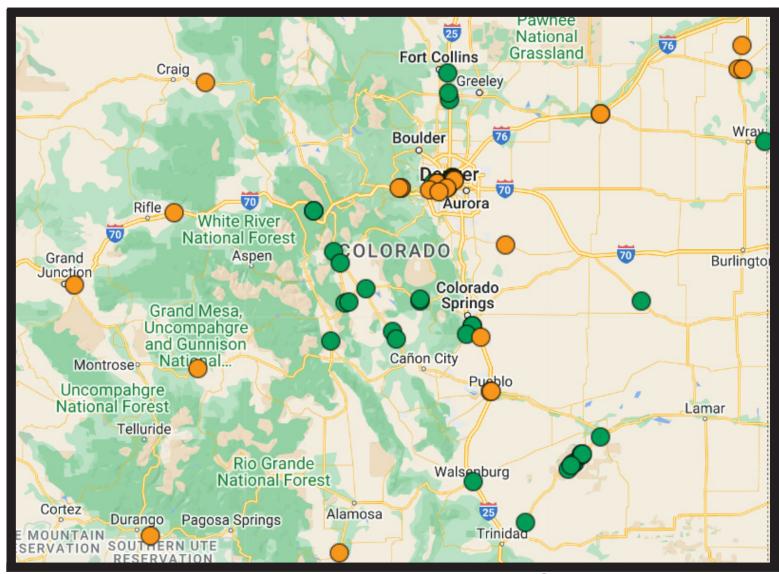


Image 17. BTE Active Project Portfolio

#### **Program Controls**

The overall program Schedule Performance Index (SPI) and active project SPI at the end of Q4 FY2024 was 0.96 and 0.94 respectively, down from 0.97 and 0.95 at the end of Q3 FY2024. These key performance indicators are used by program staff to monitor projects that have the potential to fall behind their baseline schedule. An overall and active project SPI above 0.90 generally indicates that projects in the program's project portfolio are being executed efficiently. The program overall and active monthly SPI for Q4 FY2024 is listed to the right.

Table 5. Overall and Active Project SPI by Month

In Design

**Status:** 

Month	Overall SPI	Active SPI	
April	0.98	0.97	
May	0.97	0.95	
June	0.96	0.94	

The overall SPI for the BTE Program is 0.96, which is well above the 0.90 BTE Program goal.

<sup>1</sup> Reference Appendix A for additional information on the active BTE project portfolio



In Construction

#### **Bridge Prioritization Plan**

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan² in August 2024 based on the updated "poor" list released by CDOT Staff Bridge. This information was advanced to the Q4 FY2024 report for expedited distribution. Pursuant to this update, eight structures fell to poor condition and can be found in Table 6. Note that one structure: E-16-JT, was previously poor, rehabilitated to fair condition, and has now fallen poor again. In accordance with Procedural Directive 16.1, 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 6. Newly Poor Rated Bridges

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-16-JT	1	I-76 ML EBND over Marshall Street	Jefferson
F-15-AE	1	Lookout Mountain Road over I-70 ML	Jefferson
L-27-0	2	US 385 ML over Amity Canal	Prowers
K-07-B	3	US 50 ML over Gunnison/Blue Mesa Reservoir	Gunnison
C-18-BH	4	US 34 EB over UPRR	Weld
D-15-AP	4	US 36 FR Road over Boulder Creek Sr	Boulder
D-15-AR	4	US 36 ML WBND over Boulder Creek	Boulder
J-12-AK	5	SH 291 ML over CR 150, Arkansas River	Chaffee

Image 18-25. Inventory Photos of the Newly Poor Bridges











### New Bridge and Tunnel Enterprise Assets

In Q4 FY2024, the Board approved a resolution to formally acknowledge forty-three BTE funded structures as assets of the Statewide Bridge and Tunnel Enterprise. These structures are tabulated below in Table 7. Two structures, US 50 ML over Gunnison/Blue Mesa Reservoir (K-07-A and K-07-B), were also transfered to the Enterprise for the emergency rehabilitation project.

<sup>2</sup> Reference Appendix B for the BTE Bridge Prioritization Plan



Table 7. New Bridge and Tunnel Enterprise Assets

Old Bridge ID	New Bridge ID	Region	Facility Carried over Featured Intersection	County
E-17-FX	n/a	1	Central 70 Viaduct	Denver
n/a	E-17-AEN	1	Filmore St over I-70 ML	Denver
n/a	E-17-AEO	1	Steel/Vasquez over I-70 ML	Denver
n/a	E-17-AEU	1	I-70 EB over Brighton Blvd	Denver
n/a	E-17-AEV	1	I-70 WB over Brighton Blvd	Denver
n/a	E-17-AEY	1	York St over I-70 ML	Denver
n/a	E-17-AEZ	1	Josephine St over I-70 ML	Denver
n/a	E-17-AFC	1	Monroe St over I-70 ML	Denver
E-17-EW	E-17-AFN	1	I-70 ML WBND over DRIR	Denver
E-17-DF	E-17-AFO	1	I-70 ML EBND over DRIR	Denver
E-17-GA	E-17-AFQ	1	I-70 WBND over Quebec St	Denver
E-17-GB	E-17-AFR	1	I-70 EBND over Quebec St	Denver
E-17-KR	E-17-AFS	1	I-270 ML over I-70 ML	Denver
E-17-HT/HU	E-17-AFD	1	Colorado over I-70 ML	Denver
E-16-HE	E-16-HEA	1	I-70 ML EBND over West 32nd Ave	Jefferson
E-16-HF	E-16-HFA	1	I-70 ML WBND over West 32nd Ave	Jefferson
G-12-C	G-12-U	2	SH 9 ML over Platte Gulch	Park
H-13-N	H-13-0	2	US 24 ML over Draw	Park
I-13-G	I-13-GA	2	US 24 ML over Draw	Park
I-13-H	I-13-HA	2	US 24 ML over Draw	Park
I-15-AO	I-15-D	2	US 24 ML over Draw	Teller
I-15-T	I-15-C	2	US 24 ML over Draw	Teller
J-14-C	J-14-CA	2	SH 9 ML over Louis Gulch	Park
J-15-G	J-15-GA	2	SH 9 ML over Mack Gulch	Fremont
M-21-B	M-21-K	2	US 350 ML over Lone Tree Arroyo	Otero
M-21-C	M-21CA	2	US 350 ML over Hoe Ranch Arroyo	Otero
M-21-I	M-21-IA	2	US 350 ML over Draw	Otero
M-21-J	M-21-JA	2	US 350 ML over Draw	Otero
M-22-U	M-22-UA	2	US 350 ML over Otero Ditch	Otero
M-22-Y	M-22-YA	2	US 350 ML over Draw	Otero
N-21-C	350AO47131BR	2	US 350 ML over Draw	Otero
N-21-F	N-21-FA	2	US 350 ML over Sheep Canyon Arroyo	Otero
O-19-D	350AO10296BL	2	US 350 ML over Lunning Arroyo	Las Animas
D-03-A	D-03-AA	3	SH 64 ML over Strawberry Creek	Rio Blanco
D-04-G	D-04-GA	3	SH 64 ML over White River	Rio Blanco
F-12-AT	F-12-ATA	3	I-70 ML WBND over Polk Creek	Eagle
B-16-AM	B-16-AMA	4	Prospect Rd over I-25 ML	Larimer
C-17-EL	C-17-ELA	4	I-25 ML over Draw	Larimer
C-22-K	006J372826BL	4	US 6 ML over UPRR, Beaver Canal	Morgan
D-24-0	034B198852BL	4	US 34 ML over Draw	Washington

#### BTE FUNDED PROJECT STATUS UPDATES

#### I-70 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, including I-70 WBND over Clear Creek and US6 at the base of Floyd Hill (F-15-BL), the US 6 offramp from I-70 WBND (F-15-BM), and the I-70 Frontage Road over Clear Creek (F-15-D).

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.



Image 26. Placing Girders for the Temporary Floyd Hill Bridge

#### **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.
- The Site Access Package (CP#3), which will primarily be funded by BTE, successfully completed Construction Agreed Price (CAP) negotiations and is scheduled to start construction in August 2024.
- Design for the Central Segment Package (CP#4), which contains the majority of BTE eligible elements on the project, reached 60% completion in June 2024 and is scheduled to reach 90% completion in winter 2024.
- CP#4 is scheduled to start construction in spring 2025.

#### Region 4/1 Rural Bridge Replacement Program

The Eastern Plains Bridge Replacement Program addresses seven BTE eligible structures and four 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



<sup>\*</sup> Indicates non-BTE eligible structures



#### I-70 Vail Pass Safety and Operations Improvement Project

CDOT/BTE was awarded \$60.7M through the FY2020 USDOT INFRA Discretionary Grant Program to advance the I-70 Vail Pass Safety and Operations Improvement Project. The BTE program was leveraged to improve the competitiveness of the grant applications by increasing the state funding match and showing participation of multiple stakeholders. The project includes: the reconstruction of the BTE eligible 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.



Image 27. New Bridge Deck of I-70 WB over Polk Creek

#### Project Updates

- Construction of the westbound bridge (F-12-AT) in Construction Package (CP) #3 is nearly complete; the new structure was opened to traffic in fall 2023.
- Construction of CP#3 is scheduled to complete in fall 2024.
- Construction of the eastbound bridge (F-12-AS) in CP#5 started in spring 2024.
- Construction of CP#5 is scheduled to complete in fall 2026.

#### 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 repairs 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.

#### **Project Updates**

- CDOT is advancing the Environmental Impact Statement (EIS) for the larger corridor improvement project, which will serve as the clearance document for I-270 Critical Bridges.
- CM/GC project delivery was approved by the Transportation Commission June 2022.
- The BTE Board approved additional design funding in Q3 FY2023 for the six eligible bridges.
- Design is scheduled to reach 30% completion in fall 2024.
- A CDOT (non-BTE) construction contract to repair the bridges and keep them operating safely until they are replaced was completed in 2024.



Image 28. Emergency Repairs on I-270

#### Region 2 Concrete Box Culvert 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.

The project is scheduled to be completed in Q1 FY2025; progress to date is summarized below.





Construction 99% complete
16 structures substantially complete
1 structures in construction



#### I-25 and US 50 B Interchange Reconstruction Project Part of the I-25 Through New Pueblo Freeway: Advancing Transportation Safety Project

The New Pueblo Freeway (NPF) corridor project will bring I-25 through Pueblo up to current Federal Highway Administration (FHWA) standards for interstate highways by addressing geometric deficiencies and provide improved mobility. In November 2011, FHWA and CDOT published the initial Environmental Impact Statement (EIS) for I-25 improvements through Pueblo as part of the NPF. Since that time progress has made improving the interstate through various projects, including the Ilex project, which leveraged BTE funding for the replacement or rehabilitation of eight bridges in Pueblo.

The next phase of the NPF will be the I-25 and US 50B Interchange Reconstruction Project, which will shift US 50 to the north and replace the existing interchange with a modified diverging diamond. This new configuration will improve traffic safety and accommodate oversized trailers that are used to transport items such as locally manufactured wind turbine blades. The BTE eligible component of the project includes the replacement of two BTE eligible structures, US 50 over I-25 (K-18-J) and US 50 over Fountain Creek (K-18-L). Replacing these structures will enhance safety and efficiency for the approximately 30,000 daily users of the bridges and remove two structures with numerous condition, maintenance, and clearance issues from the inventory.



Image 29. Corrosion on US 50 ML over Fountain Creek

#### **Project Updates**

- The BTE Board approved \$44M in construction phase funding for the replacement of the two bridges included in the project in May 2024.
- The project was advertised in June 2024 and is expected to begin construction in 2025.

#### **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 June 30, 2024, 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 de-budget 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	0	0
2	0	0	0	0
3	0	0	0	0
4	0	14,067	1	1
5	0	0	0 0	
Total	0	14,067	1	1
% of Total Current Program	0.00%	0.01%	2.5%	1.8%
Previous Quarter (Q3 FY2024)	6,401	14,101	N/A	N/A
Difference	(6,401)	(34)	N/A	N/A

The only remaining project is awaiting the completion and approval of a Letter of Map Revision (LOMR). Since March 31, 2024, the budget and encumbrance balances have decreased by \$6,435.

Removed/Closed Out	Additions	
None	None	

#### FINANCIAL INFORMATION

The following is a program overview of financial statistics as of June 30, 2024.

- The program has multiple funding sources including proceeds from the Series 2024A Infrastructure Revenue Bonds (IRB), FASTER bridge safety surcharge (collected yearly revenues from vehicle registrations), SB21-260 Bridge and Tunnel Impact and Retail Delivery Fees, and other funds which are primarily federal funds and proceeds from previous financing initiatives.
- From program inception (life-to-date) through June 30, 2024, a total of approximately \$1,977.9M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,678.3M and \$56.2M (all funding sources), respectively. Reference Table 8 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q3 FY2024) are reported in the far-right column.

Table 8. Program Financial Statistics as of June 30, 2024 (\$ in Millions)

Financial Component	Series 2024A IRB Proceeds	FASTER Bridge	SB21-260	Other Funds	Total Q4 FY2024	Total Q3 FY2024
Budget	\$162.2	\$1,323.8	\$67.1	\$424.8	\$1,977.9	\$1,811.4
Expenditures	\$0.1	\$1,203.7	\$22.7	\$424.8	\$1,651.3	\$1,647.8
Encumbrances	\$0.0	\$28.4	\$27.8	\$0.0	\$56.2	\$59.8

The Bridge and Tunnel Enterprise program currently consists of 218 bridge and 2 tunnel funding-eligible structures, including 14 structures funded with IRB bond funds. The structure count has increased by three since Q3 FY2024. The current programmed amount for these 220 structures and tunnels is approximately \$2,604.9M. Table 9 below provides an itemization of current funding sources for the BTE program.

Table 9. Current Allocation Plan as of June 30, 2024 (\$ in Millions)

Total Estimated IRB Proceeds	FASTER Bridge	SB21-260	Other Funds	Total Q4 FY2024	Total Q3 FY2024
\$465.4	\$1,482.3	\$232.4	\$424.8	\$2,604.9	\$2,560.5

The Program Allocation Plan<sup>3</sup> tracks BTE projects programmed since the beginning of the Series 2010A 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 FY2025 through FY2028, and includes budget adjustments that have not been posted as of June 30, 2024. The program life-to-date (LTD) total liabilities for the BTE program are \$2,604.9M, an increase of \$44.4M from the \$2,560.5M total liability reported on March 31, 2024. Three new structures were added to the Allocation Plan since last quarter.

The Four-Year Quarterly Cash Flow Projection<sup>4</sup> depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. Included in the forecast are proceeds from three anticipated bond tranches to finance several CDOT Ten-Year projects with BTE eligible scope, the drawdowns associated with these projects that are forecast during this four-year period, and estimated debt service for the bond issuances. The cash flow also 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 for CDOT 10-Year plan projects to maintain a \$25M cash floor. The current cash flow forecast indicates that the cash balance will remain above the \$25M cash floor during the four-year period when the anticipated future bond issuances are included. The forecast \$60.3M cash balance at the end Q2 of CY2028 is expected to be expended on CDOT 10-Year Plan projects that will fall outside this four-year cash flow. BTE will continue to closely monitor project cost estimates, project timing, and revenues and will adjust programmed projects to maintain a positive cash balance if necessary.

<sup>4</sup> Reference Appendix D for the Four Year Quarterly Cash Flow Projection



<sup>3</sup> Reference Appendix C for the Program Allocation Plan

In 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 sur- charge 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.

As of Q4 FY2024, actual YTD BTE FAST-ER revenues were \$113.9M, which is \$4.9M above the FY2024 revenue forecast of \$109.0M. This information is shown to the right in Figure E.

In 2021, SB21-260, also known as Sustainability of the Transportation System, modified the scope of the Enterprise to include tunnel projects and authorized it to impose a 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 from FY2023 to FY2032. The Bridge and Tunnel dedicated portion of the Retail Delivery Fee is a flat fee of 2.8 cents that is placed on all retail deliveries. These fees are indexed to the National Highway Construction Cost Index (NHCCI) after FY2032 and FY2023, respectively. These revenues are directly used to fund projects to mitigate the impact of vehicles utilizing the state's bridges and tunnels. In accordance with the statute, BTE prioritizes projects included in the CDOT 10-year Vision Plan when allocating these revenues.

As of Q4 FY2024, actual YTD SB21-260 revenues were \$30.2M, which is \$2.9M above the FY2024 revenue forecast of \$27.3M. This information is shown to the right in Figure F.

Figure E. Forecast vs Actual FASTER Revenue Comparison

\$120.0 M \$109M \$113.9 M \$100.0 M \$100.0 M \*FY24 Revenue Forecast Actual FY24 Revenue \$60.0 M \$20.0 M

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

Statewide Bridge & Tunnel Enterprise

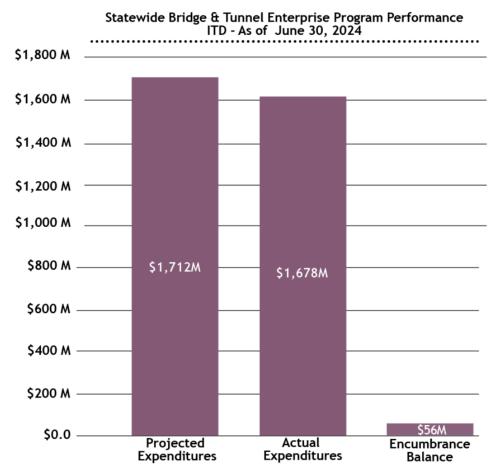
Figure F. Forecast vs Actual SB21-260 Revenue Comparison

\$0.0

\$30.2M
\$30.0 M
\$25.0 M
\$25.0 M
\$10.0 M
\$5.0 M
\$10.0 M
\$10.0 M
\$10.0 M
\$10.0 M
\$20.0 M
\$20.0 M

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 \$1,712M on June 30, 2024, an increase of \$10M since March 31, 2024. Actual LTD expenditures as of June 30, 2024 are \$1,678M, as compared to \$1,648M on March 31, 2024, an increase of \$30M or 1.8%. The current encumbrance balance is \$56M, a decrease of \$4M since March 31, 2024.

Figure G. Statewide Bridge & Tunnel Enterprise Program Performance



## Appendix A - Active Project Portfolio

Original Bridge Number	New Bridge Number	Facility Carried over Featured Intersection	Region	County	Major Project/Bundle	Project Status
E-16-EO	Not Assigned	SPEER BLVD SBND OVER I 25 ML	1	DENVER	Speer & 23rd	In Design
E-16-EW	Not Assigned	SPEER BLVD NBND OVER I 25 ML	1	DENVER	Speer & 23rd	In Design
E-16-FZ	E-16-FZA	I 70 ML OVER HARLAN STREET	1	JEFFERSON	N/a	In Construction
E-16-GX	Not Assigned	I 70 ML WBND OVER SH 391 ML	1	JEFFERSON	N/a	In Design
E-16-GY	Not Assigned	I 70 ML EBND OVER SH 391 ML	1	JEFFERSON	N/a	In Design
E-16-JL	E-16-JA	I 70 ML WBND OVER SH 72 ML	1	JEFFERSON	N/a	In Construction
E-17-GV	E-17-GX	I 76 ML WBND OVER YORK STREET	1	ADAMS	N/a	In Construction
E-17-GW	E-17-GX	I 76 ML EBND OVER YORK STREET	1	ADAMS	N/a	In Construction
E-17-ID	Not Assigned	I 270 ML WBND OVER SOUTH PLATTE RIVER	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IE	Not Assigned	I 270 ML EBND OVER SOUTH PLATTE RIVER	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IF	Not Assigned	I 270 ML WBND OVER DITCH RD,BURLINGTON CANA	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IG	Not Assigned	I 270 ML EBND OVER DITCH RD,BURLINGTON CANA	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IH	Not Assigned	I 270 ML WBND OVER SH 265 ML,UP RR,BNSF RR	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IJ	Not Assigned	I 270 ML WBND OVER SERVICE RD, BNSF RR	1	ADAMS	I-270 Critical Bridges	In Design
F-15-BL	F-15-BLA	I 70 ML WBND OVER US 6, CLEAR CREEK	1	CLEAR CREEK	Floyd Hill	In Design
F-15-BM	F-15-BMA	RAMP TO US 6 ML OVER CLEAR CREEK R	1	CLEAR CREEK	Floyd Hill	In Design
F-15-D	F-15-DR	1 70 FRONTAGE RD OVER CLEAR CREEK SR	1	CLEAR CREEK	Floyd Hill	In Design
F-16-DA	Not Assigned	23RD AVENUE OVER I 25 ML	1	DENVER	Speer & 23rd	In Design
F-16-HI	F-16-HIA	I 70 ML WBND OVER US 40 ML	1	JEFFERSON	N/a	In Design
F-16-0	Not Assigned	US 6 ML OVER SH 121 ML	1	JEFFERSON	N/a	In Design
G-12-C	G-12-U	SH 9 ML OVER PLATTE GULCH	2	PARK	Region 2 Bundle	In Construction
H-13-A	H-13-J	US 285 ML OVER MIDDLE FK S.PLATTE RVR	2	PARK	N/a	In Construction
H-13-N	H-13-0	US 24 ML OVER DRAW	2	PARK	Region 2 Bundle	In Construction
I-13-N	I-13-GA	US 24 ML OVER DRAW	2	PARK	Region 2 Bundle	In Construction
I-13-G	I-13-HA		2	PARK		
I-13-H	I-13-ПА	US 24 ML OVER DRAW	2		Region 2 Bundle	In Construction
	I-15-C	US 24 ML OVER DRAW	2	TELLER	Region 2 Bundle	
I-15-T		US 24 ML OVER DRAW		TELLER	Region 2 Bundle	In Construction
I-17-GQ	I-17-GS	I 25 ML NBND OVER ACADEMY BLVD	2	EL PASO	N/a	In Construction
I-17-GR	I-17-GS	I 25 ML SBND OVER ACADEMY BLVD	2	EL PASO	N/a	In Construction
J-14-C	J-14-CA	SH 9 ML OVER LOUIS GULCH	2	PARK	Region 2 Bundle	In Construction
J-15-G	J-15-GA	SH 9 ML OVER MACK GULCH	2	FREMONT	Region 2 Bundle	In Construction
J-17-X	J-17-XA	SH 115 ML OVER ROCK CREEK	2	EL PASO	N/a	In Construction
J-18-M	Not Assigned	US 85 ML OVER FOUNTAIN CREEK	2	EL PASO	N/a	In Design
K-18-J	K-18-JA, K-18-JB	US 50 ML OVER I 25 ML	2	PUEBLO	New Pueblo	In Design
K-18-L	K-18-LA	US 50 ML OVER FOUNTAIN CREEK	2	PUEBLO	New Pueblo	In Design
M-21-B	M-21-K	US 350 ML OVER LONE TREE ARROYO	2	OTERO	Region 2 Bundle	In Construction
M-21-C	M-21-CA	US 350 ML OVER HOE RANCH ARROYO	2	OTERO	Region 2 Bundle	In Construction
M-21-I	M-21-IA	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
M-21-J	M-21-JA	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
M-22-U	M-22-UA	US 350 ML OVER OTERO DITCH	2	OTERO	Region 2 Bundle	In Construction
M-22-Y	N/A	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
N-17-AD	N-17-ADA	I 25 ML SBND OVER US 160, SH 10, RR SPUR	2	HUERFANO	N/a	In Construction
N-21-C	Minor 350AO47131BR	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
N-21-F	N-21-FA	US 350 ML OVER SHEEP CANYON ARROYO	2	OTERO	Region 2 Bundle	In Construction

Original Bridge Number	New Bridge Number	Facility Carried over Featured Intersection	Region	County	Major Project/Bundle	Project Status
O-19-D	Minor 350AO10296BL	US 350 ML OVER LUNNING ARROYO	2	LAS ANIMAS	Region 2 Bundle	In Construction
C-08-A_Minor	Not Assigned	US 40 ML OVER SHELTON DITCH	3	ROUTT	N/a	In Design
F-06-A	Not Assigned	US 6 ML OVER ELK CREEK	3	GARFIELD	N/a	In Design
F-12-AS	F-12-ASA	I 70 ML EBND OVER POLK CREEK	3	EAGLE	Vail Pass	In Construction
F-12-AT	F-12-ATA	I 70 ML WBND OVER POLK CREEK	3	EAGLE	Vail Pass	In Construction
H-03-BL	Rehab	SH 141 ML OVER COLORADO RIVER	3	MESA	N/a	In Design
K-07-A	Not Assigned	US 50 ML OVER LAKE FK GUNNSION RIVER	3	GUNNISON	Blue Mesa Rehabilitation	In Design
K-07-B	Not Assigned	US 50 ML OVER GUNNISON/BLUE MESA RES	3	GUNNISON	Blue Mesa Rehabilitation	In Construction
A-27-A	A-27-AA	US 385 ML OVER DRAW	4	SEDGWICK	Holyoke Bundle	In Design
B-16-AM	B-16-AMA	PROSPECT ROAD OVER I 25 ML	4	LARIMER	North I-25 Seg. 7 & 8	In Construction
B-27-A	B-27-AAA	US 6 ML OVER FRENCHMAN CREEK	4	PHILLIPS	Holyoke Bundle	In Design
B-27-D	B-27-DA	US 6 ML OVER FRENCHMAN CREEK	4	PHILLIPS	Holyoke Bundle	In Design
B-27-F	B-27-FA	US 6 ML OVER DRAW	4	PHILLIPS	Holyoke Bundle	In Design
C-17-EL	C-17-ELA	I 25 ML OVER DRAW	4	LARIMER	North I-25 Seg. 7 & 8	In Construction
C-17-E0	C-17-GJ	I 25 ML SBND OVER UP RR	4	LARIMER	North I-25 Seg. 7 & 8	In Construction
C-22-AY	Not Assigned	I 76 ML WBND OVER BNSF RR, BEAVER CREEK	4	MORGAN	I-76 Phase IV	In Design
C-22-BG	Not Assigned	I 76 ML EBND OVER US 34 SPUR	4	MORGAN	I-76 Phase IV	In Design
D-28-D	D-28-DA	US 34 ML OVER REPUBLICAN RIVER	4	YUMA	Eastern Plains Bundle - Pkg 4	In Construction
G-19-B	Not Assigned	SH 86 ML OVER KIOWA CREEK	4	ELBERT	N/a	In Design
I-24-N	I-24-Z	US 40 ML OVER DRAW	4	LINCOLN	N/a	In Construction
J-12-AJ	Rehab	US 285 ML OVER DRAW	5	CHAFFEE	N/a	In Construction
P-05-B	P-05-BC	US 160 ML OVER FLORIDA RIVER	5	LA PLATA	US 160 Elmores Corner	In Design
P-12-A	P-12-AA	US 285 ML OVER CONEJOS RIV.OVERFLOW	5	CONEJOS	N/a	In Design

### Appendix B - Bridge Prioritization Plan

Sta	atewide Bri	idge & Tuni	nel Enterprise Bridge Prioritization	n Plan July	2024	Good Bette	r Best
Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Design Complete	A-27-A	4	US 385 ML over DRAW				
Design Complete	B-27-F	4	US 6 ML over DRAW				
Design Complete	B-27-A	4	US 6 ML over FRENCHMAN CREEK				
In Design	F-16-0	1	US 6 ML over SH 121 ML	•			
In Design	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER	•			
In Design	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK	•			
In Design	E-17-IF	1	I 270 ML WBND over DITCH RD, BURLINGTON CANAL	•			
In Design	E-17-IG	1	I 270 ML EBND over DITCH RD, BURLINGTON CANAL	•			
In Design	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK (SR)	•			
In Design	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER	•			
In Design	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR	•			
In Design	E-17-IJ	1	I 270 ML WBND over SERVICE RD, BNFD RR	•			
In Design	F-15-BM	1	RAMP TO US 6 ML over CLEAR CREEK	•			
In Design	E-16-JT	1	I 76 ML EBND over MARSHALL STREET				
In Design	E-16-JU	1	I 76 ML WBND over MARSHALL STREET				
In Design	E-16-JV	1	I 76 ML EBND RAMP TO SH 121 ML				
In Design	E-16-JW	1	I 76 ML WBND RAMP TO SH 121 ML				
Design Complete	K-18-L	2	US 50 ML over FOUNTAIN CREEK	•			
In Design	C-22-BG	4	I 76 ML EBND over US 34 SPUR	•			
In Design	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	•			
In Design	F-06-A	3	US 6 ML over ELK CREEK				
In Design	F-16-HI	1	I 70 ML WBND over US 40 ML	•			
In Design	G-19-B	4	SH 86 ML over KIOWA CREEK				
Remaining	E-17-IN	1	I 270 ML WBND over DAHLIA STREET	•			
Remaining	E-17-AT	1	SH 6 ML over SAND CREEK	•			
In Design	P-12-A	5	US 285 ML over CONEJOS RIVER OVERFLOW				
In Design	C-08-A_Minor	3	US 40 ML over SHELTON DITCH				
In Design	L-11-C	5	SH 114 ML over SAGUACHE CREEK				
Remaining	K-18-BT	2	SH 96 ML over UP RR, FOUNTAIN CRK				
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK				
In Design	E-16-EO	1	SPEER BLVD SBND over I 25 ML	•			
In Design	N-17-AC	2	I 25 ML NBND over US 160, SH10 RR SPUR				
In Design	J-18-M	2	US 85 ML over FOUNTAIN CREEK				
In Design	F-16-DA	1	23RD AVENUE over I 25 ML	•			
Remaining	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR				
Remaining	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR				
Remaining	L-20-C	2	US 50 ML over FARMERS OXFORD DITCH				
Remaining	B-26-E	4	SH 59 ML over SIX MILE CREEK				
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR				
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK				
Remaining	F-16-OG	1	RAMP to I 25 NBND over US 6 ML				
Remaining	F-16-HK	1	I 70 ML WBND over WEST 20th AVE	•			

E-16-JJ

Remaining

RAMP to I 70 EBND over I 70 ML



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
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-JX	1	I-76 ML EBND over I-70 ML WBND				
Remaining	F-18-AR	1	I-70 ML WBND over COUNTY ROADS 26N, 105				
Remaining	F-18-AS	1	I-70 ML EBND over COUNTY ROADS 26N, 105				
Remaining	F-18-AT	1	I-70 ML WBND over COUNTY ROADS 28N, 113				
Remaining	F-18-AV	1	I-70 ML EBND over COUNTY ROADS 28N, 113				
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	F-20-AX	1	I 70 ML WBND over COUNTY ROAD 201				
Remaining	F-20-AY	1	I 70 ML EBND over COUNTY ROAD 201				
Remaining	F-20-BA	1	I 70 ML EBND over US 40 FRONTAGE ROAD				
Remaining	F-20-BB	1	I 70 ML WBND over US 40 FRONTAGE ROAD				
Remaining	F-20-BG	1	I 70 ML WBND over COUNTY ROAD 197				
Remaining	F-20-BI	1	I 70 ML EBND over COUNTY ROAD 197				
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML				
Remaining	H-11-U	3	SH 300 ML over LAKE FORK CREEK				
In Design	E-16-GX	1	I 70 ML WBND over SH 391 ML	•			
Remaining	L-27-0	2	US 385 ML over AMITY CANAL				
Remaining	B-26-F	4	SH 59 ML over SANDY CREEK				
Remaining	G-17-AL	1	SH 105 ML over DRAW				
Remaining	H-13-M	2	US 24 ML over MIDDLE FK S. PLATTE RIVER				
Remaining	F-11-AP	3	I 70 ML WBND over TIMBER CREEK	•			
Remaining	F-11-AT	3	I 70 ML WBND over BLACK GORE CREEK	•			
Remaining	M-16-D	2	SH 69 ML over DRAW				
Remaining	C-18-BH	4	US 34 EB over UPRR	•			
Remaining	L-22-V	2	SH 109 ML over DRAW				
Remaining	B-18-I	4	SH 14 ML over EATON DITCH				
Remaining	F-16-HO	1	I 70 ML EBND over MOSS STREET, W 7TH AVE	•			
Remaining	F-20-BC	1	I 70 ML EBND over I 70 BUS RT				
Remaining	C-09-Q	3	SH 131 ML over UPRR				
Remaining	F-12-AL	3	I 70 ML WBND over CORRAL CREEK				
Remaining	F-12-A0	3	I 70 ML EBND over GULLER GULCH				
Remaining	F-22-V	4	US 36 ML over VEGA CREEK				
Remaining	F-08-D	3	I 70 ML over UP RR (SR)				
Remaining	F-12-AM	3	I 70 ML EBND over SMITH GULCH				
Remaining	F-17-AA	1	SH 177 ML over LITTLE DRY CREEK				
In Design	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUS RT	•			
Remaining	D-24-E	4	SH 63 ML over DRAW				
Remaining	F-17-GN	1	ALAMEDA AVE over I 225 ML				
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML				
Remaining	P-17-K	2	SH 12 ML over DRAW				

## Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan July 2024 Good Better Best

Good	Better	Best
------	--------	------

			Second Tier				
Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Design Complete	B-27-D	4	US 6 ML over FRENCHMAN CREEK				
Design Complete	H-03-BL	3	SH 141 ML over COLORADO RIVER				
Remaining	F-16-HH*	1	I 70 ML EBND over US 40 ML				
In Design	E-16-EW	1	SPEER BLVD NBND over I 25 ML	•			
Remaining	J-04-X	3	SH 348 ML over IRONSTONE CANAL				
Remaining	E-17-IC	1	YORK STREET over I 270 ML	•			
Remaining	I-17-CO	2	US 85 ML over I 25 ML	•			
Remaining	D-11-N	3	SH 9 ML over UPRR				
In Design	K-09-B	5	SH 114 ML over COCHETOPA CREEK				
Remaining	D-15-AQ	4	SH 7 ML WBND over BOULDER CREEK				
Remaining	D-15-AR	4	US 36 ML WBND over BOULDER CREEK				
Remaining	H-11-AB	3	SH300 ML over CALIFORNIA GULCH				
Remaining	C-23-E	4	I 76 ML EBND over TWENTY TWO SLOUGH				
Remaining	L-26-M	2	US 50 ML over WILLOW CREEK				
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND	•			
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK				
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL				
Remaining	E-14-S	1	US 40 ML over I 70 ML, CLEAR CREEK				
Remaining	K-15-G	2	US 50 ML over DRAW				
Remaining	K-19-W	2	US 50 SERVICE RD over BNSF RR AR				
Remaining	E-14-AV	1	I 70 ML over CLEAR CREEK				
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK				
Remaining	N-28-G	2	SH 116 ML over BEATY CREEK				
Remaining	N-28-H	2	SH 116 ML over BUFFALO CREEK				
Remaining	O-03-J	5	US 160 BUSINESS RT over MANCOS RIVER				
Remaining	C-18-BO	4	US 85 ML NBND over CACHE LA POUDRE RIVER				
Remaining	F-17-CZ	1	US 285 ML over LITTLE DRY CREEK				
Remaining	G-18-BC	1	SH 83 ML over WEST CHERRY CREEK				
Remaining	O-18-BI	2	COUNTY ROAD over I 25 ML				
In Design	E-16-GY	1	I 70 ML EBND over SH 391 ML	•			
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR SPUR				
Remaining	F-20-F	1	US 40 ML over EAST BIJOU CREEK				
Remaining	G-11-T	3	US 24 ML over UP RR				
Remaining	C-18-AG	4	US 85 ML SBND over SOUTH PLATTE RIVER				
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT				
Remaining	P-19-G	2	US 160 ML over RR SPUR				
Remaining	E-16-DP	1	SH 391 ML over CLEAR CREEK				
Remaining	E-17-HC	1	DAHLIA STREET over I-76 ML				
Remaining	N-17-L	2	I-25 BUS RT over BEAR CREEK				
Remaining	O-26-I	2	US 160 ML over DRAW				
In Design	C-17-DF	4	SH 392 ML over CACHE LA POUDRE RIVER				
Remaining	E-17-HD	1	SH 35 ML over SAND CREEK				
Remaining	F-17-ES	1	I 225 ML over GOLDSMITH GULCH				
				1			



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-19-F	1	US 36 ML over DRAW				
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR				
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1				
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH				
Remaining	G-17-AG	1	HAPPY CANYON ROAD over I 25 ML				
Remaining	K-16-B	2	US 50 ML WBND over SIX MILE CRK				
Remaining	E-16-HQ	1	MCINTYRE STREET over SH 58 ML				
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	D-15-AP	4	US 36 FR RD over BOULDER CREEK				
Remaining	H-16-M	2	SH 67 ML over LONG GULCH CREEK				
Remaining	D-18-B	4	SH 52 ML over DENVER HUDSON CANAL				
Remaining	H-02-FI	3	I 70 FRONTAGE RD over ADOBE CREEK SR				
Remaining	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK				
Remaining	P-09-X	5	IRR# US 84 ML over COYOTE CREEK				

			Third Tier				
Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Design Complete	K-18-J	2	US 50 ML over I 25 ML	•			
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER	•			
In Design	B-07-S	3	SH 13 ML over FORTIFICATION CREEK				
In Design	P-12-B *	5	US 285 ML over CONEJOS RIVER				
Remaining	I-17-IL	2	MAXWELL STREET AR over DRAW AR	•			
Remaining	H-03-AY	3	I 70 ML over US 6 ML, COLORADO RIVER				
Remaining	F-11-AD	3	I 70 ML over US 6/24, RR, EAGLE RIVER				
Remaining	K-27-A	2	US 385 ML over DRAW				
Remaining	F-16-GG	1	PERRY STREET over US 6 ML;W of FEDERAL				
Remaining	F-08-R	3	I-70 ML WBND over COLORADO RIVER				
Remaining	H-13-R	2	SH 9 ML over MIDDLE FK S. PLATTE RIVER				
Remaining	F-08-AH	3	I 70 ML EBND over ACESS RD, COLORADO RIVER				
Remaining	F-08-BA	3	I 70 ML EBND over COLORADO RIVER				
Remaining	F-10-AA *	3	170 ML WBND over US 6, RR, EAGLE RIVER				
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, EAGLE RIVER				
Remaining	F-11-A0	3	I 70 ML EBND over TIMBER CREEK	•			
Remaining	F-16-HJ*	1	I 70 ML EBND over WEST 20TH AVE				
Remaining	F-16-HN*	1	I 70 ML WBND over MOSS STREET, W 7TH AVE				
Remaining	G-04-R	3	US 6 ML over PARACHUTE CREEK SR				
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML				
Remaining	G-22-H	4	US 24 ML over DRAW				
Remaining	E-13-F	3	US 40 ML over CROOKED CREEK				
Remaining	H-16-L	2	SH 67 ML over DRAW				
Remaining	F-19-AJ	1	I 70 STRASBURG SPUR over UP RR				
Remaining	N-01-A	5	US 491 ML over ALKALI CREEK				



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML				
Remaining	H-03-E	3	US 6 ML over COLORADO RIVER				
Remaining	D-18-BN	4	COUNTY ROAD 4 over I 76 ML, BNSF RR				
Remaining	I-17-0	2	I 25 SERVICE RD over PINE CREEK;S of JCT SH 56				
Remaining	I-19-B	2	SH 94 ML over BIG SPRING CREEK				
Remaining	M-16-Q	2	SH 69 ML over DRAW				
Remaining	D-15-AV *	4	SH 7 ML EBND over BOULDER CREEK				
Remaining	F-15-Q	1	US 40 ML over BEAVER BROOK				
Remaining	F-15-AE	1	LOOKOUT MOUNTAIN R over I 70 ML				
Remaining	G-19-D	4	SH 86 ML over WEST BIJOU CREEK				
Remaining	E-16-MO	1	44th AVE over I 25 ML				
Remaining	F-20-AT *	1	I 70 ML WBND over DRAW				
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK				
Remaining	E-16-HR *	1	SH 121 ML NBND over US 287 ML, RR SPUR				
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER				
Remaining	H-07-F	3	SH 133 ML over CRYSTAL RIVER				
Remaining	J-12-AK	5	SH 291 ML over CR 150, ARKANSAS RIVER				
Remaining	P-19-G_MINOR	2	SH 239 ML over CANAL				
Remaining	I-17-X	2	US 24 SERVICE RD over FOUNTAIN CREEK SR				
Remaining	D-15-AX *	4	US 36 ML EBND over BOULDER CREEK				
Remaining	F-15-BC	1	US 6 ML over CLEAR CREEK				
Remaining	K-13-0	2	US 50 ML over DRAW				
Remaining	N-17-BG	2	I 25 ML NBND over SULL CREEK				
Remaining	K-14-B	2	US 50 ML over OAK CREEK				
Remaining	D-15-AZ	4	US 36 ML EBND over US 36 SPUR/BASELINE RD				
Remaining	K-19-U	2	US 50 ML EBND over CHICO CREEK				
Remaining	F-16-KW	1	SH 470 ML WBND over I70 ML				
Remaining	F-20-G	1	I-70 SERVICE RD over MIDDLE BIJOU CRREK				
Remaining	F-19-AG *	1	SH 79 ML over I 70 ML				
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER				
Remaining	G-22-BB	4	SH 71 ML over I 70 ML				
Remaining	L-22-C	2	SH 96 ML over MEREDITH CANAL				
Remaining	B-24-F *	4	US 6 ML WBND over STERLING CANAL NO 1				
Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL				
Remaining	K-19-A	2	SH 231 ML over ARKANSAS RIVER				
Remaining	D-16-CV	4	SH 157 over BNSF RR				
Remaining	K-18-EL	2	BONFORTE BLVD over SH 47 ML				
Remaining	K-18-FF	2	US 50 BUS. RTE over ARKANSAS RIVER				
Remaining	L-19-F	2	US 50 BUS. RT over DRAW				
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH CREEK				
Remaining	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK				
Remaining	E-12-I	3	SH 9 ML over BLUE RIVER				
Remaining	P-13-D	5	SH 142 ML over RIO SAN ANTONIO				

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER				
Remaining	P-09-L	5	US 84 ML OVER RIO BLANCO				
Remaining	P-18-AD	2	COUNTRY CLUB ROAD over I 25 ML				
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH				

<sup>\*</sup> Indicates a currently "fair" rated structure that is a candidate for a "poor-fair" bridge bundling project under PO 16.0 and PD 16.1

# Statewide Bridge and Tunnel Enterprise Program Allocation Plan - Quarterly Update As of June 30, 2024 (FY24 - Q4)

Separation of the separation o	Original Bridge Key	Location/Project	Region	Project Accounting	Count Project Type	Total Precon Other Funds	ls Total Precon FASTER Funds	Precon Infrastructure	Precon Infrastructure	Precon Series 2010A Bonds	Precon Series 2010A Bond	Total Precon SB-260 Funds	Total Precon Funds	Total Construction Other Funds	Total Construction FASTER Funds	Construction Infrastructure	Construction Infrastructure	Construction Series 2010A Bonds	Construction Series 2010A Bon	Total Construction SB-260	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion Date	Open/Closed
	E-17-EZ	84TH Ave over I-25 ML	1			\$969,937	so so	so	so	\$0	\$0	\$0	\$969,937	\$8,956,344	\$1	S0	SO SO	\$0	S0 S0	\$0	\$8,956,345	\$9,926,282					С
No.	F-14-B	I-70 FRONTAGE ROAD over Clear Creek	1	17671	Bridge Replacement and Major Rehabilitation	\$209,788	\$16,620	\$0	so	\$0	\$0	\$0	\$226,408	\$1,700,685	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,685	\$1,927,093					С
The series of th	F-17-AE		1		Bridge Replacement and Major Rehabilitation  Bridge Replacement and Major  Rehabilitation  Residue Replacement and Major  Rehabilitation  Residue Replacement and Major  Rehabilitation  Residue Replacement and Major									\$113,337	\$3,764,587	\$0			\$0	\$0							
September 19	F-19-B G-16-B		1		Bridge Replacement and Major									\$0 \$0	\$40,845	\$0			\$0	\$0 \$0			11/1/2010				
March   Marc	G-16-C	US 85 Cook Ranch Road to Louviers over draws	1		Bridge Replacement and Major	See G-16-B	See G-16-8	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-8	See G-16-8	See G-16-B	See G-16-8	See G-16-B	See G-16-8	See G-16-8	See G-16-B		6/28/2012	10/19/2012	11/15/2013	
Marche	G-17-A		1		Bridge Replacement and Major Rehabilitation  Bridge Replacement and Major  Bridge Replacement and Major			\$0	\$O	\$280,563	\$0	\$0	\$303,479		-	\$0	\$0	\$0		\$0							
Martin   M	F-16-DT		1			_										\$0 See F-16-DT	\$0 See F-16-DT	\$0 \$0		\$0 See F.16-DT							
Series of the se	E-17-GE		1		Rehabilitation  Bridge Replacement and Major  Pohabilitation																						
Marcharden 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	E-17-BY	I 70 ML EBND over SAND CREEK	1	17537	1 Bridge Replacement and Major Rehabilitation	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	3/31/2010	3/31/2011	7/29/2011	7/6/2012	С
Second	E-17-GM				1 Bridge Replacement and Major Rehabilitation Bridge Replacement and Major																						
No. 1. May 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.			-		Rehabilitation															See E-17-GM							
Monther Monthe	F-16-CS		1		Rehabilitation  Bridge Replacement and Major Rehabilitation											\$0	\$0			\$0							
Market Ma	E-16-GQ	SH 95 ML over UP RR, RR SPUR		18082	Rehabilitation	\$396,399	50	\$0	\$0	\$0	\$0	\$0		50	\$60,333	\$0	\$0		\$0	\$0		\$6,750,011	4/29/2008	2/2/2012	4/24/2012	11/1/2013	
Marting	F-16-FL		-		Rehabilitation																						
Sept 19	E-16-FL		_		Rehabilitation  Bridge Replacement and Major											\$0											
Members 19 19 19 19 19 19 19 19 19 19 19 19 19	F-17-F	SAND CREEK	1	18180		\$0	\$0	\$0	\$0	\$1,819,331	\$0	\$0	\$1,819,331	\$0	\$1,250,185	\$0	\$0	\$6,000,689	50	\$0	\$7,250,874	\$9,070,205	8/1/2011	5/2/2013	7/23/2013	3/16/2015	С
Markey of the part   1	F-17-BS	SAND CREEK	1		Bridge Replacement and Major Rehabilitation																						
See	E-16-FW		-		1 Rehabilitation Bridge Replacement and Major																						
New And Service 19 1 17 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	F-16-F				Bridge Replacement and Major										50	\$0											
Marchannes	F-17-DM	SH 88 ML/ARAP RD over CHERRY CREEK	1	18147	Bridge Replacement and Major		\$7,611,291		\$0			\$0		\$0	\$9,821,300	\$0	\$0		\$2,000,000	\$0	\$20,882,028				10/21/2013	8/3/2015	С
March   Marc	F-17-DM		1		Renabilitation									\$0		\$0	\$0			\$0	\$0						
Control   Cont	E-17-DC		1											\$0 See F-17-DC	-	\$0 See E-17-DC	\$0 See F-17-DC			\$0 See F.17.00							
Marie	E-17-ER		1		Rehabilitation Bridge Replacement and Major Rehabilitation											\$0	\$0			\$0							
Martine   Mart	E-17-CA	SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	1	18206	Bridge Replacement and Major Rehabilitation		See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER		7/1/2011	9/26/2013		8/14/2015	
Martine   Mart	F-16-EF		1		1 Bridge Replacement and Major Rehabilitation Bridge Replacement and Major								50	\$0		\$0				\$0							
Martine   Mart	F-16-EN		1		Bridge Replacement and Major									\$951,228 \$0		\$0 \$0				\$0 \$0							
Marche   1	F-17-GO		1											\$238,325	-	\$0				\$0							
Second column	F-17-GA	US 40 ML WBND over TOLLGATE CREEK	1	18204	Bridge Replacement and Major Rehabilitation	See F-17-G0	See F-17-G0	See F-17-G0	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-G0	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	2/1/2011	1/16/2014	6/9/2014	9/22/2016	С
Manual Angle   Manu	E-16-HA				Bridge Replacement and Major Rehabilitation															\$0							
Second Bills   Seco					1 Rehabilitation  Bridge Replacement and Major																		11/1/2012	11/20/2014	1/29/2015	11/18/2016	
Second Build	E-17-JP				Rehabilitation																		11/26/2012	11/20/2014	4/13/2015	11/29/2016	
State   Stat	F-16-ER	US 6 over Garrison	1	19478	1 Bridge Replacement and Major Rehabilitation	\$1	\$605,839	\$0	\$0	\$200,000	\$0	\$0	\$905,840	\$0	\$13,338,258	\$0	\$0	\$500,000	\$0	\$0	\$13,838,258	\$14,644,098	3/29/2013	7/3/2014	1/15/2015	4/30/2016	0
Second Build   Seco			-		Rehabilitation																						
State   Stat			+		Rehabilitation																						
March   Marc	E-17-KR		-		Rehabilitation																						
	E-17-GA	Central 70	1	19631	Rehabilitation	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	7/22/2013				0
Manuschander   C   C   C   C   C   C   C   C   C	E-17-GB				Bridge Replacement and Major Rehabilitation  Bridge Replacement and Major  Rehabilitation  Residue Replacement and Major  Rehabilitation  Residue Replacement and Major  Rehabilitation  Residue Replacement and Major																						
Marie   Mari	F-14-Y				1 Rehabilitation Bridge Replacement and Major										\$10,937,963			\$0		\$0 \$0	\$10,937,963			3/6/2015	4/2/2015	6/27/2016	
	F-15-BM	· ·	1		Rehabilitation  Bridge Replacement and Major  Rehabilitation									See F-15-BL	See F-15-BL:1	See F-15-BL		See F-15-BL		See F-15-BL	See F-15-BL						
Mathematical Conting of the contin	F-15-D	I-70 FRONTAGE ROAD over CLEAR CREEK- Floyd Hill	1	22716		See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL.1	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	9/6/2018				0
March   Marc	F-15-BL.1		1																								
	F-15-BM F-15-BI 2		1		Rehabilitation  Bridge Replacement and Major										-										8/8/2024	6/30/2026	
9. Miller 19. Miller 1	F-15-BM	* * * * * * * * * * * * * * * * * * * *	+		Bridge Replacement and Major									See F-15-BL.2			See F-15-BL2	See F-15-BL2		See F-15-BL.2	See F-15-BL2						
Section   Sect	F-15-D	* * * *	1	<u> </u>	0 Bridge Replacement and Major Rehabilitation			See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL2	See F-15-BL2	See F-15-BL.2	See F-15-BL.2						
Part	F-16-EF		1		0 Rehabilitation Bridge Replacement and Major		\$20,000	\$0	\$0 ***	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	50	\$0	\$0	\$0	\$20,000					c
Second   S	E-16-LT		1		Rehabilitation  Bridge Replacement and Major	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	-	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	52,637,663 See E-16-LU	See E-16-LU					0
Math	E-16-LU.1		+		0 Rehabilitation	\$0																					
March   Marc	E-16-LT				Bridge Replacement and Major Rehabilitation																		11/24/2019	7/14/2022			
March   Marc	H-17-CH H-17-CI																										
March   Marc	H-17-CF				Bridge Replacement and Major																		3/4/2020	12/15/2020			
Section   Sect	E-16-EW	SPEER BLVD. over 1-25	1		Bridge Replacement and Major Rehabilitation		\$5,919,746	\$0	\$0	\$0	\$0	\$0	\$5,919,746	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000,000	\$60,000,000	\$65,919,746	3/23/2021				0
1. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	E-16-E0		+	22969	Bridge Replacement and Major Rehabilitation  Bridge Replacement and Major  Bridge Replacement and Major	See E-16-EW																					
Note	F-16-DA E-16-HE				Bridge Replacement and Major	See E-16-EW																		11/7/2021	2/14/2022	11/29/2023	
1. Start 1.	E-16-HF		-	23673	Bridge Replacement and Major Rehabilitation	See E-16-HE																					
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	E-17-GW	I-76 over YORK ST.	1	23681	Bridge Replacement and Major Rehabilitation	\$0	\$589,981	\$0	\$0	\$0	\$0	\$0	\$589,981	\$0	\$12,595,057	\$0	\$0	\$0	\$0	\$0	\$12,595,057	\$13,185,038	5/14/2020	2/28/2022	5/31/2022	10/1/2024	0
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	E-17-GV			23681	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major  Bridge Replacement and Major  Bridge Replacement and Major	See E-17-GW																			5/31/2022	10/1/2024	
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	E-17-ID E-17-IE			24947	1 Rehabilitation	\$0																					
1. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	E-17-IF		_	24947	Bridge Replacement and Major Rehabilitation			l																			
1. 12. 12. 12. 12. 12. 12. 12. 12. 12. 1	E-17-IH		_		Bridge Replacement and Major Rehabilitation			l																			
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	E-17-IG			24947	Bridge Replacement and Major Rebabilitation			l																			
1. 1 2.00	various														<del>                                     </del>					+			7/ 16/2022	47.257.2024	5/12/2025	5/12/2027	
2. Fig. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	F-16-0				1 Bridge Replacement and Major Rehabilitation										<del>                                     </del>												
2 1166 1 1 166 plane Turky Creak 2 1166 2 11	L-22-F	SH 96 ML over Draw and Black Draw	+	17668	Bridge Replacement and Major Rehabilitation	\$149,300	\$757	\$0		\$0	\$0		\$150,057			\$0		\$0				\$3,916,734					
2-14 31-50 More Training Back Orange and Back	K-23-C		+					l												+							
1/64 SHE over Turkey Creek 2 171669 1 Behali Italian SHE Over Turkey Creek 2 171669 1 Behali Italian SHE Over Turkey Creek 513,859 50 50 50 50 50 50 50 50 50 50 50 50 50	K-23-B K-24-A		+	1	Rehabilitation Bridge Replacement and Major			l							<del>                                     </del>					+							
	N-16-L	SH 69 over Turkey Creek		17669	Bridge Replacement and Major Rehabilitation	\$93,864									-					\$0							
	H-16-K	US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 67over Draw	2	17675		\$219,669	50	\$0	\$0	\$0	\$0	\$0	\$219,669	\$2,418,297	\$0	\$0	\$0	\$0	\$0	\$0	\$2,418,297	\$2,637,966					c

28

# Statewide Bridge and Tunnel Enterprise Program Allocation Plan - Quarterly Update As of June 30, 2024 (FY24 - Q4)

Original Bridge Key	Location/Project Re	egion Project Accounting Count	Project Type	Total Precon Other Funds	Total Precon FASTER Funds	Precon Infrastructure Revenue Bonds	Precon Infrastructure Revenue Bond Interest	Precon Series 2010A Bonds	Precon Series 2010A Bond Interest	Total Precon SB-260 Funds	Total Precon Funds	Total Construction Other Funds	Total Construction FASTER Funds	Construction Infrastructure Revenue Bonds	Construction Infrastructure Revenue Bond Interest	Construction Series 2010A Bonds	Construction Series 2010A Bond Interest	Total Construction SB-260	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion Date	Open/Closed
I-17-AE	Draw	2 17675 1	Bridge Replacement and Major Rehabilitation	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K					c
I-15-Y	DIAW	2 17675 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K					с
		2 18115 1 2 18059 1	Rehabilitation Bridge Replacement and Major	\$180,766	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$180,766	\$0 \$1,675,834	\$1,725,376 \$1	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,725,376	\$1,725,376 \$1,856,601		12/9/2010	5/4/2011	10/31/2011	С
		2 18131 1	Rehabilitation  Bridge Replacement and Major Rehabilitation	\$177,535	\$63,267	\$0	\$0	\$0	\$0	\$0	\$240,802	\$0	\$0	\$0	\$0	\$6,129,155	\$0	\$0	\$6,129,155	\$6,369,957	6/1/2010	12/30/2010	2/16/2011	4/30/2012	С
G-12-L	t on the annual	2 17681 1	Bridge Replacement and Major Rehabilitation	\$133,913	\$0	\$0	\$0	\$0	\$0	\$0	\$133,913	\$111,688	\$0	\$0	50	\$76,865	\$0	50	\$188,553	\$322,466	1/4/2010	6/9/2011	9/5/2011	12/29/2011	c
J-18-S	LOCAN ADAD AND A	2 18414 1	Rehabilitation Bridge Replacement and Major	\$0 See J-18-S	\$0 See J-18-S	\$0 See J-18-S	\$0 See J-18-S	\$0 See J-18-S	\$0 See J-18-S	\$0 See J-18-S	50 See J-18-S	\$0 See J-18-S	\$0 See J-18-S	\$0 See J-18-S	\$0 See J-18-S	\$1,043,384 See J-18-S	\$0 See J-18-S	\$0 See J-18-S	\$1,043,384 See J-18-S	\$1,043,384 See J-18-S	9/1/2010	10/13/2011	2/20/2012	9/17/2012	c
K-16-K	DINAW		Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$468,198	\$0	\$0	\$0	\$0	\$0	\$468,198	\$0	\$653,545	\$0	\$0	\$4,833,271	\$0	\$0	\$5,486,816	\$5,955,014	7/9/2010	5/25/2012	10/8/2012	6/27/2014	c
		2 18177 1	Bridge Replacement and Major Rehabilitation	\$0	\$449,681	\$0	\$O	\$0	\$0	\$0	\$449,681	\$0	\$0	\$0	\$0	\$1,509,477	\$0	\$0	\$1,509,477	\$1,959,158	2/1/2011	8/25/2011	10/19/2011	5/18/2012	С
H-18-A O-16-A		2 18203 1 2 18250 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0 \$0	\$288,894 \$176,063	\$0	\$0	\$0	\$0	\$0 \$0	\$288,894	\$0	\$0	\$0	\$0 \$0	\$2,993,733	\$0	\$0 \$0	\$2,993,733	\$3,282,627 \$176,063	6/1/2010	9/9/2011	11/15/2011	8/17/2012	С
			Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$176,063	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$176,063 \$150,662	\$0 \$0	\$0 \$0	\$0 \$0	50	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$176,063	12/1/2010				c
0-16-A & P-17-H		2 18640 0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,132,692	\$0	\$0	\$2,132,692	\$2,132,692		10/20/2011	2/24/2012	11/15/2012	c
0-26-L	US 1/OM		Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$340,422	\$0	\$O	\$868	\$0	\$0	\$341,290	\$0	\$12,034	\$0	\$0	\$3,543,166	\$0	\$0	\$3,555,200	\$3,896,490	2/1/2011	12/15/2011	3/29/2012	12/13/2012	С
0-25-H	DRAW	2 18321 1 2 18321 1	Rehabilitation Bridge Replacement and Major	See 0-26-L See 0-26-L	See 0-26-L See 0-26-L	See O-26-L See O-26-L	See O-26-L See O-26-L	See O-26-L See O-26-L	See 0-26-L See 0-26-L	See 0-26-L See 0-26-L	See 0-26-L See 0-26-L	See O-26-L See O-26-L	See O-26-L See O-26-L	See O-26-L See O-26-L	See O-26-L See O-26-L	See O-26-L See O-26-L	See O-26-L See O-26-L	See O-26-L	See O-26-L See O-26-L	See O-26-L See O-26-L	2/1/2011	12/15/2011	3/29/2012	12/13/2012	c
M-24-B	SH 101 ML over DRAW	2 18178 1	Bridge Replacement and Major Rehabilitation	\$0	\$268,899	\$0	\$0	\$0	\$0	\$0	\$268,899	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$268,899	2/1/2011				С
		2 18435 1	Bridge Replacement and Major Rehabilitation  Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$132,413	\$0	\$0	\$132,413	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$132,413	2/1/2011				С
	COMBINED CONST. SH 101 ML over DRAW and over PURGATOIRE RIVER SH 266 ML over HOLBROOK CANAL		Rehabilitation Bridge Replacement and Major	\$0 \$0	\$0 \$722,726	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$722.726	50 50	\$0 \$0	\$0 \$0	SO SO	\$3,731,491 \$0	\$0 \$0	\$0 \$0	\$3,731,491 \$0	\$3,731,491 \$722,726	12/1/2010	11/23/2011	3/29/2012	10/31/2012	С
			Rehabilitation  Bridge Replacement and Major Rehabilitation	\$0	\$0	50	\$0	\$0	\$0	\$0	\$0	50	\$0	\$0	\$0	SO SO	\$0	\$0	\$0	so	12/1/2010				c
		2 18440 1	Bridge Replacement and Major Rehabilitation	\$0	\$200	\$0	\$0	\$743,798	\$0	\$0	\$743,998	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$743,998	7/15/2011				c
L-22-0, E & K	US 50 ML over	2 18627 0	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0 \$0	\$0 \$1.553.259	\$0 \$0	\$0 \$0	\$799,497 \$106,079	\$0 \$0	\$0 \$0	\$799,497	\$0 \$0	\$32,953 \$6,166,545	\$0 \$0	\$0 \$0	\$5,486,885 \$1	\$0 \$0	50 50	\$5,519,838 \$6,166,546	\$6,319,335 \$7,825,884	2/1/2011	9/22/2011	8/20/2012 2/23/2015	3/7/2013 7/1/2016	c
L-27-S	BNSF RR	2 18155 1	Rehabilitation  Bridge Replacement and Major Rehabilitation	See L-28-C	\$1,553,259 See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	\$1,659,338 See L-28-C	50 See L-28-C	56,166,545 See L-28-C	\$0 See L-28-C	See L-28-C	51 See L-28-C	See L-28-C	See L-28-C	50,100,540 See L-28-C	\$7,825,884 See L-28-C	2/1/2011	7/17/2014	2/23/2015	7/1/2016	c
		2 18461 1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$299,217	\$0	\$0	\$299,217	\$0	\$0	\$0	\$0	\$2,105,844	\$0	\$0	\$2,105,844	\$2,405,061	10/15/2010	9/20/2012	12/3/2012	6/18/2013	С
P-19-AD		2 18461 1 2 18208 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See O-19-J \$0	See 0-19-J \$493,712	See 0-19-J	See O-19-J \$0	See O-19-J \$0	See O-19-J \$0	See O-19-J \$0	See 0-19-J	See O-19-J SO	See O-19-J \$34,143	See O-19-J	See O-19-J	See O-19-J \$3,153,661	See O-19-J \$0	See O-19-J	See O-19-J \$3,187,804	See 0-19-J \$3,681,516	10/15/2010	9/20/2012	12/3/2012	6/18/2013 4/11/2014	c
0-19-H K-16-S			Rehabilitation Bridge Replacement and Major	\$0 \$0	\$493,712 \$505,078	\$0 \$0	\$0 \$0	\$0 \$755,829	\$0 \$0	\$0 \$0	\$493,712	\$0 \$0	\$34,143 \$4,106,291	\$0 \$0	\$0 \$0	\$3,153,661 \$312,427	\$0 \$0	\$0 \$0	\$3,187,804 \$4,418,718	\$3,681,516	10/15/2010 3/15/2011	2/21/2013 6/19/2014	4/29/2013 10/28/2014	4/11/2014 1/8/2016	С
L-18-M & L-18-W		2 19206 0	Bridge Replacement and Major Rehabilitation	\$0	\$123,988	\$0	\$0	\$108,191	\$0	\$0	\$232,179	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$232,179	10/15/2012				c
		2 19207 0	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$132,619	\$0	\$0	\$2,000	\$0	\$0	\$134,619	50	\$0	\$0	\$0	\$0	\$0	50	\$0	\$134,619	10/15/2012				c
K-18-CL K-18-CK		2 19205 1 2 19205 1	Rehabilitation	\$0 \$0	so so	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$1,300,757 \$0	\$38,249,465 \$0	\$0 \$0	\$0 \$0	\$100,000 \$0	\$0 \$0	\$0 \$0	\$39,650,222	\$39,650,222 \$0		3/6/2014	2/10/2015	7/31/2019	0 C
		2 19205 1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,271,797	\$0	\$0	\$10,000	\$0	\$0	\$3,281,797	\$3,281,797		3/6/2014	4/1/2015	9/7/2017	0
			Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$771,562	\$0	\$0	\$10,000	\$0	\$0	\$781,562	\$781,562		3/6/2014	4/1/2015	9/7/2027	0
		2 19205 1 2 19205 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0 \$0	so so	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,918,686 \$3,527,195	\$0 \$0	\$0 \$0	\$10,000	\$0 \$0	\$0 \$0	\$3,928,686	\$3,928,686		3/6/2014	4/1/2015 4/1/2015	1/17/2019 7/21/2017	0
		2 19205 1	Rehabilitation  Bridge Replacement and Major Rehabilitation	\$0	\$0	50	\$0	\$0	\$0	\$0	\$0	\$0	\$3,469,192	\$0	so so	\$10,000	50	50	\$3,479,192	\$3,479,192		3/6/2014	2/10/2015	10/1/2018	0
K-18-R	US 50 BUS EBND over Arkansas River	2 19205 1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,941	\$0	\$0	\$11,983	\$0	\$0	\$5,012,924	\$5,012,924		3/6/2014	2/10/2015	1/17/2019	0
		2 17666 0 2 17666 0	Rehabilitation	\$7,547,800 See K-18-CL	\$599,222 See K-18-CL	\$0 See K-18-CL	\$0 See K-18-CL	\$1,908,484 See K-18-CL	\$0 See K-18-CL	\$0 See K-18-CL	\$10,055,506 See K-18-CL	\$0 See K-18-CL	\$0 See K-18-CL	\$0 See K-18-CL	\$0 See K-18-CL	\$0 See K-18-CL	\$0 See K-18-CL	50 See K-18-CL	\$0 See K-18-CL	\$10,055,506 See K-18-CL	6/1/2011				c 0
		2 19123 1	Rehabilitation	\$0	\$0	\$0	\$0	\$168,125	\$0	\$0	\$168,125	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$168,125	10/15/2012				С
K-14-J	US50 ML over Draw Cotopaxi-Texas Creek	2 19304 1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$342,596	\$0	\$0	\$342,596	\$0	\$1,452,992	\$0	\$0	\$0	\$0	50	\$1,452,992	\$1,795,588	10/30/2012	6/12/2014	3/1/2015	8/15/2015	С
		2 19055 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$3,460	\$0	\$0 \$0	\$385,840	\$0 \$0	\$0 \$0	\$389,300	50 50	\$0 \$3,598,764	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$389,300 \$3,636,024	12/19/2012	3/1/2018	5/29/2018	6/26/2019	С
		2 22320 1 2 19054 1	Dalder Designment and Major	\$0 \$0	\$37,260 \$3,876	\$0 \$0	\$0	\$558,109	\$0	so so	\$37,280	50 50	\$3,598,764	\$0	50	\$1,910,242	\$0 \$0	\$0	\$3,598,764	\$3,636,024	12/19/2012	10/24/2013	2/17/2014	9/3/2014	c
P-23-A	SH160 ML over Smith Canyon	2 19053 1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$373,691	\$0	\$0	\$373,691	50	\$1,775,780	\$0	\$0	\$0	\$0	\$0	\$1,775,780	\$2,149,471	12/19/2012	2/5/2015	5/26/2015	10/30/2015	с
		2 21012 1	Rehabilitation	\$0	\$254,704	\$0	\$0	\$0	\$0	\$0	\$254,704	\$0	\$6,517,636	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$6,517,636 \$2,275,375	\$6,772,340	5/13/2015	8/30/2018	12/10/2018	11/15/2019	c
		2 21011 1 2 20407 1	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$344,896 \$541,169	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$344,896	\$0 \$0	\$2,275,375 \$9,229,247	\$0 \$0	\$0	SO SO	\$0	50 50	\$2,275,375	\$2,620,271 \$9,770,416	7/29/2015	3/29/2018 8/3/2018	7/16/2018	12/14/2018	0
N-17-S		2 20407 1	Rehabilitation Bridge Replacement and Major Rehabilitation	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-8N	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	10/23/2017	8/3/2018	10/15/2018	12/8/2020	0
N-17-AD	·	2 22350 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$1,518,520	\$0	\$0	\$0	\$0	\$0	\$1,518,520	\$0	\$26,237,439	\$0	\$0	\$0	\$0	\$0	\$26,237,439	\$27,755,959	11/6/2017	10/20/2022	3/23/2023	10/30/2024	С
K-18-U H-13-G		2 22823 1 2 22865 1	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$102,980 \$473,405	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$102,980	\$0 \$0	\$2,531,140 \$4,422,126	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$2,531,140 \$4,422,126	\$2,634,120 \$4,895,531	11/5/2018	12/5/2019	4/7/2020 6/13/2022	10/30/2020	o c
		2 23005 1	Rehabilitation  Bridge Replacement and Major Rehabilitation	\$0	\$333,687	\$0	\$0	\$0	\$0	\$0	\$333,687	50	\$1,667,723	\$0	\$0	\$0	\$0	50	\$1,667,723	\$2,001,410	6/1/2019	5/7/2020	2/23/2021	11/30/2021	c
		2 23006 1	Bridge Replacement and Major	\$0	\$235,942	\$0	\$0	\$0	\$0	\$0	\$235,942	\$0	\$2,457,119	\$0	\$0	\$0	\$0	\$0	\$2,457,119	\$2,693,061	6/1/2019	7/31/2020	11/2/2020	5/5/2021	С
			Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Dehabilitation	\$0 \$0	\$190,050 \$215,998	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$190,050 \$215,998	\$0 \$0	\$0 \$1,883,031	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	50 50	\$0 \$1,883,031	\$190,050 \$2,099,029	6/1/2019	5/7/2020	9/17/2020	3/4/2021 9/30/2021	0
		2 23605 1	Bridge Replacement and Major Rehabilitation	\$0	\$1,541,172	\$0	\$0	\$0	\$0	\$0	\$1,541,172	50	\$24,527,474	\$0	\$0	\$0	\$0	\$0	\$24,527,474	\$26,068,646	10/1/2019	1/14/2021	11/29/2021	8/26/2024	0
		2 23605 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	10/1/2019	1/14/2021	11/29/2021	8/26/2024	0
		2 23558 1 2 23558 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	\$1,885,292 See G-12-C	\$524,426 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$2,409,718 See G-12-C	\$10,589,708 See G-12-C	\$42,152,740 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	50 See G-12-C	\$52,742,448 See G-12-C	\$55,152,166 See G-12-C	8/19/2020 8/19/2020	7/31/2020 7/31/2020	4/18/2022 4/18/2022	1/22/2025	0
			Rehabilitation  Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
		2 23558 1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
		2 23558 1 2 23558 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See G-12-C See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	8/19/2020 8/19/2020	7/31/2020	4/18/2022 4/18/2022	1/22/2025	0
		2 23558 1 2 23558 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation		See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	8/19/2020 8/19/2020	7/31/2020	4/18/2022 4/18/2022	1/22/2025	0
		2 23558 1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
		2 23558 1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
		2 23558 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	8/19/2020 8/19/2020	7/31/2020	4/18/2022 4/18/2022	1/22/2025	0
		2 23558 1	Rehabilitation Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
		2 23558 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
			Rehabilitation  Bridge Replacement and Major Rehabilitation	See G-12-C \$0	See G-12-C \$788,320	See G-12-C \$0	See G-12-C \$0	See G-12-C \$0	See G-12-C \$0	See G-12-C \$0	See G-12-C \$788,320	See G-12-C \$0	See G-12-C \$11,392,604	See G-12-C \$0	See G-12-C \$0	See G-12-C \$0	See G-12-C 50	See G-12-C 50	See G-12-C \$11,392,604	See G-12-C \$12,180,924	8/19/2020 8/19/2020	7/31/2020	4/18/2022 4/18/2022	1/22/2025	0
		2 23559 1	Bridge Replacement and Major Rebabilitation	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	\$0	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
		2 23559 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	\$0	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
			Bridge Replacement and Major	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$6,532,905 \$0	\$0 \$42,967,710	\$0 \$0	\$0 \$0	\$0 \$0	50 50	\$6,532,905 \$42,967,710	\$6,532,905 \$42,967,710			5/1/2023 8/1/2024	11/1/2024	0
		2 23535 1	Bridge Replacement and Major Rehabilitation	See K-18-J	See K-18-J	See K-18-J	See K-18-J	\$0 See K-18-J	See K-18-J	See K-18-J	See K-18-J	\$0 See K-18-J	See K-18-J	\$42,967,710 See K-18-J	\$0 See K-18-J	See K-18-J	50 See K-18-J	50 See K-18-J	\$42,967,710 See K-18-J	\$42,967,710 See K-18-J			8/1/2024	1/31/2027	0
		2 26313 1	Bridge Replacement and Major Rehabilitation	\$0	\$500,100	\$0	\$0	\$0	\$0	\$0	\$500,100	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$500,100	5/1/2024				0
		2 20200 1	Bridge Replacement and Major Rehabilitation  Bridge Replacement and Major Rehabilitation	\$0	\$500,400	\$0 50	\$0	\$0	\$0	50	\$500,400	\$0 \$5,279,983	\$0	\$0	\$0	\$0	\$0 \$0	\$0	\$0 \$5,629,983	\$500,400	7/1/2025				c
0-11-1	US 24 ML over UPRR	3 17672 1	Rehabilitation	\$409,711	\$3,500	\$0	\$0	\$0	\$0	\$0	\$413,211	\$5,2/9,983	\$350,000	\$0	\$0	\$0	50	50	25,629,983	\$6,043,194					С

29



## Statewide Bridge and Tunnel Enterprise Program Allocation Plan - Quarterly Update As of June 30, 2024 (FY24 - Q4)

Original Bridge Key	Location/Project	Region Project Acco		Total Precon Other Fund	ds Total Precon FASTER Fund	ds Precon Infrastructure Revenue Bonds	Precon Infrastructure Revenue Bond Interest	Precon Series 2010A Bonds	Precon Series 2010A Bond Interest	Total Precon SB-260 Funds		Total Construction Other Funds	Total Construction FASTER Funds	Construction Infrastructure Revenue Bonds	Construction Infrastructure Revenue Bond Interest	Construction Series 2010A Bono	ds Construction Series 2010A Bon Interest	d Total Construction SB-260	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion Date	Open/Closed
F-09-H	US 6 ML over EAGLE RIVER	3 18160	Bridge Replacement and Major Rehabilitation	\$155,656	\$150,986	\$0	\$0	\$0	\$0	\$0	\$306,642	\$0	\$0	\$0	\$0	\$4,201,213	\$0	50	\$4,201,213	\$4,507,855	9/28/2010	5/19/2011	7/20/2011	5/18/2012	С
J-09-C	US 50 SERVICE RD over GUNNISON RVR SR	3 18193	Renabilitation	\$143,514	\$0	\$0	\$0	\$203,584	\$0	\$0	\$347,098	\$0	\$0	\$0	\$0	\$2,369,188	\$0	\$0	\$2,369,188	\$2,716,286	6/1/2010	6/23/2011	8/29/2011	8/31/2012	с
J-09-D	US 50 SERVICE RD over GUNNISON RVR SR I 70 SERVICE RD over COLORADO RIVER SR	3 18193 3 18162	Renabilitation	See J-09-C \$146,819	See J-09-C \$0	See J-09-C S0	See J-09-C \$0	See J-09-C \$1,805,747	See J-09-C \$0	See J-09-C \$0	See J-09-C \$1,952,566	See J-09-C \$0	See J-09-C S0	See J-09-C S0	See J-09-C S0	See J-09-C \$7,966,405	See J-09-C \$0	See J-09-C S0	See J-09-C \$7,966,405	See J-09-C \$9,918,971	6/1/2010 4/6/2011	6/23/2011 9/2/2012	8/29/2011 9/4/2012	8/31/2012 9/30/2013	С
F-08-F	Historic Eagle County Bridges Book	3 19325	Renabilitation	\$0	\$22,062	50	\$0	\$0	\$0	\$0	\$22,062	50	\$0	50	\$0	\$0	50	50	\$0	\$22,062	1/0/1900	1/0/1900	1/0/1900	1/0/1900	С
C-09-C	US 40 ML over E FORK ELK RIVER	3 18138	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$1,517,178	\$0	\$0	\$1,517,178	50	\$0	\$0	\$0	\$4,117,918	\$0	50	\$4,117,918	\$5,635,096	4/1/2011	12/13/2012	2/28/2013	11/19/2013	С
F-11-AC	I 70 ML EBND over US 6, RR, EAGLE RIVER	3 18159	Rehabilitation	\$1	\$0	\$0	\$0	\$1,779,324	\$0	\$0	\$1,779,325	\$0	\$12,457,996	\$0	\$0	\$500,000	50	\$0	\$12,957,996	\$14,737,321	4/1/2011	3/6/2014	7/19/2014	5/5/2017	С
F-11-AB	I 70 ML WBND over US 6, RR, EAGLE RIVER	3 18159	Rehabilitation	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	4/1/2011	3/6/2014	7/19/2014	5/5/2017	С
F-07-A	SH 82 ML over 170 ML, COLORADO RVR, RR PEDESTRIAN BRIDGE over COLORADO RVR	3 18158 3 21122	Rehabilitation	\$75,569 \$0	\$30,684,256 \$0	so so	\$0 \$0	\$10,537,357 \$0	\$0 \$0	\$0 \$0	\$41,297,182	\$1,853,821 \$5,492,960	\$57,561,362 \$9,298.894	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$59,415,183 \$14,791,854	\$100,712,365 \$14,791,854	5/11/2011	7/1/2015	1/1/2016	10/30/2018	С
D-13-A	US 34 over NORTH FORK COLORADO RIVER	3 21122	Rehabilitation	\$0	\$872.718	\$0 \$0	SO SO	\$0	\$0 \$0	\$0	\$872,718	\$5,492,960 \$0	\$9,298,894 \$5,954.412	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	50 50	\$14,791,854 \$5,954,412	\$6,827,130	6/8/2017	11/7/2018	4/1/2019	9/15/2020	С
F-05-L	I-70 WBND over Colorado River	3 21007	Rehabilitation  Bridge Replacement and Major  Rehabilitation	\$231,182	\$26,919	\$0	\$0	\$0	\$0	\$0	\$258,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$258,101	8/12/2015	2/1/2018	4/2/2018	12/15/2018	С
F-05-L	I-70 WBND over Colorado River	3 22359	0 Bridge Replacement and Major Rehabilitation	\$0	\$40,876	\$0	\$0	\$0	\$0	\$0	\$40,876	\$0	\$3,077,349	\$0	\$0	\$0	\$0	\$0	\$3,077,349	\$3,118,225					С
F-10-L	I-70 EBND over US6,RR, Eagle River	3 21008	ALL ALL STATE	\$225,184	\$26,104	\$0	\$0	\$0	\$0	\$0	\$251,288	\$0	\$0	\$0	\$0	\$0	50	50	\$0	\$251,288	8/12/2015	1/11/2018	3/16/2018	8/20/2018	c
F-10-L	I-70 EBND over US6,RR, Eagle River	3 22360 3 21009	OLI OLI CALL	\$0	\$50,226	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$50,226	\$0	\$3,145,365 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	50	\$3,145,365	\$3,195,591 \$458,526	8/12/2015	1/4/2018		8/15/2018	c
G-03-Q G-03-Q	I-70 WBND over Colorado River Overflow I-70 WBND over Colorado River Overflow	3 21009 3 22170	Bridge Replacement and Major	\$410,959	\$47,567	\$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$458,526 \$63,961	\$0 \$0	\$3,200,030	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$3,200,030	\$458,526	8/12/2015	1/4/2018	3/26/2018	8/15/2018	С
F-09-K	US 6 ML over CASTLE CREEK	3 22576	ACTION TO A STATE OF	\$0	\$44,910	\$0	\$0	\$0	\$0	\$0	\$44,910	\$0	\$3,824,079	\$0	\$0	\$0	\$0	\$0	\$3,824,079	\$3,868,989	7/1/2019	5/2/2019	7/22/2019	12/14/2019	С
F-13-S	I-70 over FOREST SERVICE ROAD	3 22712		\$0	\$1,843,855	\$0	\$0	\$0	\$0	\$0	\$1,843,855	\$0	\$14,470,575	\$0	\$0	\$0	\$0	\$0	\$14,470,575	\$16,314,430	8/9/2018	2/10/2021	4/28/2021	7/22/2022	С
I-05-V	SH 92 ML over GUNNISON RIVER	3 22943	Renabilitation	\$0	\$834,536	\$0	\$0	\$0	\$0	\$0	\$834,536	\$0	\$12,723,532	\$0	\$0	\$0	\$0	\$0	\$12,723,532	\$13,558,068	3/18/2019	10/22/2020	11/4/2021	2/4/2023	0
D-04-G	SH 64 over STRAWBERRY CREEK	3 23061	Renabilitation	\$0	\$594,125	\$0	\$0	\$0	\$0	\$0	\$594,125	50	\$14,180,340	50	\$0	\$0	\$0	50	\$14,180,340	\$14,774,465	7/1/2019	9/30/2022	3/20/2023	6/4/2024	0
D-03-A F-11-AD	SH 64 over WHITE RIVER 1-70 over US 6,US 24, RR, EAGLE RIVER	3 23061 3 23217	Bridge Replacement and Major	See D-04-G \$0	See D-04-G \$435,013	See D-04-G SO	See D-04-G \$0	See D-04-G \$0	See D-04-G \$0	See D-04-G \$0	See D-04-G \$435,013	See D-04-G \$0	See D-04-G S0	See D-04-G S0	See D-04-G S0	See D-04-G S0	See D-04-G S0	See D-04-G S0	See D-04-G S0	See D-04-G \$435,013	7/1/2019	9/30/2022	3/20/2023	6/4/2024	c 0
F-12-AS/AT	I-70 OVER US 6, US 24, NR, EAGLE NOVER I-70 VAIL PASS Design	3 23217	Bridge Replacement and Major	\$0	\$435,013	50	\$0	\$0	\$0	\$0	\$6,887,500	\$0 \$0	\$0	\$0	\$0	\$0	50	50	\$0 \$0	\$6,887,500	12/1/2020				0
F-12-AS	I-70 EBND VAIL PASS	3 24896	Renabilitation	\$0	\$0	so so	\$0	\$0		\$0	\$0	\$0	\$7,934,573	\$45,445,516	\$0	\$0	\$0	50	\$53,380,089	\$53,380,089		1/8/2024	4/22/2024	11/30/2026	0
F-12-AT	I-70 WBND VAIL PASS	3 24894	1 Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,385,379	\$0	\$0	\$0	\$0	\$22,957,340	\$48,342,719	\$48,342,719	12/1/2020	6/27/2022	8/12/2022	7/31/2024	0
F-06-A	US 6 over Elik Creek	3 24493	Renabilitation	\$0	\$1,200,000	so	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$12,300,000	\$0	\$0	\$0	\$0	\$0	\$12,300,000	\$13,500,000	6/27/2022	7/15/2025	10/15/2025	10/30/2026	0
C-08-A Minor	US 40 Over Shelton Ditch near Hayden	3 26274 3 26446	Renabilitation	\$0	\$445,800	50	\$0	\$0	\$0	\$0	\$445,800	50	\$0	\$0	\$0	\$0	50	50	\$0	\$445,800	4/1/2024		4.00/****	1/1/2007	c
K-07-B K-07-B	US 50 Blue Mesa K-07-B Critical Repairs  US 50 Blue Mesa K-07-B Permanent Repairs	3 26446 3 26447	Rehabilitation	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0		\$0 \$0	\$0 \$19,367,064	\$13,000,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$13,000,000	\$13,000,000 \$41,500,000			6/8/2024 7/5/2024	7/3/2024 11/30/2024	0
K-07-A	US 50 Blue Mesa K-07-A Permanent Repairs	3 26448	Renabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$21,245,994	\$1,686,942	\$0	\$0	\$0	\$18,567,064	\$41,500,000	\$41,500,000			7/5/2024	11/30/2024	0
A-24-C	US 138 over Ditch	4 17674	Kenabilitation	\$27,785	\$0	\$0	\$0	\$0	\$0	\$0	\$27,785	\$842,610	\$276	\$0	\$0	\$0	\$0	50	\$842,886	\$870,671					С
A-26-F	US 138 over Draw	4 17674	Renabilitation	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C					С
G-22-J	US 24 ML over DRAW	4 18003	Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	50	\$799,863	\$0	50	\$0	\$244,857	50	50	\$1,044,720	\$1,044,720	4/1/2008	12/16/2010	5/2/2011	8/24/2011	С
B-16-AE	US 287 ML over DRAW SH 14 ML over COALBANK CREEK	4 17804 4 18451	Rehabilitation Major	\$1,401,692 \$0	\$85,153 \$1.398.233	so so	\$0 \$0	\$139,160 \$249,641	\$0 \$0	\$0 \$0	\$1,626,005	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$2,338,640 \$3,358,015	\$0 \$0	\$0 \$0	\$2,338,640 \$3,358.015	\$3,964,645	4/15/2010	5/12/2011	7/25/2011	5/1/2012 9/30/2015	С
C-17-BN	I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	4 18053	Rehabilitation	\$941,887	\$0	so so	\$0	\$0	\$0	\$0	\$941,887	50	\$0	50	50	\$1,782,003	50	50	\$1,782,003	\$2,723,890	2/1/2011	4/5/2012	9/4/2012	4/12/2013	С
D-28-B	US 34 ML over N FRK REPUBLICAN RIVER	4 18432	Bridge Replacement and Major Rehabilitation	\$0	\$781,069	\$0	\$0	\$0	\$0	\$0	\$781,069	50	\$0	50	\$0	\$2,693,477	50	50	\$2,693,477	\$3,474,546	11/23/2010	4/26/2012	6/25/2012	12/14/2012	С
D-17-AK	SH 66 ML over ST VRAIN River	4 18224	Rehabilitation	\$0	\$0	\$0	\$0	\$1,311,071	\$0	\$0	\$1,311,071	\$0	\$0	\$0	\$0	\$4,228,779	\$0	\$0	\$4,228,779	\$5,539,850	2/1/2011	9/6/2012	11/5/2012	6/18/2014	С
G-21-B	I-70 FRONTAGE ROAD over DRAW	4 18610	Bridge Replacement and Major																						
			1 Rehabilitation	\$0	\$0	\$0	\$0	\$348,714	\$0	\$0	\$348,714	\$0	\$0	\$0	\$0	\$1,012,700	\$0	\$0	\$1,012,700	\$1,361,414	9/5/2011	11/16/2012	1/28/2013	5/23/2013	c
B-16-D	SH 14 ML over CACHE LA POUDRE RIVER	4 18085	Rehabilitation  Bridge Replacement and Major Rehabilitation	\$1,395,490	\$351,787	\$0	\$0	\$753,947	\$0	\$0 \$0	\$348,714 \$2,501,224	\$0 \$611,742	\$9,946,160	\$0	\$0 \$0	\$0	\$800,000	50	\$11,357,902	\$13,859,126	7/14/2009	6/19/2014	9/22/2014	11/20/2015	С
B-17-C	SH 14 ML over CACHE LA POUDRE RIVER  US 85 ML over UPRR Nunn Bridge  SH40 over SOUTH PLATTE RIVER	4 18085 4 18669	1 Rehabilitation 1 Bridge Replacement and Major Rehabilitation 1 Bridge Replacement and Major Rehabilitation 1 Rehabilitation 1 Bridge Replacement and Major							\$0	\$348,714 \$2,501,224 \$1,254,778	\$0 \$611,742 \$0 \$0	\$0 \$9,946,160 \$3,053 \$8,500,249		\$0 \$0 \$0 \$0			\$0 \$0 \$0 \$0	\$11,357,902 \$6,012,775						
B-16-D B-17-C C-17-B B-16-EU	US 85 ML over UPRR Nunn Bridge	4 18085 4 18669	1 Rehabilitation 1 Bridge Replacement and Major hehabilitation 1 Bridge Replacement and Major Rehabilitation 1 Bridge Replacement and Major Rehabilitation 1 Bridge Replacement and Major Rehabilitation	\$1,395,490	\$351,787 \$0	\$0	\$0 \$0	\$753,947 \$1,254,778	\$0 \$0	\$0 \$0 \$0	\$348,714 \$2,501,224	\$0	\$3,053	\$0 \$0	\$0	\$0 \$6,009,722	\$800,000	\$0	\$11,357,902	\$13,859,126 \$7,267,553	7/14/2009 6/24/2011	6/19/2014 1/10/2013	9/22/2014	11/20/2015 6/13/2014	c c
B-17-C	US 85 ML over UPRR Nunn Bridge SH60 over SOUTH PLATTE RIVER	4 18085 4 18669 4 21146 4 20999 4 22248	Behabilitation  Bridge Replacement and Major	\$1,395,490 \$0 \$0	\$351,787 \$0 \$1,109,585	\$0 \$0 \$0	\$0 \$0 \$0	\$753,947 \$1,254,778 \$0	\$0 \$0 \$0	\$0 \$0 \$0 \$0	\$348,714 \$2,501,224 \$1,254,778 \$1,109,585	\$0 \$0	\$3,053 \$8,500,249	\$0 \$0	\$0	\$0 \$6,009,722	\$800,000 \$0 \$0	\$0 \$0	\$11,357,902 \$6,012,775 \$8,500,249	\$13,859,126 \$7,267,553 \$9,609,834	7/14/2009 6/24/2011 6/17/2015	6/19/2014 1/10/2013 6/21/2018	9/22/2014 3/17/2013 10/1/2018	11/20/2015 6/13/2014 11/1/2019	c c
B-17-C C-17-B B-16-EU B-16-AM	US 85 ML over CMPRR hum Bridge SMG0 over SOUTH PLATTE BYIR 125 ML over County Read 48 Prospect Read over 125 125 ML over CMAW (Hilbbore)	4 18685 4 18669 4 21146 4 20999 4 22248 4 22482	1 Behabilitation 1 Bridge Replacement and Major Schabilitation 1 Bri	\$1,395,490 \$0 \$0 \$0 \$0 \$0	\$351,787 \$0 \$1,109,585 \$943,689 \$3,030,553 \$19,054	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$753,947 \$1,254,778 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$348,714 \$2,501,224 \$1,254,778 \$1,109,485 \$943,689 \$3,030,553 \$19,054	\$0 \$0 \$0 \$0	\$3,053 \$8,500,249 \$6,464,893 \$18,514,622 \$3,585,646	50 50 50 50 50	\$0 \$0 \$0 \$0 \$0	\$0 \$6,009,722	\$800,000 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$11,357,902 \$6,012,775 \$8,500,249 \$6,464,893 \$18,514,622 \$3,585,646	\$13,859,126 \$7,267,553 \$9,609,834 \$7,408,582 \$21,545,175 \$3,604,700	1/14/2009 6/24/2011 6/11/2015 6/1/2016 5/21/2018	6/19/2014 1/10/2013 6/21/2018	9/22/2014 3/17/2013 10/1/2018 5/22/2019 10/10/2018 6/27/2018	11/20/2015 6/13/2014 11/1/2019 1/27820 9/29/2024 11/30/2024	c c c o o o
B-17-C C-17-B B-16-EU	US 55 ML noer UPWS Nurn Bridge 3960 noer SOUTH PLATE BYER 1-25 ML noer County Nead 48 Noepoct Read over 1-25 1-35 ML noer DAWN Quilbloroly 3969 noer 1-70 (Emergency)	4 18085 4 18669 4 21146 4 20999 4 22248 4 22566	Individualitation     Bridge Replacement and Bulger     Machaelitation	\$1,395,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$351,787 \$0 \$1,109,585 \$943,689 \$3,030,553 \$19,054 \$270,666	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$348,714 \$2,501,224 \$1,254,778 \$1,109,585 \$912,669 \$3,030,553 \$19,054 \$270,966	50 50 50 50 50	\$3,053 \$8,500,249 \$6,464,893 \$18,514,622 \$3,585,646 \$6,235,225	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$6,009,722	\$800,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$11,357,902 \$6,012,775 \$8,500,249 \$6,464,893 \$18,514,622 \$3,585,646 \$6,235,225	\$13,859,126 \$7,267,553 \$9,609,834 \$7,408,582 \$21,545,175 \$3,604,700 \$6,506,191	1/14/2009 6/24/2011 6/12/2015 6/1/2016 5/21/2018 4/16/2018	6/19/2014 1/10/2013 6/21/2018 2/14/2019	9/22/2014 3/17/2013 10/1/2018 5/22/2019 10/10/2018 6/27/2018	11/20/2015 6/13/2014 11/1/2019 1/27820 9/29/2024 11/30/2024 1/16/2019	c c c o o o c c
B-17-C C-17-B B-16-EU B-16-AM	US 85 ML over CMPRR hum Bridge SMG0 over SOUTH PLATTE BYIR 125 ML over County Read 48 Prospect Read over 125 125 ML over CMAW (Hilbbore)	4 18085 4 18409 4 21146 4 2099 4 22248 4 22482 4 22566 4 22962	1 behald its atom 1 behald its atom 2 behald its atom 3 behald its atom 4 behald its atom 4 behald its atom 5 behald its atom 5 behald its atom 6 behald its	\$1,395,490 \$0 \$0 \$0 \$0 \$0	\$351,787 \$0 \$1,109,585 \$943,689 \$3,030,553 \$19,054	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$753,947 \$1,254,778 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$348,714 \$2,501,224 \$1,254,778 \$1,109,885 \$941,689 \$3,030,553 \$19,054 \$270,966 \$561,694	\$0 \$0 \$0 \$0	\$3,053 \$8,500,249 \$6,464,893 \$18,514,622 \$3,585,646	50 50 50 50 50	\$0 \$0 \$0 \$0 \$0	\$0 \$6,009,722	\$800,000 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0	\$11,357,902 \$6,012,775 \$8,500,249 \$6,464,893 \$18,514,622 \$3,585,646	\$13,899,126 \$7,267,553 \$9,609,834 \$7,408,582 \$21,545,175 \$3,604,700 \$6,500,191 \$3,603,912	1/14/2009 6/24/2011 6/11/2015 6/1/2016 5/21/2018	6/19/2014 1/10/2013 6/21/2018	9/22/2014 3/17/2013 10/1/2018 5/22/2019 10/10/2018 6/27/2018	11/20/2015 6/13/2014 11/1/2019 1/27820 9/29/2024 11/30/2024 1/16/2019	c c c o o o
B-17-C C-17-B B-16-EU B-16-AM C-17-EL G-25-K D-27-G	US 50 ML noer UPRR Nurn Bridge S160 neer SDUTH FFATTE BRIDGE 1-25 ML noer County lead 48 Proposet Rind over 1-25 S-25 ML noer DRW (Brithshore) S160* over 1-70 (Emergency) US 34 ML noer 1 FRK REPUBLICAN BYSIR	4 18085 4 18409 4 21146 4 2099 4 22248 4 22482 4 22566 4 22962	1 Behabilitation 1 Bridge Replacement and Major 1 Bridge Repla	\$1,395,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$351,787 \$0 \$1,109,585 \$941,689 \$3,000,553 \$19,054 \$270,966 \$561,694	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	50 50 50 50 50 50 50	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$348,714 \$2,501,224 \$1,254,778 \$1,109,585 \$912,669 \$3,030,553 \$19,054 \$270,966	50 50 50 50 50 50	\$3,053 \$8,500,249 \$6,464,893 \$18,514,622 \$3,585,646 \$6,235,225 \$3,002,218	50 50 50 50 50 50 50 50	50 50 50 50 50 50 50	\$0 \$6,009,722	\$800,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0	\$11,357,902 \$6,012,775 \$8,500,249 \$6,464,893 \$18,514,622 \$3,385,646 \$6,235,225 \$3,002,218	\$13,859,126 \$7,267,553 \$9,609,834 \$7,408,582 \$21,545,175 \$3,604,700 \$6,506,191	1/14/2009 6/24/2011 6/12/2015 6/1/2016 5/21/2018 4/16/2018	6/19/2014 1/10/2013 6/21/2018 2/14/2019	9/22/2014  2/17/2013  10/1/2018  5/22/2019  10/10/2018  6/27/2018  4/27/2018	11/20/2015 6/13/2014 11/1/2019 1/27820 9/29/2024 11/30/2024 1/16/2019	c c c o o
B-17-C C-17-B B-16-EU B-16-AM C-17-EL G-25-K D-27-G	US 58 ML noer CHPRR Namn Bridge SH40 neer SOUTH FFA.FTE BRIDR 1.25 ML noer County head 48 Prospect Read neer 1.25 S15 ML neer DRAW (Hillboard) S169 neer 170 (Emergency) US 34 ML noer N FRE REPUBLICAN BYSER US 34 OVER REPUBLICAN BYSER	4 18085 4 18409 4 21146 4 2099 4 22248 4 22462 4 22962 4 22963	1 Individualitation 1 Bridge Registerment and Major 1 Bridge R	\$1,395,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$351,787 \$0 \$11,109,585 \$941,689 \$33,030,553 \$19,054 \$270,966 \$561,694	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	50 50 50 50 50 50 50 50 50	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$348,714 \$2,501,224 \$1,254,778 \$1,109,689 \$41,689 \$3,00,553 \$19,054 \$270,966 \$561,664	50 50 50 50 50 50 50 50	\$3,053 \$8,500,249 \$6,464,893 \$18,514,622 \$3,585,646 \$6,235,225 \$3,002,218 \$3,712,057	50 50 50 50 50 50 50 50 50	50 50 50 50 50 50 50	\$0 \$6,009,722 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$80,000 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	50 50 50 50 50 50 50 50	\$11,357,002 \$6,012,775 \$5,500,249 \$6,464,893 \$118,514,622 \$1,385,646 \$6,235,225 \$3,002,218 \$3,712,057	\$13,859,126 \$7,267,553 \$9,609,834 \$7,408,582 \$213,545,175 \$3,404,700 \$6,506,191 \$3,563,912 \$3,712,057	1/14/2009 6/24/2011 6/17/2015 6/17/2016 6/2/2018 6/21/2018 4/16/2018 3/1/2019	6/19/2014 1/10/2013 6/21/2018 2/14/2019	9/22/2014  2/17/2013  10/1/2018  5/22/2019  10/10/2018  6/27/2018  4/27/2018	11/20/2015 6/13/2014 11/1/2019 1/27820 9/29/2024 11/30/2024 1/16/2019	C C C O O O O O O O O O O O O O O O O O
B-17-C C-17-B B-16-EU B-16-AM C-17-EL G-25-K D-27-G	US 58 ML noer UP98 Nurn Bridge 5966 oerr SOUTH PEATTE BRIER 1-55 ML oorr County Read 48 1-55 ML oorr County Read 48 1-55 ML oorr LAND (Bridgerics) 1-55 ML oorr LAND (Bridgerics) 15-54 ML oor	4 18085 4 18660 4 21164 4 22164 4 22082 4 22884 4 22884 4 22884 4 22884 4 22884 4 22884 4 23884 4 2484 4 2484 4 2484 4 2484	1 Bendellitation and Bujor Bendellitation Bujor Bendellitation and Bujo	\$1,195,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$351,787  50  \$11,09,565  \$942,689  \$1,030,553  \$10,00,564  \$270,466  \$56,464  50  \$4,799,957  \$50  \$56,F19,E	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	10 10 10 10 10 10 10 10 10 10 10 10 10 1	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$344,714 \$2,507,224 \$1,226,779 \$1,109,665 \$1442,669 \$2,009,663 \$19,0064 \$270,966 \$501,604 \$0 \$4,739,607 \$0 \$66,179,67	50 50 50 50 50 50 50 50 50 50 50 50	\$3,053 \$5,500,140 \$6,464,893 \$18,534,622 \$3,585,646 \$6,235,225 \$3,002,238 \$3,712,057 \$0 \$0,341,799 \$60,541,799	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50	50 56,000,772 50 50 50 50 50 50 50 50 50 50 50 50 50	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50	\$11,37,002 \$6,012,775 \$5,000,349 \$6,44,893 \$18,834,402 \$18,95,446 \$6,233,235 \$1,000,218 \$6,733,007 \$6 \$6,941,779 \$6,941,779 \$6,941,779	\$13,869,126 \$1,265,533 \$9,909,334 \$1,405,502 \$13,665,700 \$6,506,191 \$3,503,372 \$1,72,697 \$4,599,577 \$5,506,791	1/14/2009 6/24/2011 6/17/2015 6/17/2016 6/2/2018 6/21/2018 4/16/2018 3/1/2019	6/19/2014 1/10/2013 6/12/2018 2/14/2019 4/1/2000	9/22/2014 3/11/2013 10/1/2018 10/1/2018 15/22/2019 10/10/2018 6/23/2010 4/21/2018 4/21/2010 4/21/2010 2/28/2020 2/28/2020 2/28/2020 2/28/2020	11/26/2015 6/13/2014 11/1/2019 1/27/2004 1/27/2004 11/26/2024 11/26/2029 11/26/2020 11/26/2020 11/26/2020 11/26/2020	c c c o o o o o o o o o o o o o o o o o
B-17-C C-17-B B-16-EU B-16-AM C-17-EL G-25-K D-27-G	US 55 ML noer UPRR Nurn Bridge S165 over SDUTH FRAFTE BRIER 1-25 ML oor County Read 48 Propost Read over 1-25 1-25 ML oor DAWN (Hilboro') S160 over 1-70 (Sinnegency) US 34 ML over 1-70 (Sinn	4 1805 4 1866 4 2716 4 2268 4 2288 4 2288 4 2288 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2437 4 2437	1 Industrialisation 1 Biologic Replacement and Major 1 Biologic Replacement Re	\$1,396,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$50,787  50  \$1,109,485  \$994,489  \$3,000,653  \$370,054  \$270,766  \$561,694  \$0  \$4,799,957  \$0  See F-19-E  See F-19-E	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$348,714 \$2,507,224 \$1,204,778 \$1,00,985 \$442,669 \$1,00,983 \$190,984 \$270,986 \$247,994 \$0 \$4,179,987 \$2 \$26,679,67	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$1,003   \$45,00,319   \$64,500,319   \$64,600,319   \$644,803   \$618,314,622   \$13,515,646   \$62,215,225   \$1,002,218   \$3,712,007   \$0   \$93,47,709   \$667,439.4	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50	\$0 \$6,009,722 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$600,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,07,002 \$6,012,735 \$6,500,140 \$6,444,400 \$18,334,422 \$1,335,442 \$1,335,442 \$1,305,445 \$1,702,187	\$11,89,156 \$17,20,933 \$9,609,234 \$17,609,529 \$21,246,175 \$13,609,700 \$14,709,609 \$1,712,607 \$1,712,607 \$1,712,607 \$2,712,607 \$2,712,607 \$3,607,709 \$6,7744 \$66,7744	1/14/2009 6/24/2011 6/17/2015 6/17/2016 6/2/2018 6/21/2018 4/16/2018 3/1/2019	6/14/2014 1/16/2013 6/21/2018 2/14/2019 4/1/2000 11/1/2001 11/1/2001 11/1/2001	9/22/2014 3/17/2013 30/1/2008 5/22/2019 10/10/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018	11/26/2015 6/13/2014 11/1/2019 11/1/2019 1/27EB0 9/29/2024 11/26/2024 11/16/2009 6/14/2021 11/36/2022 11/36/2022	c c c o o o o o o o o o o o o o o o o o
B-17-C C-17-B B-16-EU B-16-AM C-17-EL G-25-K D-27-G	US 58 ML noer UP98 Nurn Bridge 5966 oerr SOUTH PEATTE BRIER 1-55 ML oorr County Read 48 1-55 ML oorr County Read 48 1-55 ML oorr LAND (Bridgerics) 1-55 ML oorr LAND (Bridgerics) 15-54 ML oor	4 18085 4 18660 4 21164 4 22164 4 22082 4 22884 4 22884 4 22884 4 22884 4 22884 4 22884 4 23884 4 2484 4 2484 4 2484 4 2484	1 Individualitation  1 Bridge Registerment and Major  1 Shadelitation  1 Bridge Registerment and Major  1 Shadelitation  1 Bridge Registerment and Major	\$1,195,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$351,787  50  \$11,09,565  \$942,689  \$1,030,553  \$10,00,564  \$270,466  \$56,464  50  \$4,799,957  \$50  \$56,F19,E	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	10 10 10 10 10 10 10 10 10 10 10 10 10 1	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$344,714 \$2,507,224 \$1,226,779 \$1,109,665 \$1442,669 \$2,009,663 \$19,0064 \$270,966 \$501,604 \$0 \$4,739,607 \$0 \$66,179,67	50 50 50 50 50 50 50 50 50 50 50 50	\$3,053 \$5,500,140 \$6,464,893 \$18,534,622 \$3,585,646 \$6,235,225 \$3,002,238 \$3,712,057 \$0 \$0,341,799 \$60,541,799	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50	50 56,000,772 50 50 50 50 50 50 50 50 50 50 50 50 50	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50	\$11,37,002 \$6,012,775 \$5,000,349 \$6,44,893 \$18,834,402 \$18,95,446 \$6,233,235 \$1,000,218 \$6,733,007 \$6 \$6,941,779 \$6,941,779 \$6,941,779	\$13,869,126 \$1,265,533 \$9,909,334 \$1,405,502 \$13,665,700 \$6,506,191 \$3,503,372 \$1,72,697 \$4,599,577 \$5,506,791	1/14/2009 6/24/2011 6/17/2015 6/17/2016 6/2/2018 6/21/2018 4/16/2018 3/1/2019	6/19/2014 1/10/2013 6/12/2018 2/14/2019 4/1/2000	9/22/2014 3/11/2013 10/1/2018 10/1/2018 15/22/2019 10/10/2018 6/23/2010 4/21/2018 4/21/2010 4/21/2010 2/28/2020 2/28/2020 2/28/2020 2/28/2020	11/26/2015 6/13/2014 11/1/2019 1/27/2004 1/27/2004 11/26/2024 11/26/2029 11/26/2020 11/26/2020 11/26/2020 11/26/2020	c c c o o o o o o o o o o o o o o o o o
B-17-C C-17-B B-16-EU B-16-AM C-17-EL G-25-K D-27-G	US SS ML ONC UPWS Numn Intrige 3980 OWN SOUTH HARTE BUSIN 1-25 ML ONC COUNTY Read 48  Proposed Read own 47-25 1-25 ML ONC DRAW (Wilshound) 3999 OWN 1-70 (Simmergency) US 34 ML ONC THE RESPONDED AND THE REPORT OF	4 1805 4 11666 4 21146 4 22148 4 22983 4 22482 4 22983 4 22983 4 22983 4 22983 4 23010 4 2485 4 2485	1 behald istation  1 Bridge Replacement and Bulger  Method istation  1 Bridge Replacement and Bulger  Method istation  1 Bridge Replacement and Bulger	\$1,395,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$351,787  50  \$11,075,885  \$91,4,99  \$3,000,553  \$19,054  \$270,966  \$561,064  50  \$4,799,957  50  \$5e F-19-E  \$5e E-19-E	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0	\$0 \$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$1	\$346,714 \$2,507,224 \$1,224,778 \$1,109,985 \$41,089,985 \$41,089,985 \$199,984 \$277,964 \$20 \$4,729,987 \$4,729,987 \$4,729 \$4,729,987 \$4,729,987 \$4,729,9	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053 \$5,053,040 \$6,444,033 \$15,544,022 \$1,545,442 \$1,545,442 \$1,525,047 \$0 \$1,770,067 \$0 \$1,770,07 \$0 \$1,770,07 \$1,770,003	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$6,009,722 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,07,002 \$6,022,75 \$6,002,40 \$6,644,80 \$18,054,622 \$1,055,66 \$6,052,25 \$1,055,66 \$3,052,05 \$6,054,700 \$6,054	\$13,869,126 \$2,245,253 \$2,469,824 \$2,469,824 \$21,460,175 \$3,664,700 \$5,666,707 \$3,72,007 \$4,709,607 \$3,417,700 \$5,667,744 \$3,770,603	1/14/2009 6/24/2011 6/17/2015 6/17/2016 6/2/2018 6/21/2018 4/16/2018 3/1/2019	6/19/2014 1/19/2013 6/21/2018 2/14/2019 4/1/2000 11/1/2001 11/1/2001 11/1/2001	9/22/2014 3/11/2013 10/11/2013 10/11/2013 10/11/2013 10/11/2013 10/11/2013 4/22/2019 10/10/2013 4/22/2010 4/22/2010 2/28/2012 2/28/2012 2/28/2012 10/25/2012	11/20/2015 6/13/2014 11/1/2019 11/2019 11/2010 9/29/2024 11/20/2024 11/20/2024 11/20/2021 11/20/2021 11/20/2022 11/20/2022 11/20/2022	c c c c c c c c c c c c c c c c c c c
B-17-C C-17-B B-16-EU B-16-AM C-17-EL G-25-K D-27-G	LS 55 ML Over LPWR Name Bridge 3950 over Charly Read 48 1-25 ML Over DAVIN Quillaborro) 3959 over 1-70 (Emergency) 105 34 ML Over BRIDGE EMPTRICATE BRIDGE 105 34 OVER REPUBLICAN BRIDGE 136 MEN CARLETTER PLANS 1860CE LEASTERN PLANS: PMG 1 1860CE REDGICE LEASTERN PLANS: PMG 1	4 18085 4 18464 4 21146 4 22782 4 22282 4 22266 4 22662 4 22662 4 22662 4 22662 4 22662 4 22662 4 22662 4 22662 4 22662 4 22662 4 22666 4 22666 4 24667 4 24667	1 Individualitation 1 Bridge Registerment and Major Manhalitation 1 Bridge Registerment and Major Major Manhalitation 1 Bridge Registerment and Major Major Manhalitation 1 Bridge Registerment and Major Manh	\$1,795,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$351,787  50  \$11,109,865  \$943,689  \$10,00,055  \$19,004  \$270,946  \$561,694  \$0  \$4,799,957  \$0  \$see F-19-E  \$0  \$see C-22-K	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$	\$348,714 \$2,501,224 \$1,501,024 \$1,100,085 \$943,669 \$1,000,583 \$19554 \$270,066 \$363,664 \$0 \$66,796 \$0 \$66,796 \$0 \$66,796 \$0 \$66,796 \$0 \$66,796	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,653 \$45,502,349 \$64,44,803 \$61,544,420 \$13,565,646 \$62,92,325 \$30,02,18 \$47,22,667 \$9 \$9,341,799 \$66,739,533 \$66,622,4	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 56,000,722 50 50 50 50 50 50 50 50 50 50 50 50 50	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,37,002 \$6,022,75 \$5,500,249 \$5,444,489 \$13,534,422 \$3,385,646 \$6,332,35 \$5,000,718 \$0 \$3,412,99 \$6,412,99 \$6,412,99 \$6,412,99 \$6,412,99 \$6,412,90 \$6,412	\$13,869,126 \$12,07,033 \$19,007,834 \$13,408,102 \$13,461,700 \$4,600,197 \$3,600,197 \$3,102,007 \$4,799,907 \$9,413,799 \$6,794	7/14/2009 6/24/2001 6/24/2001 6/21/2005 6/2/2001 6/27/2008 5/27/2008 5/27/2008 5/27/2008 5/27/2009 5/27/2009 5/27/2009	6/19/2014 1/19/2013 6/21/2018 2/14/2019 4/1/2000 11/1/20	9/22/2014 9/12/2013 10/1/2018 9/22/2019 10/10/2018 6/22/2019 4/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2018 6/22/2019 10/22/2019 10/22/2019 10/22/2019 10/22/2019	11/26/2015 6/12/2014 11/1/2019 1/27800 1/27800 1/27800 11/36/2024 11/36/2024 11/36/2021 11/36/2022 11/36/2022 11/36/2022 11/36/2022 11/36/2022	
B-17-C C-77-8 B-16-EU B-16-EU B-16-EU B-16-EU C-77-EL	US SI ML ONE UPWIN Name Intrige 3980 OWN SOUTH HARTE BURN 1-25 ML ONE COUNTY ROAD 48  1-25 ML ONE COUNTY ROAD 48  1-25 ML ONE DRAW (WINDOWS) 1-25 ML ONE OF A REAL CLASS BURNE 1-25 ML ONE OF A REAL	4 1805 4 1806 4 21146 4 22181 4 22281 4 22264 4 2256 4 2266	1 behaldstation 2 behaldstation 3 behaldstation 4 behaldstation 4 behaldstation 5 behaldstation 5 behaldstation 6 behaldstation 7 behaldstation 8 behaldstatio	\$1,395,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$351,787  50  \$11,097,865  \$91,4,699  \$1,000,163  \$19,054  \$270,966  \$561,694  50  \$4,799,957  50  \$5ee F19-E  \$5ee C-22-K  \$50  \$440,347	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0	\$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$	\$348,714 \$2,501,224 \$3,501,224 \$3,100,385 \$31,100,385 \$31,100,585 \$31,000,583 \$31,000,583 \$31,004 \$30,104 \$41,70,907 \$50 \$500,7,104 \$50 \$500,7,104 \$50 \$500,7,104 \$50 \$500,7,104 \$50 \$500,7,104 \$50 \$500,7,104 \$50 \$500,7,104	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053 \$5,053,040 \$6,444,893 \$15,544,422 \$15,544,422 \$15,544,422 \$17,525,472 \$1,722,677 \$1,722	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 56,009,727 50 50 50 50 50 50 50 50 50 50 50 50 50	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,07,002 \$6,022,75 \$6,003,40 \$6,444,80 \$18,054,602 \$1,055,66 \$6,032,25 \$3,022,86 \$3,022,87 \$6 \$6,042,70 \$6 \$6,042,70 \$6 \$6,042,70 \$6 \$6,000	\$13,859,126 \$12,047,053 \$15,040,824 \$21,045,175 \$33,044,700 \$45,050,197 \$33,043,700 \$47,709,697 \$33,041,709 \$56,077,667 \$33,043,700 \$56,077,667 \$33,043,700 \$56,077,667 \$33,043,700 \$56,077,667 \$33,044,700 \$56,047,700 \$56,04	7/14/2009 6/34/2011 6/17/2013 6/17/2013 6/17/2018 6/17/2018 6/17/2018 3/17/2019 2/21/2019 9/17/2021 10/20/2023 1/17/2021	6/19/2014 1/19/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2000 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001	9/22/2014 3/11/2013 10/11/2013 10/11/2013 10/11/2018 5/22/2019 10/10/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 10/27/2018 10/27/2018 10/27/2018 6/27/2018 10/27/2018 6/27/2018 10/27/2018 6/27/2018 6/27/2018 10/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018	11/26/2015 6/13/2014 11/1/2019 11/2016 9/29/2024 11/20/2024 11/20/2024 11/20/2024 11/20/2021 11/20/2021 11/20/2021 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022	
b-17-C C-77-8 b-16-6U b-16-6U b-16-6U C-77-6 C-25-K C-77-G C-25-F Various E-39-E E-20-U C-22-K C-22-K C-22-K C-28-C C-28-	LS SS ML Over UPWS Numn Bridge 3950 over CPWS Numn Bridge 1-25 ML Over Chonty Read 48 1-25 ML Over Chonty Read 48 1-25 ML Over DRAW (Wilholder) 3156 over 1-70 (Sincepancy) 10-3 ML Over DRAW (Wilholder) 3156 over 1-70 (Sincepancy) 10-3 MURIS REPUBLICAN BYDER 13-3 MURIS REPUBLICAN BYDER 13-3 MURIS REPUBLICAN BYDER 13-3 MURIS REPUBLICAN BYDER 13-4 MURIS REPUBLICAN BYDER 14-4 MURIS REPUBLICAN BY	4 1805 4 1806 4 2116 4 2218 4 2288 4 2288 4 2266 4 2298 4 2290 4 2290 4 2200 4 2200 4 2200 4 2200 4 2200 4 2200 4 2400 4 2405 4 2405 4 2405 4 2406	1 Bendeslikstation 1 Birdigs Replacement and Bolger 1 Birdigs Replacement and Bolger 1 Bendeslikstation 1 Birdigs Replacement and Bolger 1 Birdigs Replacement and Bo	\$1,395,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$351,787  50  \$11,109,885  \$943,689  \$10,00,053  \$19,054  \$270,946  \$561,044  \$0  \$4,799,957  \$0  \$see F-19-E  \$see C-27-K  \$0  \$40,049,153	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$348,714 \$2,500,224 \$1,000,285 \$1,100,985 \$141,669 \$1,000,583 \$170,666 \$2,700	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053 \$45,00,240 \$64,44,803 \$51,534,462 \$13,545,462 \$13,545,462 \$13,00,218 \$13,720,67 \$0 \$93,41,799 \$66,73,52 \$13,705,503 \$66,023,K \$53,47,793 \$56,023,K \$53,47,793 \$56,033,47,793 \$56,034,479 \$56	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 56,000,722 50 50 50 50 50 50 50 50 50 50 50 50 50	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,37,002 \$6,022,75 \$5,500,340 \$6,444,433 \$18,344,622 \$1,355,644 \$6,353,35 \$6,002,18 \$3,372,067 \$6 \$3,372,067 \$6 \$3,372,067 \$6 \$1,700,003 \$6,623,47 \$5,664,703 \$6,623,47 \$5,664,703 \$6,664	\$13,869,126 \$12,07,053 \$19,869,824 \$13,466,522 \$213,861,720 \$5,606,197 \$3,562,472 \$13,722,057 \$4,799,493 \$9,213,779 \$6,67,744 \$13,772,057 \$6,67,744 \$13,770,563 \$6,67,744 \$13,770,563 \$13,67,770 \$13,670 \$13	7/14/2009 6/24/2001 6/11/2015 6/11/2016 6/11/2016 6/11/2016 6/11/2018 6/11/2018 6/11/2019 6/11/2019 7/1/2019 7/1/2019 1/1/2011 1/1/2022 1/1/2021	6/19/2018 1/19/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2009 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001	9/22/2014 9/12/2013 10/1/2018 5/22/2019 10/10/2018 6/22/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 10/25/2012 10/25/2012 10/25/2012 10/25/2012 10/25/2012 10/25/2012	11/26/2015 6/13/2014 11/17/2019 11/27/2004 11/27/2004 11/27/2019 11/27/2004 11/27/2004 11/27/2009 11/27/2004 11/27/2009 11/27/2009 11/27/2009 11/27/2009 11/27/2009 11/27/2009 11/27/2009 11/27/2009 11/27/2009 11/27/2009 11/27/2009	
B-17-C C-77-8 B-16-EU B-16-EU B-16-EU B-16-EU C-77-EL	US SI ML ONE UPWIN Name Intrige 3980 OWN SOUTH HARTE BURN 1-25 ML ONE COUNTY ROAD 48  1-25 ML ONE COUNTY ROAD 48  1-25 ML ONE DRAW (WINDOWS) 1-25 ML ONE OF A REAL CLASS BURNE 1-25 ML ONE OF A REAL	4 1805 4 1806 4 21146 4 22181 4 22281 4 22264 4 2256 4 2266	1 behaldstatung 1 behaldstatun	\$1,795,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$351,787  50  \$11,097,865  \$91,4,699  \$1,000,163  \$19,054  \$270,966  \$561,694  50  \$4,799,957  50  \$5ee F19-E  \$5ee C-22-K  \$50  \$440,347	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0	\$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$	\$348,714 \$2,501,224 \$3,701,224 \$3,707,035 \$31,707,035 \$31,707,035 \$31,007,035 \$31,007,035 \$31,007,035 \$30,404 \$47,707,077 \$9 \$500,719,67 \$10 \$10 \$10 \$10 \$10 \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053 \$5,053,040 \$6,444,893 \$15,544,422 \$15,544,422 \$15,544,422 \$17,525,472 \$1,722,677 \$1,722	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 56,009,727 50 50 50 50 50 50 50 50 50 50 50 50 50	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,07,002 \$6,022,75 \$6,003,40 \$6,444,80 \$18,054,602 \$1,055,66 \$6,032,25 \$3,022,86 \$3,022,87 \$6 \$6,042,70 \$6 \$6,042,70 \$6 \$6,042,70 \$6 \$6,000	\$13,859,126 \$12,047,053 \$15,040,824 \$21,045,175 \$33,044,700 \$45,050,197 \$33,043,700 \$47,709,697 \$33,041,709 \$56,077,667 \$33,043,700 \$56,077,667 \$33,043,700 \$56,077,667 \$33,043,700 \$56,077,667 \$33,044,700 \$56,047,700 \$56,04	7/14/2009 6/34/2011 6/17/2013 6/17/2013 6/17/2018 6/17/2018 6/17/2018 3/17/2019 2/21/2019 9/17/2021 10/20/2023 1/17/2021	6/19/2014 1/19/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2000 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001	9/22/2014 3/11/2013 10/11/2013 10/11/2013 10/11/2018 5/22/2019 10/10/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 10/27/2018 10/27/2018 10/27/2018 6/27/2018 10/27/2018 6/27/2018 10/27/2018 6/27/2018 6/27/2018 10/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018	11/26/2015 6/13/2014 11/1/2019 11/2016 9/29/2024 11/20/2024 11/20/2024 11/20/2024 11/20/2021 11/20/2021 11/20/2021 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022	
B-17-C C-17-8 D-16-EU B-16-EU B-16-EU B-16-EU C-17-EL C-27-E D-28-P Various F-19-E F-20-U F-20-E C-22-X D-24-C D-25-E D-26-D D-25-E D-26-D D-2	US 55 ML noer UP98 Nurn Bridge 5360 over Chonty Read 48 1-25 ML over DAWN QUINDARY 1-25 ML over FATE (Emergency) 1	4 1805 4 1969 4 2716 4 2200 4 2200 4 2282 4 2282 4 2283 4 2293 4 2200 4 2200 4 2200 4 2200 4 2200 4 2200 4 2200 4 2200 4 2200 4 2200 4 2404 4 2404 4 2404 4 2404 4 2404 4 2404 4 2200 4 2200	1 Individual states of the state of the stat	\$1,795,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$501,787  50  \$11,109,885  \$941,689  \$3,000,853  \$370,054  \$270,366  \$551,664  \$0  \$4,759,957  \$0  \$ce F-19-E  \$50  \$ce C-22-K  \$0  \$50  \$44,0347  \$2,049,133  \$ce B 27,A	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$344,714 \$2,507,224 \$1,226,778 \$1,109,985 \$144,669 \$2,009,583 \$19,009,583 \$19,009,583 \$19,009,583 \$19,009,583 \$277,696 \$0 \$4,739,407 \$0 \$6e,7,19,67 \$0 \$6e,7,19,67 \$0 \$6e,7,19,67 \$1 \$1 \$2,009,733 \$6e,027,A	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$1,053 \$15,053,0240 \$54,444,893 \$15,454,422 \$13,455,444 \$6,215,255 \$1,002,218 \$1,722,057 \$0 \$53,417,79 \$66,192 \$1,702,033 \$16,022,4 \$53,447,33 \$5,684,473 \$2,664,3744 \$66,872,4	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$6,009,722 \$0 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50	\$600,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,37,602 \$6,012,775 \$6,012,775 \$4,644,839 \$18,354,602 \$13,354,602 \$13,354,602 \$13,354,602 \$13,023,775 \$10,022,181 \$13,722,807 \$10,022,181 \$13,722,807 \$10,022,181 \$13,722,807 \$10,022,181 \$10,022,18	\$13,89,156 \$12,20,533 \$17,20,533 \$17,20,733 \$17,00,352 \$21,145,175 \$13,00,1702 \$13,00,1702 \$13,172,007 \$14,709,957 \$13,172,007 \$14,709,957 \$15,709,957	7/14/2009 6/24/2011 6/11/2015 6/17/2015 6/17/2016 5/21/2018 5/21/2018 5/21/2018 3/17/2019 2/21/2019 1/2/2021 10/20/2022 10/20/2022 10/2/2022	6/19/2014 1/19/2013 6/21/2018 2/14/2019 4/1/2000  11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 4/1/2003 4/1/2004	9/22/2014 3/17/2013 3/07/2018 5/22/2019 10/10/2018 6/27/2018	11/26/2015 6/13/2014 11/1/2019 11/1/2019 1/27886 9/29/2024 11/36/2024 11/36/2029 6/14/2021 11/36/2022 11/36/2022 11/36/2022 11/36/2022 11/36/2022 11/36/2023 11/36/2023 11/36/2024 1/36/2025 11/26/2025 11/26/2026 9/36/2026	
B-17-C C-17-B B-16-EU B-16-EU B-16-EU B-16-EU C-17-EL C-28-E C-28	US 50 ML noor UP98 Nurn Bridge 3980 own SOUTH HARTE BRIDGE 1-25 ML own Charly Road 48 1-25 ML own Charly Road 48 1-25 ML own DRAW (Wildborn) 3969 own 1-10 (Simegeneo) 3960 ow	4 1805 4 1244 4 2244 4 2242 4 2262 4 2262 4 2263 4 2263 4 2264 4 2264 4 2465 4 2465 4 2465 4 2465 4 2465 4 2465 4 2465 4 2465 4 2465 4 2465 4 2566 4 2229 4 2229	1 Industrialisation 1 Biologic Registerment and Major 1 Biologic Registerm	\$1,395,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$50,787  50  \$1,109,585  \$994,689  \$3,000,553  \$370,054  \$270,966  \$56,1694  \$0  \$4,799,957  \$0  \$5ee F.19.E  \$5ee F.19.E  \$5e F.2.E  \$50  \$50  \$40,347  \$2,099,153  \$5ee B.27.A  \$5ee B.27.A	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0	\$0 \$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$1	\$344,714 \$2,507,224 \$1,224,779 \$1,105,985 \$141,087 \$1,105,985 \$1,005,983 \$199,054 \$270,986 \$241,094 \$0 \$4,109,987 \$0 \$46,104 \$0 \$66,176,6 \$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,853 \$5,500,340 \$5,644,873 \$18,544,622 \$1,385,646 \$62,523,735 \$1,002,18 \$1,720,507 \$2 \$2,41,779 \$66,743,623 \$66,743,623 \$5,642,73 \$5,642,73 \$5,642,73 \$5,642,73 \$66,73,74 \$66,74 \$66,	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$6,009,727 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$50 \$50 \$50 \$50 \$5	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,07,002 \$6,012,775 \$5,000,040 \$6,644,002 \$18,314,642 \$13,315,646 \$6,217,275 \$10 \$20,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$10,712,007 \$10,71	\$13,899,126 \$17,207,533 \$18,409,834 \$27,207,535 \$18,409,834 \$21,140,175 \$3,409,700 \$45,500,197 \$3,309,707 \$3,772,007 \$4,772,007 \$4,772,007 \$4,772,007 \$5,07,709 \$5,07,709	7/14/2009 6/74/2011 6/71/2015 6/71/2015 6/71/2015 6/71/2018 5/71/2018 5/71/2018 4/16/2018 3/71/2018 2/71/2019 9/71/2022 10/76/2022 10/76/2022	6/14/2014 1/16/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2008 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 4/1/2002 4/1/2003 4/1/2004 4/1/2004	9/22/2014 3/17/2013 10/17/2013 10/17/2013 10/17/2019 10/10/2019 10/10/2019 4/27/2019 4/27/2019 4/27/2019 4/27/2019 10/25/2019	11/26/2015 6/12/2014 11/1/2019 11/1/2019 1/27/2004 11/26/2024 11/26/2024 11/26/2024 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023	
B-17-C C-17-8 B-16-EU B-16-EU B-16-EU B-16-EU C-17-EL C-27-E C-28-P Various F-19-E F-20-J F-20-L C-22-K D-24-O D-25-E D-24-O D-2	US 55 ML noor UPWS Nurn Bringe 3980 own SOUTH HARTE BRIER 1-25 ML over COUNTY Road 48 Proposet Road own 9-125 1-25 ML over CRUM (Wildborn) 3540 own 170 (Simespency) 15 ML over DRUM (Wildborn) 3540 own 170 (Simespency) 15 A ML now 17 MS REPUBLIAN BRIER 15 A OVER REPUBLIAN BRIER 15 A OVER REPUBLIAN BRIER 15 MIN OWN REP	4 1805 4 1969 4 2216 4 2208 4 2282 4 2282 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283	1 Industrialisation 1 Biologic Replacement and Bulger 1 Biologic Replaceme	\$1,395,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$50,787  50  \$1,109,365  \$991,469  \$13,000,653  \$390,064  \$270,966  \$561,694  \$0  \$4,799,957  \$0  See F-19-E  \$0  \$5ee C-27-K  \$0  \$5ee C-27-K  \$cee B-27-A  \$cee	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$344,714 \$2,507,224 \$1,226,778 \$1,109,985 \$144,669 \$2,009,583 \$19,006 \$2,009,583 \$19,006 \$2,009,583 \$19,006 \$2,009,583 \$2	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,853 \$5,503,10 \$5,503,10 \$5,503,10 \$5,503,10 \$5,103,10	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$6,009,727 \$0 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50	\$600,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,37,002 \$6,012,775 \$5,500,140 \$4,444,400 \$18,334,422 \$13,345,444 \$13,345,442 \$13,02,132 \$17,22,377 \$10 \$27,12,387 \$27,12,387	\$13,89,15a \$17,20,533 \$7,407,834 \$17,00,502 \$21,240,175 \$13,00,170 \$4,500,171 \$13,00,170 \$4,709,937 \$4,799,937 \$6,67,744 \$66,774 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,503 \$6,67,744 \$13,770,770 \$6,67,744 \$13,770,770 \$6,67,744 \$13,770,770 \$6,67,744 \$14,770,770 \$6,67,744 \$14,770,770 \$6,67,744 \$14,770,770 \$6,67,744 \$14,770,770 \$6,67,744 \$14,770,770 \$6,67,744 \$14,770,770 \$6,67,744 \$14,770,770 \$6,67,744 \$14,770,770 \$6,67,744 \$14,770,770 \$6,67,744 \$14,770,770 \$6,67,744 \$14,770,770 \$6,67,744 \$15,670,770 \$6,67,744 \$15,670,770 \$6,67,744 \$15,670,770 \$6,670,770 \$6,670,770 \$6,670,770 \$6,670,770 \$6,670,770 \$6,670,770 \$6,670,770 \$7,700 \$7,700,770	2/14/2009 6/34/2001 6/34/2001 6/34/2001 6/34/2001 6/34/2008 6/34/2008 6/34/2008 6/34/2008 6/34/2008 6/34/2009 7/3/2009 7/3/2009 7/3/2009 7/3/2009 7/3/2009 7/3/2002 10/3/2002 10/3/2002 10/3/2002	6/14/2014 1/16/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2008 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 4/1/2002 4/1/2003 4/1/2004 4/1/2004	9/22/2014 3/17/2013 10/17/2013 10/17/2013 10/17/2019 10/10/2019 10/10/2019 4/27/2019 4/27/2019 4/27/2019 4/27/2019 10/25/2019	11/26/2015 6/12/2014 11/1/2019 11/1/2019 1/27/2004 11/26/2024 11/26/2024 11/26/2024 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023	
B-17-C C-17-8 B-16-EU B-16-EU B-16-EU B-16-EU C-17-EL C-28-K D-28-P Various E-19-E E-30-J E-20-L C-22-K D-24-O D-25-E D-25-E D-25-C D-27-C D-27-F D-27-F D-27-F D-27-C D-28-C C-22-8-C C-	US 55 ML noer UPWR Name Intrige 3980 own SOUTH HARTE BRUR 1-25 ML over Chanty Read 48  Proposet Read own 125  1-25 ML over DRAW (Wilhourd) 3969 own 17-10 (Simegenery) US 34 ML over IN FIR KEPURLICAN MYSR US 34 OWN REFURENCE MYSR 15 MANUEL READ (SIME MYSR US 34 OWN REFURENCE MYSR 15 MANUEL READ (SIME MYSR US 34 OWN REFURENCE MYSR 15 MANUEL READ (SIME MYSR US 34 OWN REFURENCE MYSR 15 MANUEL READ (SIME MYSR 15	4 1805 4 11666 4 12164 4 22164 4 22284 4 22424 4 2260	1 Bestabilitation 1 Bridge Replacement and Major 1 Bridge Repl	\$1,395,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$15.1,787  50  \$1,107,465  \$991,469  \$1,005,453  \$170,054  \$270,966  \$50,464  \$0  \$4,779,957  \$0  \$5ee F-19-E  \$5ee F-19-E  \$5e F-19-E  \$50  \$5ee C-22-K  \$50  \$50  \$50,374  \$50,874  \$50  \$50  \$50  \$50  \$50  \$50  \$50  \$5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$1	\$348,714 \$2,501,224 \$1,501,224 \$1,100,385 \$341,567 \$21,000,563 \$10	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053 \$15,053,0340 \$56,444,893 \$15,556,462 \$15,556,464 \$52,52,725 \$10,731,067 \$10 \$10,741,799 \$10,741	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$6,000,722 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,07,002 \$6,012,775 \$5,000,040 \$6,644,803 \$18,334,642 \$13,334,642 \$5,343,275 \$0 \$5,712,067 \$0 \$5,7	\$13,894,156 \$17,267,535 \$18,409,834 \$27,345,175 \$3,404,735 \$4,604,730 \$4,604,730 \$4,604,730 \$4,772,687 \$3,772,687 \$4,772,687 \$4,772,687 \$5,817,799 \$5,817,799 \$5,817,799 \$5,817,799 \$5,817,799 \$6,817,	2/14/2009 6/34/2001 6/34/2001 6/34/2001 6/34/2001 6/34/2008 6/34/2008 6/34/2008 6/34/2008 6/34/2008 6/34/2009 7/3/2009 7/3/2009 7/3/2009 7/3/2009 7/3/2009 7/3/2002 10/3/2002 10/3/2002 10/3/2002	6/14/2014 1/16/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2008 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 4/1/2002 4/1/2003 4/1/2004 4/1/2004	9/22/2014 3/17/2013 10/17/2013 10/17/2013 10/17/2019 10/10/2019 10/10/2019 4/27/2019 4/27/2019 4/27/2019 4/27/2019 10/25/2019	11/26/2015 6/12/2014 11/1/2019 11/1/2019 1/27/2004 11/26/2024 11/26/2024 11/26/2024 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023	
B-17-C C-17-8 B-16-EU B-16-EU B-16-EU B-16-EU C-17-EL C-27-E C-28-P Various F-19-E F-20-J F-20-L C-22-K D-24-O D-25-E D-24-O D-2	US 55 ML over UPWR Naven Intrige 3980 over SOUTH HARTE BRURE 1-25 ML over Chanty Read 48 Proposet Read over 125 1-25 ML over DRAW (Willhoard) 3969 over 1-26 (Willhoard) 3960 over 1-26	4 1805 4 1806 4 12144 4 22144 4 22244 4 22424 4 2260 4 2260 4 2405 4 2405 4 2405 4 2405 4 2405 4 2405 4 2405 4 2405 4 2405 4 2505 4 2257 4 2257 4 2257 4 2257 4 2257 4 2257 4 2257 4 2257	1 Individual states of the state of the stat	\$1,395,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$351,787  50  \$11,097,465  \$94,4,699  \$13,000,163  \$150,054  \$270,066  \$561,694  \$0  \$4,709,957  \$0  \$see F-19-E  \$50  \$see F-19-E  \$50  \$50  \$540,347  \$2,049,153  \$50  \$27,041  \$50  \$50  \$77,643  \$50  \$50  \$77,643  \$50  \$50  \$50  \$50  \$77,643  \$50  \$50  \$50  \$50  \$77,643  \$50  \$50  \$50  \$50  \$50  \$50  \$50  \$5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0  \$0	\$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$348,714 \$2,501,224 \$2,501,224 \$1,100,585 \$1943,669 \$3,000,583 \$1943,669 \$3,000,583 \$170,566 \$303,664 \$30 \$566,7196 \$50 \$566,7196 \$50 \$566,7196 \$50 \$566,7196 \$50 \$566,7196 \$50 \$566,7196 \$50 \$566,7196 \$50 \$566,7196 \$50 \$566,7196 \$50 \$566,7196 \$50 \$566,7196 \$50 \$566,7196 \$50 \$566,7196 \$5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053  \$15,050,240  \$64,44,803  \$15,554,422  \$13,355,444  \$12,752,757  \$10,02,114  \$17,72,067  \$0  \$23,47,799  \$46,739	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 56,009,722 50 50 50 50 50 50 50 50 50 50 50 50 50	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,07,002 \$6,022,75 \$5,003,40 \$5,644,803 \$18,034,602 \$18,034,602 \$3,035,66 \$5,035,25 \$3,022,18 \$4,022,18	\$13,894,156 \$17,207,253 \$18,407,824 \$21,265,175 \$33,044,700 \$45,506,191 \$33,044,700 \$45,506,191 \$33,044,700 \$45,709,607 \$33,047,709 \$33,047,709 \$33,047,709 \$33,047,709 \$33,047,709 \$33,047,709 \$33,047,709 \$33,047,709 \$35,04	2/14/2009 6/24/2001 6/24/2001 6/24/2001 6/24/2001 6/24/2001 6/24/2001 6/24/2001 6/24/2001 6/24/2001 7/2001 7/2001 7/2001 7/2002 7/2002 7/2002 7/2002 7/2002 7/2002 7/2002	6/14/2014 1/16/2013 6/21/2018 2/14/2019  4/1/2000  11/1/2001	9/22/2014 3/11/2013 10/11/2018 10/11/2018 10/11/2018 4/27/2019 10/10/2018 4/27/2018 4/27/2018 4/27/2010 2/28/2012 2/28/2012 10/25/2012	11/26/2015 6/13/2014 11/1/2019 11/2018 11/1/2019 11/2018 9/29/2024 11/20/2024 11/20/2024 11/20/2024 11/20/2021 11/20/2021 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2022 11/20/2024 9/20/2024 9/20/2024 9/20/2024 9/20/2024	
B-17-C C-77-B B-16-EU B-16-EU B-16-EU B-16-EU C-77-EL C-77-EL C-77-E C-7	Lis Si ML over UPWR Numn Bridge  3160 over COUNTY RATE BYER  1.25 ML over COUNTY Read 48  PROSPECT BASE OVER 1255  1.25 ML over DRAW (Withborn)  3169 over 1170 (Simmerpancy)  US 34 ML over DRAW (Withborn)  3169 over 1170 (Simmerpancy)  US 34 ML over DRAW (Withborn)  3169 over 1170 (Simmerpancy)  US 34 ML over 1170 (Simmerpancy)  US 34 ML over 1170 (Simmerpancy)  US 34 ML over 1170 (Simmerpancy)  17 MINISTER BRODGE EASTERN PLANCE PRO 1  17 MINISTER BRODGE EASTERN PLANCE PRO 1  17 MINISTER BRODGE EASTERN PLANCE PRO 2  17 MINISTERN PLANCE PRO 2  17 MIN	4 1805 4 11666 4 12164 4 22164 4 22284 4 22424 4 2260	1 Industrialisation and Bulger Industrialisat	\$1,395,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$15.1,787  50  \$1,107,465  \$991,469  \$1,005,453  \$170,054  \$270,966  \$50,464  \$0  \$4,779,957  \$0  \$5ee F-19-E  \$5ee F-19-E  \$5e F-19-E  \$50  \$5ee C-22-K  \$50  \$50  \$50,374  \$50,874  \$50  \$50  \$50  \$50  \$50  \$50  \$50  \$5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$1	\$348,714 \$2,501,224 \$1,501,224 \$1,100,385 \$341,567 \$21,000,563 \$10	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053 \$15,053,0340 \$56,444,893 \$15,556,462 \$15,556,464 \$52,52,725 \$10,731,067 \$10 \$10,741,799 \$10,741	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$6,000,722 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,07,002 \$6,012,775 \$5,000,040 \$6,644,803 \$18,334,642 \$13,334,642 \$5,343,275 \$0 \$5,712,067 \$0 \$5,7	\$13,894,156 \$17,267,535 \$18,409,834 \$27,345,175 \$3,404,735 \$4,604,730 \$4,604,730 \$4,604,730 \$4,772,687 \$3,772,687 \$4,772,687 \$4,772,687 \$5,817,799 \$5,817,799 \$5,817,799 \$5,817,799 \$5,817,799 \$6,817,	2/14/2009 6/34/2001 6/34/2001 6/34/2001 6/34/2001 6/34/2008 6/34/2008 6/34/2008 6/34/2008 6/34/2008 6/34/2009 7/3/2009 7/3/2009 7/3/2009 7/3/2009 7/3/2009 7/3/2002 10/3/2002 10/3/2002 10/3/2002	6/14/2014 1/16/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2008 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 4/1/2002 4/1/2003 4/1/2004 4/1/2004	9/22/2014 3/17/2013 10/17/2013 10/17/2013 10/17/2019 10/10/2019 10/10/2019 4/27/2019 4/27/2019 4/27/2019 4/27/2019 10/25/2019	11/26/2015 6/12/2014 11/1/2019 11/1/2019 1/27/2004 11/26/2024 11/26/2024 11/26/2024 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023 10/26/2023	
B-17-C C-17-B D-16-EU B-16-AU B-16-AU C-17-EL C-25-K D-28-F Various F-19-E F-20-J F-20-L C-22-K D-24-O D-25-E D-26-O D-26	LS SI ML ONE LEWIS NUMBER PRINCIPE  135 ML ONE COUNTY READ 48  135 ML ONE COUNTY READ 48  135 ML ONE DRAW (WINDOWS)  135 ML ONE REPUBLICAN BYER  136 ML ONE REPUBLICAN BYER  136 ML ONE REPUBLICAN BYER  136 ML ONE BROOK EASTERN PLANG  136 ML ONE BROOK EASTERN PLANG FOR 3  136 ML ONE REMOKE EASTERN PLANG FOR 3  137 ML ONE REMOKE EASTERN PLANG FOR 3  138 ML ONE REMOKE COREA  138	4 1805 4 12164 4 22164 4 22264 4 2242 4 2242 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 2262 4 1265 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 4 1266 5 1666 6 1666	1 Individual states and Major Management and Major Major Management and	\$1,796,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$50,787  50  \$1,109,865  \$941,669  \$3,000,953  \$190,064  \$50,064  \$50  \$4,379,957  \$0  \$see F.19-E  \$50  \$50  \$50,064  \$50  \$4,379,957  \$50  \$50  \$50  \$50  \$50  \$50  \$50  \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$10 \$10 \$10 \$10 \$10 \$500 F-19-E \$500 F-19-E \$500 F-19-E \$10 \$500 C-22-K \$10 \$10 \$500 B-27-A \$500 B-27-A \$500 B-27-A \$500 C-22-K \$10 \$500 B-27-A \$500 C-22-K \$10 \$500 C-22-K \$10 \$500 B-27-A \$500 C-22-K \$10 \$500 C-22-K \$10	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$348,714 \$2,507,224 \$1,256,179 \$1,109,585 \$443,469 \$1,009,583 \$10,009,583 \$10,004 \$2775,666 \$2775,666 \$100 \$4,739,667 \$10 \$566,736 \$10 \$566,737 \$2,649,333 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,677 \$566,877,877 \$566,877,877 \$566,877 \$566,877 \$566,877 \$566,877 \$566,877 \$566,877 \$566,877 \$566,877 \$566,877 \$566,877 \$566,87	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053  \$15,053,0340  \$64,44,803  \$61,544,4203  \$13,545,4444  \$62,32,325  \$13,000,214  \$13,720,677  \$0  \$93,41,739  \$66,73,42  \$13,730,503  \$66,023,473  \$66,034,733  \$66,034,733  \$66,034,733  \$66,034,733  \$66,034,733  \$66,037,74  \$66,037,74  \$66,000,000  \$66,000,000  \$66,0	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 56,009,727 50 50 50 50 50 50 50 50 50 50 50 50 50	\$600,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,37,602 \$6,012,775 \$6,012,775 \$6,012,775 \$6,012,775 \$6,012,775 \$1,022,18 \$3,712,077 \$0 \$3,712,077 \$0 \$4,4790 \$4,470	\$13,89,156 \$12,20,533 \$12,20,533 \$13,20,535 \$13,00,100 \$13,000 \$13,0	7/14/2009 6/24/2011 6/14/2015 6/14/2015 6/14/2016 6/14/2016 6/14/2016 6/14/2016 6/14/2016 6/14/2016 6/14/2016 6/14/2016 6/14/2016 6/14/2017 10/14/2017 10/14/2017 10/14/2017 10/14/2017 10/14/2017 10/14/2017 10/14/2017 10/14/2017 10/14/2017 10/14/2017 10/14/2017 10/14/2017 10/14/2017 10/14/2017	6/19/2014 1/19/2013 6/21/2018 2/14/2019 4/1/2009  11/1/2001	9/22/2014 3/17/2013 3/07/2018 5/22/2019 10/10/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2010 6/27/	11/26/2015 6/13/2014 11/1/2019 11/1/2019 11/2010 9/29/2024 11/26/2029 11/26/2029 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023 16/26/2023	
b-17-C C-17-8 b-16-EU B-16-EU B-16-EU B-16-EU C-17-EL C-25-K D-27-G D-28-P Various F-19-E F-20-L C-22-K D-24-O D-25-E D-25-E D-24-O B-27-C B-27-C B-27-C B-27-C B-27-C C-22-K C-2	LS SI ML ONE UPWIN Name Intrige  \$1900 one SOUTH HARTE BRIDE  1.25 ML ONE COUNTY Road 48  **Proposed Road one V 125  1.26 ML ONE DRAW (HIRDORY)  \$1909 one TA 100 (Simespience)  US 34 ML ONE DRAW (HIRDORY)  \$1909 one TA 100 (Simespience)  US 34 ML ONE THE REPUBLICAN BRIDE  **PARES BRODGE LASTERN PARIS  **PARES  **PARES BRODGE LASTERN PARIS  **PARES  **PARES BRODGE LASTERN PARIS  **PARES  **P	4 1805 4 1866 4 1866 4 2716 4 2262 4 2262 4 2262 4 2262 4 2263 4 2263 4 2263 4 2263 4 2263 4 2263 4 2263 4 2263 4 2263 4 2263 4 2263 4 2263 4 2263 4 2263 4 2263 4 2263 4 1263 4 1263 4 1263 4 1263 4 1263 4 1263 4 1263 4 1263 5 1663 5 1823	1 Beschellstation 1 Beschellst	\$1,196,490 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$5	\$30,787  \$50  \$1,107,865  \$941,669  \$3,000,553  \$19,064  \$20,084  \$50  \$4,799,67  \$0  \$6e F-19-E  \$5e	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$0 \$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$	\$348,714 \$2,500,224 \$1,00,265 \$1,100,565 \$141,669 \$1,000,563 \$170,666 \$170,666 \$170,666 \$150,664 \$10 \$10 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,563 \$100,577 \$1,2500 \$1	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053  \$15,050,240  \$64,44,803  \$61,554,422  \$13,385,646  \$62,72,725  \$10,002,114  \$17,72,067  \$0  \$93,47,799  \$46,749,430  \$46,749,430  \$46,749,430  \$56,648,422  \$94,048,339  \$56,648,422  \$94,048,339  \$56,648,422  \$56,648,42	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 56,009,722 50 50 50 50 50 50 50 50 50 50 50 50 50	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,37,602 \$8,012,775 \$5,502,149 \$6,644,803 \$5,644,803 \$5,644,803 \$5,644,803 \$6,643,814,827 \$5,502,188 \$6,733,236 \$6,733,	\$11,80,100 \$17,20,733 \$17,20,733 \$17,20,733 \$17,00,700 \$13,00,700 \$13,00,700 \$13,00,700 \$13,00,700 \$13,00,700 \$13,00,700 \$13,00,700 \$13,00,700 \$13,00,700 \$13,00,700 \$10,700,7	7/14/2009 6/24/2011 6/17/2015 6/17/2015 6/17/2016 5/21/2018 5/21/2018 5/21/2018 5/21/2018 5/21/2018 5/21/2018 5/21/2018 5/21/2019 5/21/2019 5/21/2011 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021	6/19/2018 1/19/2018 6/21/2018 2/14/2019 2/14/2019 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 12/14/2003 4/1/2004 4/1/2004 4/1/2004 12/14/2004 12/14/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001	9/22/2014 9/17/2013 9/17/2013 10/17/2013 10/17/2018	11/26/2015 6/13/2014 11/1/2019 11/1/2019 11/1/2019 11/2020 11/2020 11/2020 11/2020 11/2020 11/2020 11/20/202	
b-17-C C-17-B D-16-EU B-16-EU B-16-EU B-16-EU B-16-EU B-16-EU B-16-EU B-16-EU B-16-EU B-18-E F-20-J F-20-E C-22-K D-28-D B-23-E D-28-D B-23-E B-27-A B-27-A B-27-A B-27-B B-27-F A-27-A C-28-B C-22-EV C-22-EV C-22-EV C-23-EV	US 55 ML ONE UPWS Num Bridge  355 Over CHPMS Num Bridge  125 ML ONE COUNTY NUM SET  125 ML ONE COUNTY NUMBER  125 ML ONE OF SET  125 ML ONE S	4 1805 4 1969 4 2216 4 2289 4 2282 4 2282 4 2283 5 1822 5 1822	a methodistration and Major shall be sh	\$1,795,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$50,787  50  \$1,109,865  \$941,689  \$3,000,853  \$370,054  \$270,366  \$550,664  \$0  \$4,759,967  \$0  \$ce F.19-E  \$50  \$ce C-22-K  \$0  \$50  \$540,347  \$2,049,153  \$ce B-27-A  \$50,643  \$50  \$se E-27-A  \$50,643  \$50  \$50 - 22-K	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$348,714 \$2,507,224 \$1,256,179 \$1,109,585 \$442,669 \$1,009,583 \$19,009,584 \$270,586 \$270,586 \$270,586 \$270,587 \$20 \$500,671 \$2,269,383 \$500,683 \$500,683 \$500,683 \$500,683 \$500,683 \$500,683 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,853 \$3,550,349 \$5,444,483 \$51,535,444,483 \$13,535,444 \$12,537 \$10 \$13,702,317 \$10 \$10,702,317 \$10 \$10,702,317 \$10 \$10,702,317 \$10 \$10,702,317 \$10 \$10,702,317 \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50,000,722 50 50 50 50 50 50 50 50 50 50 50 50 50	\$400,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,37,002 \$6,012,775 \$6,012,775 \$6,012,775 \$6,012,775 \$1,002,100 \$1,44,439 \$1,34,54,62 \$1,34,54,62 \$1,34,54,62 \$1,34,54,62 \$1,34,54,62 \$1,34,775 \$1,002,100 \$1,44,775 \$1,002,000 \$1,44,775 \$1,44,777	\$13,89,156 \$12,20,533 \$12,20,533 \$13,20,535 \$13,00,100 \$13,000 \$13,0	7/14/2009 6/24/2011 6/11/2015 6/12/2016 6/12/2016 6/12/2018 6/12/2018 6/12/2018 6/12/2018 6/12/2018 6/12/2018 6/12/2018 6/12/2019 10/12/2011 10/12/2011 10/12/2011 10/12/2011 10/12/2011 12/12/2011 12/12/2011 12/12/2011	6/19/2014 1/19/2013 6/21/2018 2/14/2019  4/1/2009  11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 4/1/2002 3/29/2002 3/29/2002 4/1/2003 4/1/2004 4/1/2004 4/1/2004 4/1/2004 4/1/2004 11/1/2005	9/22/2014 3/17/2013 30/1/2018 5/22/2019 10/10/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2010	11/26/2015 6/13/2014 11/12/2019 11/12/2019 12/2020 9/29/2024 11/13/2020 11/13/2020 6/14/2021 11/13/2020	
b-17-C C-17-B D-16-EU B-16-EU B-16-EAN C-17-EL G-25-K C-25-K C-25-K D-28-P Various F-39-E F-20-J F-20-L C-22-K D-24-O D-25-E D-26-D D-24-C D-2	US 55 ML noor UP98 Nurn Bridge 3980 own SOUTH HARTE BRIDGE 1-25 ML own County Read 48 1-25 ML own County Read 48 1-25 ML own COUNTY READ 125 1-25 ML own DRAW (Willboard) 3969 own 1-30 (Simegeneop) 3969 own 1-30 (Simegeneop) 3969 own 1-30 (Simegeneop) 3970 own 1-30 (Simegeneop) 3970 ML Own 1-30 (Simegeneop	4 1805 4 1244 4 2244 4 2264 4 2262 4 1262 5 1262 5 1262 5 1262 5 2266 5 2266	The sent-additional control of the c	\$1,396,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$50,787  50  \$1,109,585  \$91,689  \$3,005,53  \$370,054  \$270,066  \$550,694  \$0  \$4,799,957  \$0  \$see F-19-E  \$5ee F-19-E  \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$	\$344,714  \$2,501,224  \$1,201,224  \$1,201,224  \$1,201,224  \$1,101,005  \$144,469  \$2,005,633  \$19,006  \$2,005,631  \$10,007  \$0  \$4,105,607  \$0  \$6e,7,10 E  \$0  \$4,105,607  \$0  \$6e,7,10 E  \$0  \$1,201,007  \$0  \$1,201,007  \$0  \$1,201,007  \$0  \$1,201,007  \$0  \$1,201,007  \$0  \$1,201,007	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,853 \$15,00,340 \$56,444,893 \$51,556,442 \$13,856,442 \$13,856,442 \$13,856,442 \$13,750,007 \$10 \$13,750,007 \$10 \$13,750,007 \$10 \$10,41,779 \$10 \$10,41,779 \$1	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$6,000,722 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,07,002 \$6,012,775 \$6,000,000 \$6,644,000 \$6,644,000 \$18,314,642 \$13,315,646 \$6,273,275 \$10,002,210 \$17,720,007 \$10 \$13,707,205 \$10,002,210 \$17,720,007 \$10,	\$13,89,156 \$17,20,753 \$18,409,254 \$17,20,753 \$18,409,254 \$21,146,175 \$13,409,750 \$13,409,750 \$13,709,757 \$13,709,759 \$14,017,700	7/14/2009 6/24/2011 6/17/2015 6/17/2015 6/17/2016 5/21/2018 5/21/2018 5/21/2018 5/21/2018 5/21/2018 5/21/2018 5/21/2018 5/21/2019 5/21/2019 5/21/2011 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021 5/21/2021	6/19/2018 1/19/2018 6/21/2018 2/14/2019 2/14/2019 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 12/14/2003 4/1/2004 4/1/2004 4/1/2004 12/14/2004 12/14/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001	9/22/2014 3/17/2013 30/1/2018 5/22/2019 10/10/2018 6/27/2018	11/26/2015 6/13/2014 11/1/2019 11/1/2019 11/12/2024 11/12/2024 11/12/2024 11/12/2024 11/12/2024 11/12/2020 6/14/2021 11/12/2022 11/12/2022 11/12/2022 11/12/2022 11/12/2022 11/12/2024 11/12/2022 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2023 11/12/2023	
b-17-C C-17-B D-16-EU B-16-EU B-16-EU B-16-EU B-16-EU B-16-EU B-16-EU B-16-EU B-16-EU B-18-E F-20-J F-20-E C-22-K D-28-D B-23-E D-28-D B-23-E B-27-A B-27-A B-27-A B-27-B B-27-F A-27-A C-28-B C-22-EV C-22-EV C-22-EV C-23-EV	US 55 ML ONE UPWS Num Bridge  355 Over CHPMS Num Bridge  125 ML ONE COUNTY NUM SET  125 ML ONE COUNTY NUMBER  125 ML ONE OF SET  125 ML ONE S	4 1805 4 1807 4 2716 4 2716 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 1208 4 1208 4 1208 4 1208 5 1822 5 1822	1 methodistation and flaging individual states and flaging individ	\$1,196,490 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$5	\$50,787  50  \$1,109,865  \$941,689  \$3,000,853  \$370,054  \$270,366  \$550,664  \$0  \$4,759,967  \$0  \$ce F.19-E  \$50  \$ce C-22-K  \$0  \$50  \$540,347  \$2,049,153  \$ce B-27-A  \$50,643  \$50  \$se E-27-A  \$50,643  \$50  \$50 - 22-K	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$348,714 \$2,507,224 \$1,256,179 \$1,109,585 \$442,669 \$1,009,583 \$19,009,584 \$270,586 \$270,586 \$270,586 \$270,587 \$20 \$500,671 \$2,269,383 \$500,683 \$500,683 \$500,683 \$500,683 \$500,683 \$500,683 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684 \$500,684	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,853 \$3,550,349 \$5,444,483 \$51,535,444,483 \$13,535,444 \$12,537 \$10 \$13,702,317 \$10 \$10,702,317 \$10 \$10,702,317 \$10 \$10,702,317 \$10 \$10,702,317 \$10 \$10,702,317 \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50,000,722 50 50 50 50 50 50 50 50 50 50 50 50 50	\$400,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,37,002 \$6,012,775 \$6,012,775 \$6,012,775 \$6,012,775 \$1,002,100 \$1,44,439 \$1,34,54,62 \$1,34,54,62 \$1,34,54,62 \$1,34,54,62 \$1,34,54,62 \$1,34,775 \$1,002,100 \$1,44,775 \$1,002,000 \$1,44,775 \$1,44,777	\$13,89,156 \$12,20,533 \$12,20,533 \$13,20,535 \$13,00,100 \$13,000 \$13,0	7/14/2009 6/24/2011 6/11/2015 6/12/2016 6/12/2016 6/12/2018 6/12/2018 6/12/2018 6/12/2018 6/12/2018 6/12/2018 6/12/2018 6/12/2019 10/12/2011 10/12/2011 10/12/2011 10/12/2011 10/12/2011 12/12/2011 12/12/2011 12/12/2011	6/19/2014 1/19/2013 6/21/2018 2/14/2019  4/1/2009  11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 4/1/2002 3/29/2002 3/29/2002 4/1/2003 4/1/2004 4/1/2004 4/1/2004 4/1/2004 4/1/2004 11/1/2005	9/22/2014 3/17/2013 30/1/2018 5/22/2019 10/10/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2018 6/27/2010	11/26/2015 6/13/2014 11/12/2019 11/12/2019 12/2020 9/29/2024 11/13/2020 11/13/2020 6/14/2021 11/13/2020	
6-17-C C-77-B 6-16-EU B-16-EU B-16-EU B-16-EU C-77-EL	US 55 ML ONC LIPSEN NAME INTERIOR  125 ML ONC COUNTY ROAD 48  125 ML ONC DEBUT (WHINDOWN)	4 1805 4 1807 4 2716 4 2716 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 2208 4 1208 4 1208 4 1208 4 1208 5 1822 5 1822	1 Industrialisation 1 Region Regionment and Bulger 1 Region Re	\$1,196,490 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$5	\$10,787  50  \$1,107,465  \$991,469  \$1,005,463  \$190,054  \$270,946  \$50,464  \$0  \$4,799,997  \$0  \$6e C-22 K  \$0  \$6e C-22 K  \$5e B-27 A  \$5e B-27 A  \$5e B-27 A  \$5e B-27 A  \$5e C-22 K  \$50  \$6e C-22 K  \$70  \$6e B-27 A  \$707,443  \$70  \$6e B-27 A  \$70,643  \$70  \$70,643  \$70  \$70,643  \$70  \$70,643  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644  \$70  \$70,644	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$	\$348,714 \$2,501,224 \$2,501,224 \$31,000,383 \$943,669 \$31,000,383 \$1965,669 \$47,700,967 \$0 \$66,719,6 \$0 \$467,347 \$21,069,133 \$66,877,6 \$66,27,6 \$66,27,6 \$66,27,6 \$66,27,6 \$67,67,63 \$66,77,77 \$66,77,77 \$66,77,77 \$66,77,77 \$66,77,77 \$66,77,77 \$66,77 \$6	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053  \$5,053  \$5,050,340  \$6,444,893  \$15,554,422  \$1,585,442  \$1,585,442  \$1,585,442  \$1,595,595  \$1,002,116  \$1,770,067  \$20  \$20,341,779  \$20  \$20,417,790  \$30,417,790  \$40,417,790	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$6,000,727 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,07,002 \$6,022,75 \$5,003,40 \$6,644,802 \$18,334,642 \$18,334,642 \$13,335,646 \$6,337,325 \$0 \$5,317,307 \$0 \$5,317,307 \$0 \$5,317,307 \$0 \$5,317,307 \$0 \$5,317,307 \$0 \$5,317,307 \$0 \$5,317,307 \$0 \$5,317,307 \$0 \$5,317,307 \$0 \$5,317,307 \$0 \$5,317,307 \$0 \$5,317,307 \$0 \$1,317,307 \$1,317,307 \$1,317,317 \$1,317	\$13,899,126 \$17,267,535 \$17,469,125 \$17,469,125 \$17,469,125 \$13,469,125 \$13,469,125 \$13,469,125 \$13,712,657 \$13,712,712 \$13,712 \$13,712 \$13,712 \$13,712 \$13,712 \$13,712 \$13,712 \$13,712 \$1	7/14/2009 6/74/2001 6/74/2001 6/74/2001 6/71/2003 6/71/2003 6/71/2003 5/72/2003 5/72/2003 3/71/2003 7/72/2003 1/72/2003	6/14/2014 1/16/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2000 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 12/14/2003 4/5/2004 4/5/2004 4/5/2004 4/5/2004 11/1/2008 11/1/2008 11/1/2008 11/1/2008	9/22/2014 3/17/2013 30/1/2018 5/22/2019 10/10/2018 6/27/2018	11/26/2015 6/13/2014 11/1/2019 11/1/2019 11/12/2024 11/12/2024 11/12/2024 11/12/2024 11/12/2024 11/12/2020 6/14/2021 11/12/2022 11/12/2022 11/12/2022 11/12/2022 11/12/2022 11/12/2024 11/12/2022 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2023 11/12/2023	
6-17-C C-17-8 D-16-EU B-16-EU B-16-EW C-17-EL G-25-K G-25-	LS SI ML ONE UPWIN Num Inringe SIND OWN SOUTH HANTE BYING 1-25 ML ONE COUNTY ROAd 48 PROSPECT BOST OF COUNTY ROAd 48 1-25 ML ONE DRAW (HINDOWS) 1-25 ML ONE THE REPUBLICAN BYING 1-25 ML ONE DEATH PLANCE PRO 1 1-25 MERCE REDOCE LEATERN PLANCE PRO 1 1-25 MERCE REDOCE LEATERN PLANCE PRO 2 1-25 ML ONE DRAW (HINDOWS PLANCE PRO 2 1-25 ML ONE DRAW (HINDOWS PLANCE PRO 2 1-25 ML ONE DRAW (HINDOWS PLANCE PRO 3 1-25 ML ONE BOAR (HINDOWS PLANCE PRO 3 1-25 ML ONE PROCEDER 1-3 ML ONE	4 1805 4 1806 4 1244 4 2288 4 2288 4 2288 4 2288 4 2280 4 2283 4 2280 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 1283 4 1283 4 1283 5 1833 5 1833 5 1283 5 1283 5 2283 5 2283 5 2283	1 Industrial Institution of the Committee of the Committe	\$1,196,490 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$5	\$10,787  \$0  \$1,107,885  \$941,689  \$3,000,553  \$10,054  \$20,054  \$20,054  \$4,799,657  \$0  \$4,799,657  \$0  \$5ee F-19-6  \$5ee F-19-6  \$5ee E-22-K  \$0  \$0  \$4,049,153  \$5ee B-27-A  \$5ee B-27-A  \$107,443  \$0  \$10,044  \$10,0	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	10 10 10 10 10 10 10 10 10 10 10 10 10 1	\$348,714 \$2,500,224 \$1,00,055 \$141,669 \$1,00,055 \$141,669 \$1,00,055 \$100,05	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053  \$15,050,240  \$64,44,803  \$61,554,422  \$13,385,444  \$62,72,725  \$10,02,214  \$17,72,047  \$0  \$3,417,79  \$46,743,427  \$46,743,437	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 56,009,722 50 50 50 50 50 50 50 50 50 50 50 50 50	\$400,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,37,602 \$6,012,775	\$13,89,19a \$17,20,733 \$17,20,733 \$17,20,733 \$17,00,302 \$21,545,179 \$13,00,170 \$13,00,170 \$13,00,170 \$13,00,170 \$13,00,170 \$13,00,170 \$13,00,170 \$13,00,170 \$14,770,100 \$15,00,171 \$15,00,171 \$15,00,171 \$15,00,171 \$15,00,171 \$15,00,171 \$15,00,171 \$15,00,171 \$15,00,171 \$15,00,171 \$15,00,171 \$15,00,171 \$15,00,171 \$15,00,170 \$15,00,17	7/14/2009 6/74/2001 6/74/2001 6/74/2001 6/71/2003 6/71/2003 6/71/2003 5/72/2003 5/72/2003 3/71/2003 7/72/2003 1/72/2003	6/14/2014 1/16/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2000 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 12/14/2003 4/5/2004 4/5/2004 4/5/2004 4/5/2004 11/1/2008 11/1/2008 11/1/2008 11/1/2008	9/22/2014 3/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2014	11/26/2015 6/12/2014 11/1/2019 11/1/2019 11/2020 9/29/2024 11/26/2024 11/26/2024 11/26/2024 11/26/2021 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2023 11/26/2024 1/26/2024	
b-17-C C-17-B b-16-EU B-16-EU B-16-EU B-16-EU C-17-EL C-28-K D-27-G D-28-P Various E-19-E E-20-L C-22-K D-24-O D-26-E D-26-D D-26-E D-26-D B-27-F B-27-A B-27-F C-22-BC L-06-B L-06-B L-06-B L-06-B K-01-C E-11-G E-11-G E-11-G E-12-A R-07-S J-12-AJ R-05-B L-11-C E-09-B L-11-C E-09-B L-11-C E-09-B L-11-C E-11-G E-11-G E-11-C E-09-B L-11-C E	LS SI ML ONC LEVER NAME INTEGER  258 DO NOT SOUTH HARTE BURNE  1.25 ML ONC COUNTY ROAd 48  PROSPECT SIDES OF LEVER SIDES  1.25 ML ONC DERWY (Withboard)  3599 ONC 175 OF GENEROPRO)  1.25 ML ONC DERWY (Withboard)  3599 ONC 175 OF GENEROPRO)  1.25 ML ONC DERWY (WITHBOARD)  1.25 ML ONC IN FRANCIS MURNE  1.25 ML ONC IN FRANCIS MURNE  1.25 ML ONC IN FRANCIS MURNE  1.25 MURNER BROCKE CASTERN PLANCE FIRE 1  1.25 MURNER BROCKE CASTERN PLANCE FIRE 1  1.25 MURNER BROCKE CASTERN PLANCE FIRE 1  1.25 MURNER BROCKE CASTERN PLANCE FIRE 2  1.25 MURNER BROCKE CASTERN PLANCE FIRE 3  1.25 MURNER BROCKE FIRE FIRE STATE	4 1805 4 1806 4 1806 4 2716 4 2282 4 2282 4 2282 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 4 2283 5 1823 5 1223 5 2286 5 1220 5 1203	1 Individual states and Major Management and Major	\$1,196,490 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$5	\$10,787  \$1,107,865  \$11,107,865  \$141,669  \$3,000,553  \$10,054  \$270,966  \$5501,664  \$50  \$4,799,957  \$0  \$50 F.19 E  \$50 F.1	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$173,947 \$1,244,78 \$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	10 10 10 10 10 10 10 10 10 10 10 10 10 1	\$348,714 \$2,501,224 \$2,501,224 \$1,100,385 \$1943,669 \$3,100,383 \$1943,669 \$3,000,583 \$170,586 \$170,586 \$303,664 \$30 \$506,679 \$50 \$506,679 \$50 \$506,776 \$506,777 \$506,7	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053  \$5,053  \$5,050,340  \$5,444,893  \$15,544,422  \$1,585,442  \$1,585,442  \$1,585,442  \$1,790  \$1,790  \$1,790,503  \$1,790,790  \$1,790,79	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$6,000,727 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,377,602 \$8,012,775 \$8,012,775 \$8,012,775 \$8,012,775 \$8,012,775 \$8,012,775 \$1,012,775	\$11,89,156 \$17,267,353 \$17,467,354 \$17,467,354 \$17,467,354 \$13,467,750 \$13,467,750 \$13,467,750 \$13,467,750 \$13,467,750 \$13,467,750 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,477 \$13,477	7/14/2009 6/74/2001 6/74/2001 6/74/2001 6/71/2003 6/71/2003 6/71/2003 5/72/2003 5/72/2003 3/71/2003 7/72/2003 1/72/2003	6/14/2014 1/16/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2000 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 12/14/2003 4/5/2004 4/5/2004 4/5/2004 4/5/2004 11/1/2008 11/1/2008 11/1/2008 11/1/2008	9/22/2014 3/17/2013 30/1/2018 5/22/2019 10/10/2018 6/27/2018	11/26/2015 6/13/2014 11/1/2019 11/1/2019 11/12/2024 11/12/2024 11/12/2024 11/12/2024 11/12/2024 11/12/2020 6/14/2021 11/12/2022 11/12/2022 11/12/2022 11/12/2022 11/12/2022 11/12/2024 11/12/2022 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2024 11/12/2023 11/12/2023 11/12/2023	
6-17-C C-17-B D-16-EU B-16-AU B-16-AU B-16-AU B-16-AU B-16-AU B-17-E C-27-E C-28-E C-2	US 55 ML noor UP98 Nurn Bringe 3980 oers SOUTH FASTE BYER 1-25 ML over CRUNTy Russ 48 Proposet Road oer 9-25 1-25 ML over CRUNTy Russ 48 1-25 ML over RUSS 48 1-25	4 1805 4 1807 4 2716 4 2716 4 2208 5 1808 5 1808 5 1808 5 2208 5 2208 5 2208 5 2208 5 2208	a methodistration  Bridge Replacement and Bolge  Commission of the	\$1,196,490 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$501,787  50 \$11,107,885 \$941,689 \$3,000,953 \$190,064 \$50,000,953 \$43,799,957 \$0 \$66,794,60 \$56,104,60 \$56,104,60 \$56,104,60 \$570,066 \$56,104,60 \$56,104,6	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$5ee F-19-E \$10 \$5ee C-22-K \$10 \$10 \$5ee C-22-K \$10 \$10 \$5ee B-27-A \$5ee B-27-A \$5ee B-27-A \$10 \$10 \$5ee B-27-A \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$348,714 \$2,501,224 \$1,305,035 \$141,669 \$1,105,045 \$1,105,045 \$1,105,045 \$1,105,045 \$1,105,045 \$1,105,046 \$1,105,046 \$1,105,046 \$1,105,047 \$1,1	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053  \$15,053,034  \$56,034,033  \$15,054,022  \$13,355,044  \$12,72,725  \$10,02,114  \$17,72,067  \$0  \$3,347,79  \$46,734,422  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$1,776,553  \$46,02,214  \$5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50,000,722 50 50 50 50 50 50 50 50 50 50 50 50 50	\$400,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,37,002 \$0,012,775	\$13,80,10a \$12,20,503 \$12,20,503 \$13,20,503 \$13,00,100 \$13,00,100 \$13,00,100 \$13,00,100 \$13,00,100 \$13,00,100 \$13,00,100 \$13,00,100 \$13,00,100 \$14,700,100 \$15,000 \$15,000	7/14/2009 6/74/2001 6/74/2001 6/74/2001 6/71/2003 6/71/2003 6/71/2003 5/72/2003 5/72/2003 3/71/2003 7/72/2003 1/72/2003	6/14/2014 1/16/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2000 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 12/14/2003 4/5/2004 4/5/2004 4/5/2004 4/5/2004 11/1/2008 11/1/2008 11/1/2008 11/1/2008	9/22/2014 3/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2014	11/26/2015 6/12/2014 11/1/2019 11/1/2019 11/2020 9/29/2024 11/26/2024 11/26/2024 11/26/2024 11/26/2021 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2023 11/26/2024 1/26/2024	
8-17-C C-17-8 B-16-EU B-16-EU B-16-EU B-16-EU C-17-EL C-25-K C-25	US 55 ML noor UP98 Nurn Bringe 3980 own SOUTH HARTE BRING 1-25 ML own Charly Read 48 1-25 ML own Charly Read 48 1-25 ML own Charly Read 48 1-25 ML own DRAW (Althourd) 3969 own 1-10 (Simegeney) 0.3 ML own P 1-10 (Simegeney) 0.3 ML own P 1-10 (Simegeney) 0.3 ML own P 1-10 (Simegeney) 1.3 ML OWN READ (Simegeney) 1.3 ML OWN	4 1805 4 1206 4 1216 4 2216 4 226 4 126 5 16 5 16 5 226 5 26	a methodistration and Major shall be a methodistration of the shall be a m	\$1,196,490 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$5	\$10,787  \$1,107,865  \$11,107,865  \$141,669  \$3,000,553  \$10,054  \$270,966  \$5501,664  \$50  \$4,799,957  \$0  \$50 F.19 E  \$50 F.1	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$173,947 \$1,244,78 \$0 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	10 10 10 10 10 10 10 10 10 10 10 10 10 1	\$344,714  \$2,507,224  \$1,207,025  \$1,207,025  \$1,207,025  \$1,207,025  \$1,207,026  \$1,207,026  \$1,207,026  \$1,207,027  \$1,207,026  \$2,207,027  \$2,207,0	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,053  \$5,053  \$5,050,340  \$5,444,893  \$15,544,422  \$1,585,442  \$1,585,442  \$1,585,442  \$1,790  \$1,790  \$1,790,503  \$1,790,790  \$1,790,79	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$6,000,727 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,377,602 \$8,012,775 \$8,012,775 \$8,012,775 \$8,012,775 \$8,012,775 \$8,012,775 \$1,012,775	\$11,89,156 \$17,267,353 \$17,467,354 \$17,467,354 \$17,467,354 \$13,467,750 \$13,467,750 \$13,467,750 \$13,467,750 \$13,467,750 \$13,467,750 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,467 \$13,477,477 \$13,477	7/14/2009 6/74/2001 6/74/2001 6/74/2001 6/71/2003 6/71/2003 6/71/2003 5/72/2003 5/72/2003 3/71/2003 7/72/2003 1/72/2003	6/14/2014 1/16/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2000 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 12/14/2003 4/5/2004 4/5/2004 4/5/2004 4/5/2004 11/1/2008 11/1/2008 11/1/2008 11/1/2008	9/22/2014 3/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2014	11/26/2015 6/12/2014 11/1/2019 11/1/2019 11/2020 9/29/2024 11/26/2024 11/26/2024 11/26/2024 11/26/2021 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2023 11/26/2024 1/26/2024	
8-17-C C-17-8 B-16-EU B-16-EU B-16-EU B-16-EU B-16-EU C-17-E C-28-F Various F-19-E F-20-J F-20-L C-22-K C-22-K C-22-K C-22-K C-22-K D-24-D B-27-G B-2	US 55 ML noor UP98 Nurn Bringe 3980 oers SOUTH FASTE BYER 1-25 ML over CRUNTy Russ 48 Proposet Road oer 9-25 1-25 ML over CRUNTy Russ 48 1-25 ML over RUSS 48 1-25	4 1805 4 1969 4 2216 4 2260 5 160 5 16	a methodistration and Major Management Management and Major Management Manage	\$1,396,490 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$1	\$50,787  50  \$11,109,365  \$941,469  \$13,000,553  \$370,054  \$577,046  \$561,674  \$0  \$561,799,957  \$0  \$566 F.TP-E  \$0  \$566 C-27-K  \$0  \$568 B-27-A  \$568 B-27-A  \$568 B-27-A  \$568 B-27-A  \$568 B-27-A  \$570,643  \$0  \$560,674  \$0  \$570,643  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$570,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$0  \$70,644  \$70	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$173,947 \$1,284,778 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$348,714 \$2,501,224 \$1,305,035 \$141,669 \$1,105,045 \$1,105,045 \$1,105,045 \$1,105,045 \$1,105,045 \$1,105,046 \$1,105,046 \$1,105,046 \$1,105,047 \$1,1	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,853 \$55,00,349 \$55,00,349 \$55,00,346 \$51,00,356 \$51,00,357 \$51,00,357 \$50 \$51,00,357 \$50 \$51,00,357 \$50 \$51,00,357 \$50 \$51,00,357 \$50 \$51,00,357 \$50 \$51,00,357 \$51,00,357 \$52,00,357 \$53,00,357 \$53,00,357 \$54,00,357 \$54,00,357 \$55,00,357 \$5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50,000,727 50 50 50 50 50 50 50 50 50 50 50 50 50	\$400,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,37,002 \$6,012,775 \$5,500,140 \$6,612,775 \$5,500,140 \$6,644,803 \$18,334,642 \$13,334,646 \$13,334,646 \$13,334,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,646 \$13,335,647 \$13,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000 \$14,460,000	\$13,89,156 \$12,20,253 \$13,20,253 \$14,20,253 \$21,240,175 \$13,04,750 \$13,04,750 \$13,04,750 \$13,04,750 \$13,172,067 \$13,172,067 \$13,179,050 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,179,170 \$16,17	7/14/2009 6/74/2001 6/74/2001 6/74/2001 6/71/2003 6/71/2003 6/71/2003 5/72/2003 5/72/2003 3/71/2003 7/72/2003 1/72/2003	6/14/2014 1/16/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2000 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 12/14/2003 4/5/2004 4/5/2004 4/5/2004 4/5/2004 11/1/2008 11/1/2008 11/1/2008 11/1/2008	9/22/2014 3/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2013 10/17/2014	11/26/2015 6/12/2014 11/1/2019 11/1/2019 11/2020 9/29/2024 11/26/2024 11/26/2024 11/26/2024 11/26/2021 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2023 11/26/2024 1/26/2024	
8-11C C1718 B-1640 B-16	US 55 ML noer UP98 Nurn Bringe 3980 own SOUTH HATTE BRUR 1-25 ML over Chonty Rusel 48 Proposet Rised own 125 1-25 ML over DROW (Withboard) 3969 own 1370 (Simegrancy) 1370 WE NEW REPUBLICAN WYOR 1373 OWN REPUBLICAN WYOR 1374 OWN REPUBLICAN WYOR 1375 OWN ROW ROW REPUBLICAN WYOR 1375 OWN ROW ROW ROW REPUBLICAN 1375 OWN ROW ROW ROW ROW ROW 1375 OWN ROW ROW ROW ROW 1375 OWN ROW ROW ROW ROW 1375 OWN ROW ROW ROW ROW ROW 1375 OWN ROW ROW ROW ROW ROW 1375 OWN ROW	4 1805 4 1806 4 1216 4 2716 4 2260 5 260 5 1800 5 2260 5 2260 5 2601 5 2601 5 2601 5 2601 5 2601 5 2601 6 2601 7 100 7	a methodistration and Major Management Management and Major Management Manage	\$1,396,490 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$1	\$11,107,545 \$11,107,545 \$11,107,545 \$11,107,545 \$11,107,545 \$11,107,545 \$11,007,545 \$13,005,53 \$13,054 \$270,046 \$270,046 \$270,046 \$35,107,047 \$20 \$560,1074 \$20 \$560,1074 \$20 \$560,1074 \$20 \$560,1074 \$20 \$30 \$340,347 \$21,049,133 \$360,874 \$370,433 \$30 \$360,22,47 \$43,389 \$30 \$31,012,419 \$300,564 \$30 \$31,012,419 \$300,574 \$30 \$30 \$31,012,419 \$300,574 \$300 \$31,012,419 \$300,574 \$300 \$31,012,419 \$300,574 \$300 \$31,012,419 \$300,574 \$300 \$31,012,419 \$300,574 \$300 \$31,012,419 \$300,574 \$300 \$300 \$300 \$300 \$300 \$300 \$300 \$30	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$753,947 \$1,254,778 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	\$348,714 \$2,501,224 \$2,501,224 \$31,107,385 \$31,107,385 \$31,107,385 \$31,107,385 \$31,107,385 \$31,107,385 \$31,107,385 \$31,107,385 \$41,727,386 \$41,727,386 \$41,727,386 \$41,727,387 \$50 \$41,727,387 \$50 \$410,347 \$2,087,133 \$50,877,A \$	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$3,853 \$15,00,340 \$56,444,893 \$15,555,464 \$51,555,464 \$52,57,375 \$60 \$23,41,739 \$54,173,623 \$66,173,62	50 50 50 50 50 50 50 50 50 50 50 50 50 5	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$0 \$6,000,722 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50	\$800,000  50  50  50  50  50  50  50  50	50 50 50 50 50 50 50 50 50 50 50 50 50 5	\$11,07,002 \$6,022,775 \$5,000,040 \$6,644,002 \$6,644,002 \$18,314,622 \$13,315,646 \$6,237,275 \$10,002,210 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10 \$5,712,007 \$10,007 \$10,007 \$10,0	\$13,89,156 \$17,20,753 \$18,409,254 \$17,20,753 \$18,409,255 \$21,146,175 \$13,409,170 \$13,509,170 \$13,709,277 \$17,72,077 \$17,7	7/14/2009 6/14/2011 6/11/2015 6/17/2015 6/17/2015 6/17/2018 6/17/2018 6/17/2018 6/17/2018 6/17/2018 6/17/2018 6/17/2018 6/17/2018 6/17/2019 6/17/2022 10/16/2022	6/14/2014 1/16/2013 6/21/2018 2/14/2019 2/14/2019 4/1/2000 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 11/1/2001 12/14/2003 4/5/2004 4/5/2004 4/5/2004 4/5/2004 11/1/2008 11/1/2008 11/1/2008 11/1/2008	9/22/2014 3/17/2013 10/12/2013 10/12/2013 10/12/2019 10/12/2019 10/12/2019 10/12/2019 10/12/2019 4/27/2010 4/27/2010 4/27/2010 4/27/2010 10/25/2012 10/25/2013 10/25/	11/26/2016 6/12/2014 11/1/2019 11/1/2019 11/2020 9/29/2024 11/26/2024 11/26/2024 11/26/2021 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2022 11/26/2023 10/26/2024 1/26/2024 1/26/2024 1/26/2024 1/26/2024 1/26/2024 1/26/2024 1/26/2024 1/26/2024 1/26/2024 1/26/2024 1/26/2024 1/26/2024 1/26/2024	

30



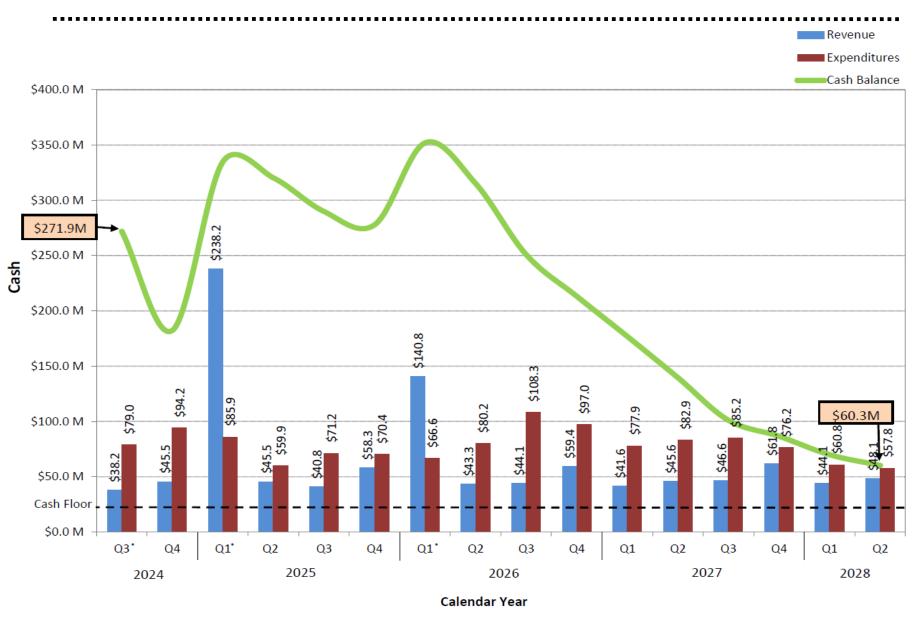
BTE Q4 FY2024

	Program Funding by Source Summary														
Sources	Preconstruction Other	Preconstruction FASTER	Preconstruction Infrastructure Revenue Bonds*	Preconstruction SB-260	Dre	Total econstruction	C	onstruction Other	Construction FASTER	Construction Infrastructure Revenue Bonds*	Construction SB-260	Total Construction		Total All Funds	
Sources: Federal	\$ 6,992,269		è	3B-200	ė	6,992,269	Ċ	31,815,348		è	3B-200	\$ 31,815,348			
State	925,518	-	-	-	\$	925,518		143,827	- -	- -	- -	\$ 143,827	-	38,807,617.00 1,069,345.00	
Local	25,139,801	-	-	-	\$	25,139,801	\$	11,163,134	-	-	-	\$ 11,163,134	\$	36,302,935.00	
FASTER	-	313,520,186	-	-	\$	313,520,186	\$	-	1,168,759,856	-	-	\$ 1,168,759,856	\$	1,482,280,042.00	
Bank of America Loan	12,030,650	-	-	-	\$	12,030,650	\$	28,668,324	-	-	-	\$ 28,668,324	\$	40,698,974.00	
Series 2010A Bonds	52,835,938	-	-	-	\$	52,835,938		245,307,666	-	-	-	\$ 245,307,666	\$	298,143,604.00	
Series 2010A Bond Interest	546,911	-	-	-	\$	546,911		9,279,210	-	-	-	\$ 9,279,210	\$	9,826,121.00	
SB-260 Bridge and Tunnel Fees	-	-	-	-	\$	-		-	-	-	232,383,488	\$ 232,383,488	\$	232,383,488.00	
Infrastructure Revenue Bonds	-	-	-	-	\$	-		-	-	465,379,275	-	\$ 465,379,275	\$	465,379,275.00	
Infrastructure Revenue Bond Interest	-	-	-	-	\$	-		-	-	-	-	\$ -	\$	-	
Total	\$ 98,471,087	\$ 313,520,186	\$ -	\$ -	\$	411,991,273	\$	326,377,509	\$ 1,168,759,856	\$ 465,379,275	\$ 232,383,488	\$ 2,192,900,128	\$	2,604,891,401	

<sup>\*</sup>Estimated Infrastructure Revenue Bond proceeds are estimates based on BTE's current Plan of Finance and are subject to change.

1 BTE Q4 FY2024

#### Statewide Bridge and Tunnel Enterprise Four Year Quarterly Cash Flow Projection



<sup>\*</sup>The spikes in cash balances are the result of the \$150M 2024 bond issuance and the forecast issuances of \$200M in 2025 and \$100M in 2026.

