



Bridge and Tunnel Enterprise Q4 FY2024 Report

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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 tranches 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

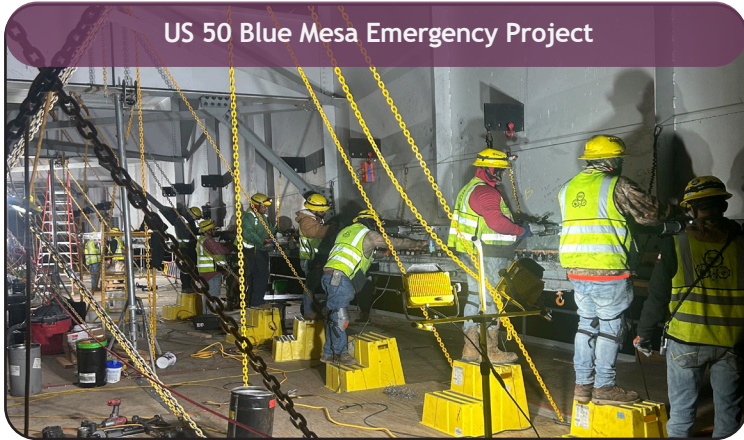


Figure A. BTE Funded 10-Year Plan Project Progress Update



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% Establish programmatic funding priorities

100% Update Policy & Procedural Directives

75% Update and create new BTE guidance documents

10% 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)



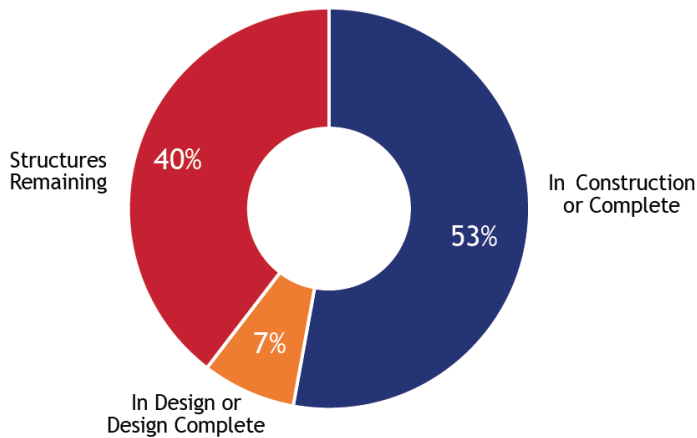
Image 14 & 15. SH 64 ML over Strawberry Creek (D-04-GA)



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

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



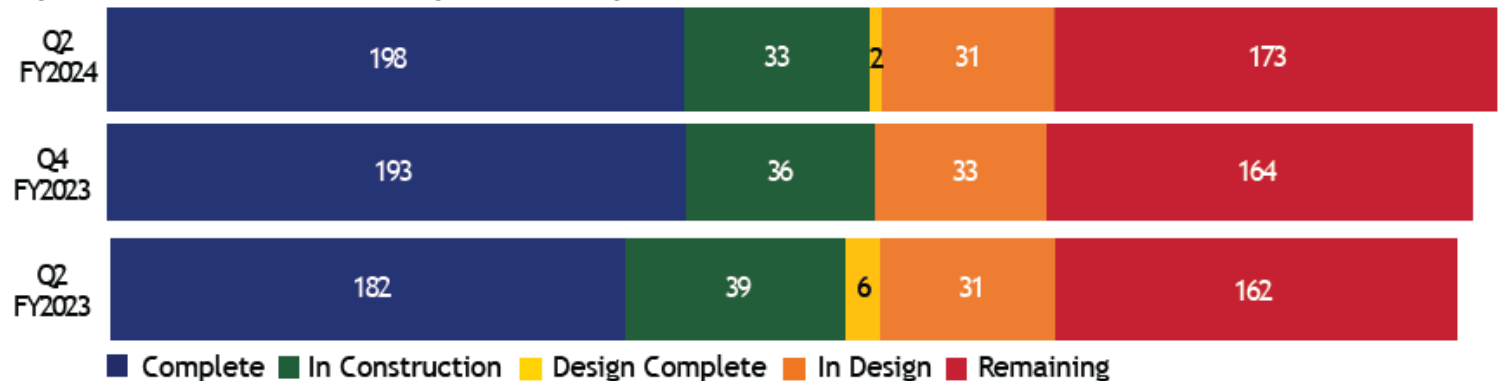
Project Status	Q4 FY2024 # of Structures
Remaining	177
In Design	32
Design Complete	0
In Construction	35
Complete	201
Total	445

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

Figure B. Current Status of BTE Eligible Poor Bridges

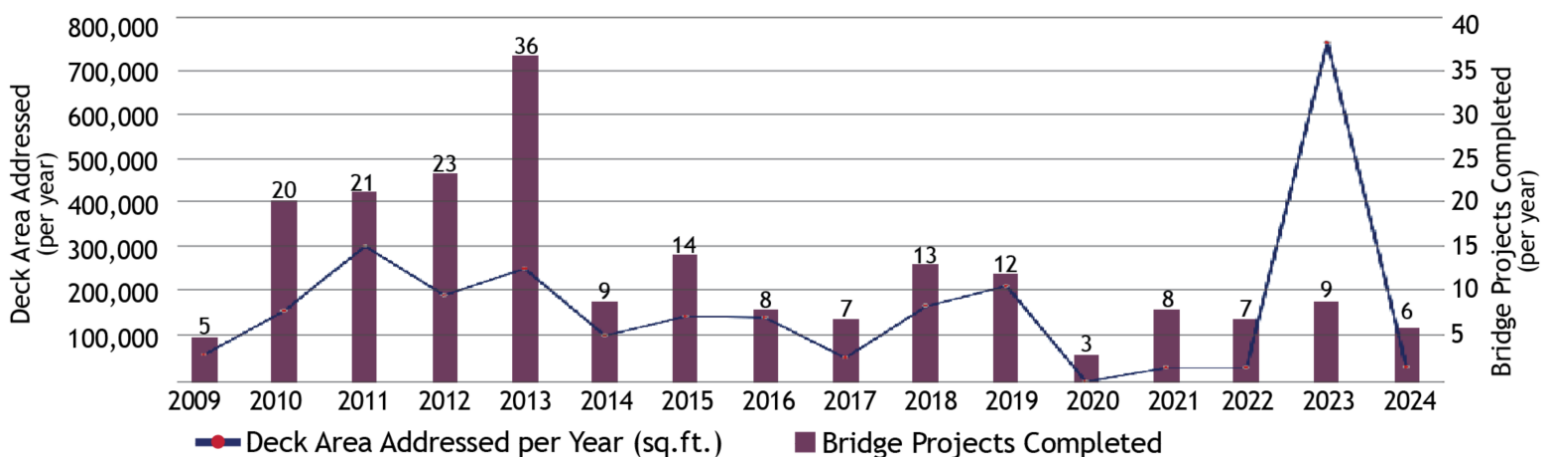


Figure C. Historic Status of BTE Eligible Poor Bridges



✓ 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



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 projects¹.

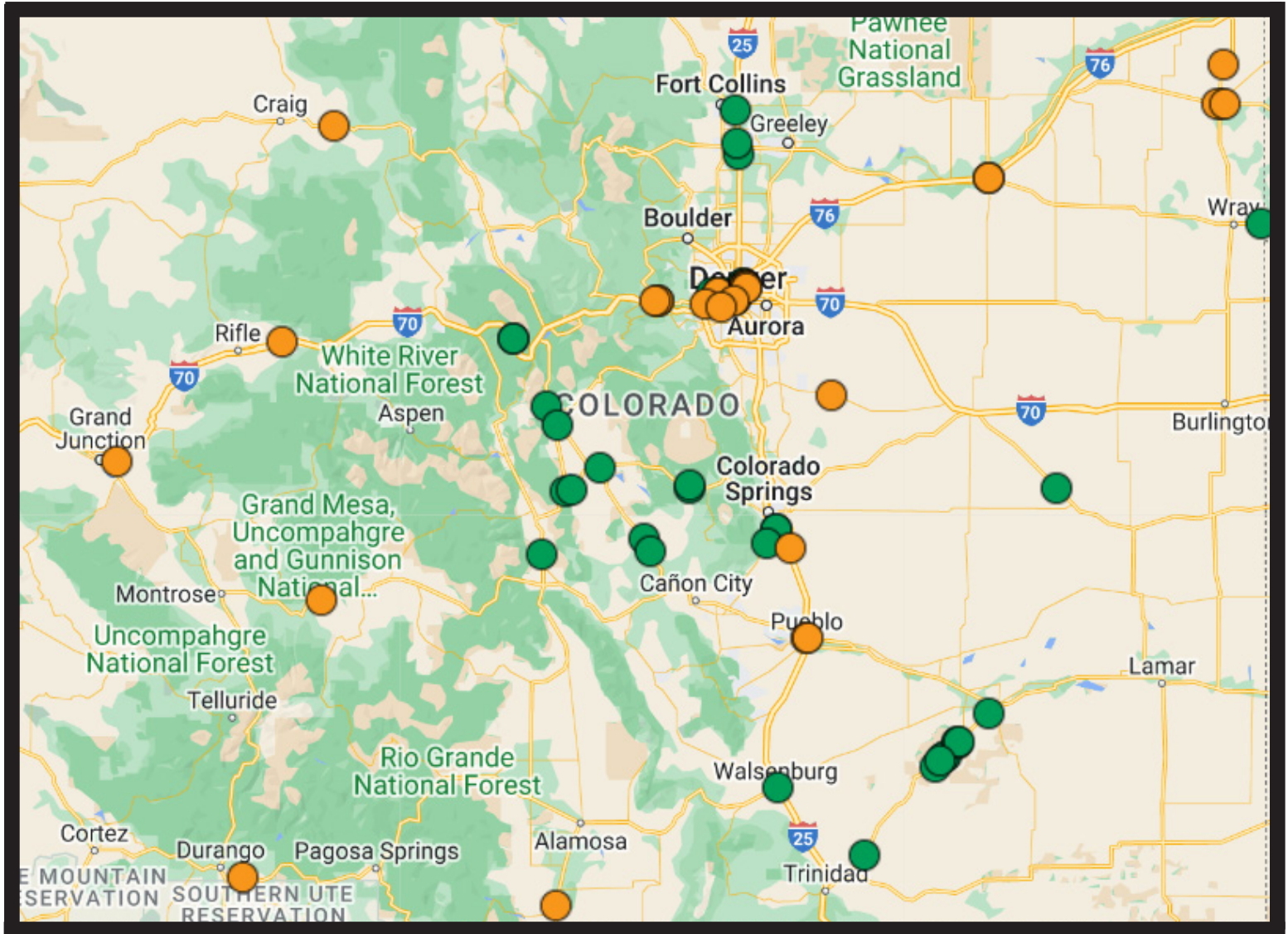


Image 17. BTE Active Project Portfolio

Status: ● In Design ● In Construction

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

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.

¹ Reference Appendix A for additional information on the active BTE project portfolio

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-O	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 transferred to the Enterprise for the emergency rehabilitation project.

² 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-O	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-O	034B198852BL	4	US 34 ML over Draw	Washington

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

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

 Package 2 C-22-K, D-24-O, D-24-A_minor*	
Design Status: 100% complete	Construction Status: 100% complete

 Package 3 D-25	
Design Status: 100% complete	Construction Status: 100% complete

 Package 4 D-28-C*, D-28-D	
Design Status: 100% complete	Construction Status: 22% complete

* 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.



Design 100% complete
17 of 17 structures @ RFC



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.

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 Plan³ 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 Projection⁴ 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.

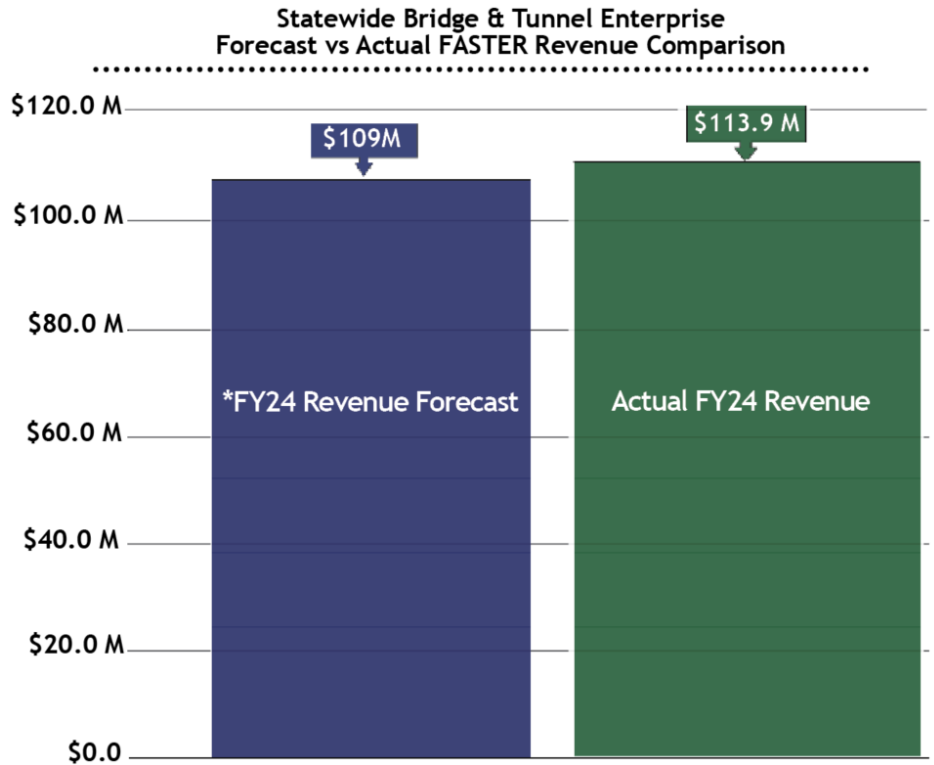
³ Reference Appendix C for the Program Allocation Plan

⁴ Reference Appendix D for the Four Year Quarterly Cash Flow Projection

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 FASTER 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.

Figure E. Forecast vs Actual FASTER Revenue Comparison

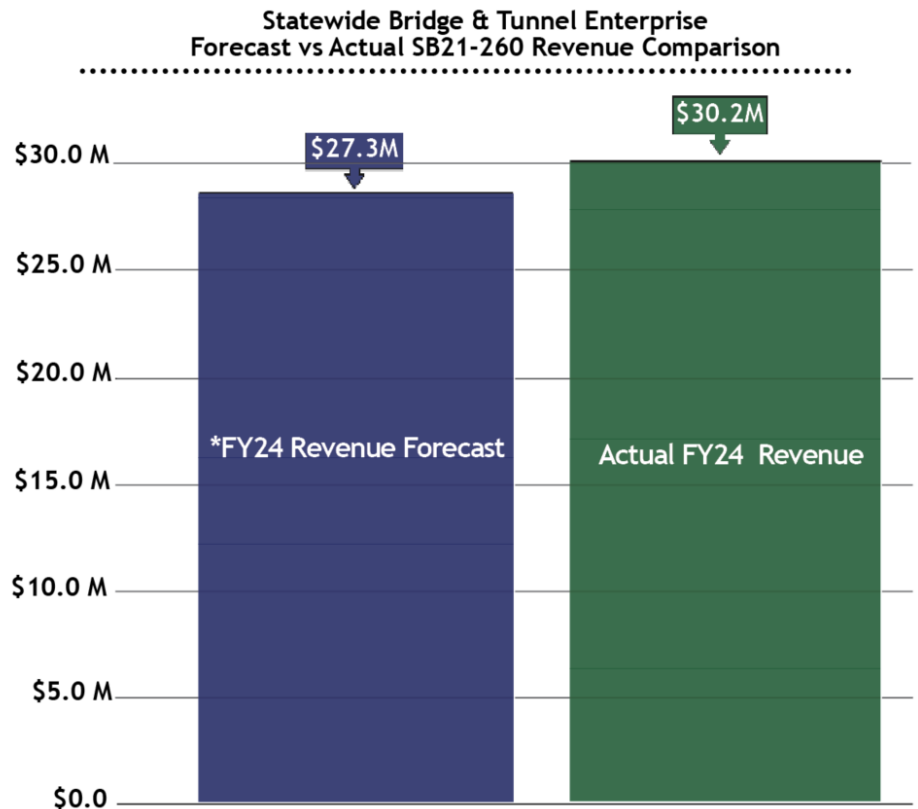


*Information Provided by the Office of Financial Management and Budget

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.

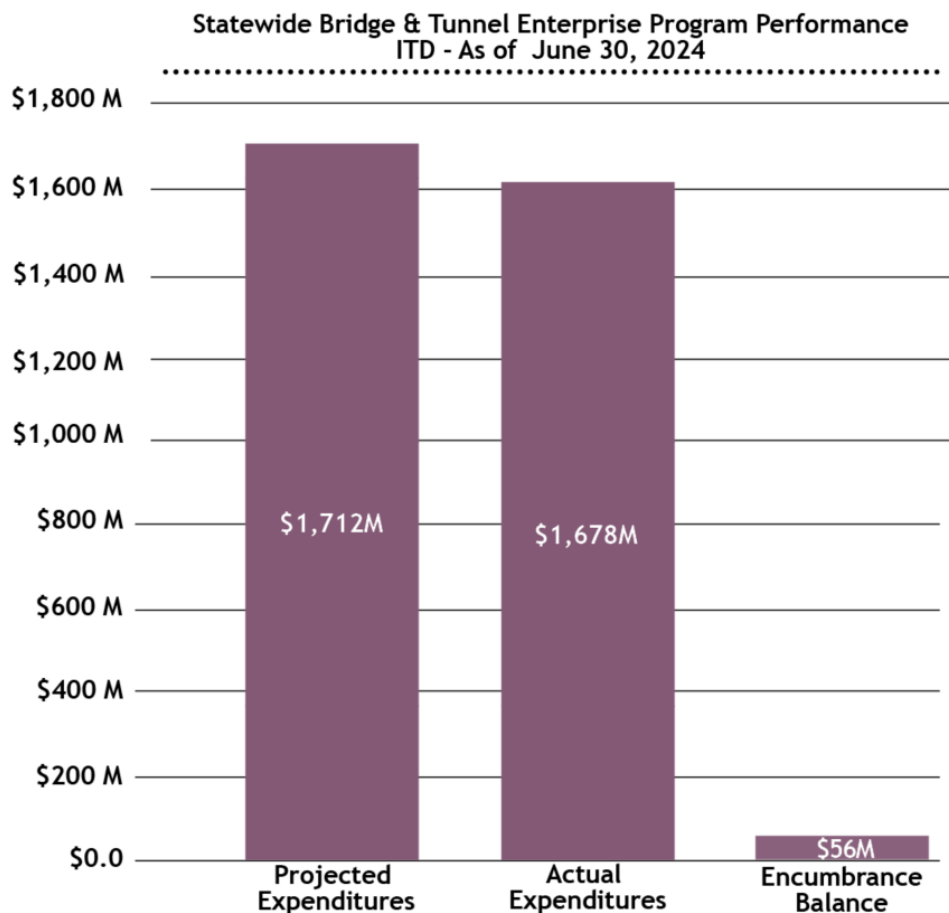
Figure F. Forecast vs Actual SB21-260 Revenue Comparison



*Information Provided by the Office of Financial Management and Budget

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	I 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-O	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-O	US 24 ML OVER DRAW	2	PARK	Region 2 Bundle	In Construction
I-13-G	I-13-GA	US 24 ML OVER DRAW	2	PARK	Region 2 Bundle	In Construction
I-13-H	I-13-HA	US 24 ML OVER DRAW	2	PARK	Region 2 Bundle	In Construction
I-15-AO	I-15-D	US 24 ML OVER DRAW	2	TELLER	Region 2 Bundle	In Construction
I-15-T	I-15-C	US 24 ML OVER DRAW	2	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 350A047131BR	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-EO	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 Elmore's 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

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan July 2024

■ Good
 ■ Better
 ■ 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-O	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, BNSF 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	●			
Remaining	E-16-JJ	1	RAMP to I 70 EBND over I 70 ML				

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan July 2024

■ Good
 ■ Better
 ■ 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
Remaining	E-16-IT	1	I 76 ML WBND over CLEAR CREEK		Green	Orange	Orange
Remaining	E-16-IU	1	I 76 ML EBND over CLEAR CREEK		Green	Orange	Orange
Remaining	E-16-JX	1	I-76 ML EBND over I-70 ML WBND		Green	Orange	Orange
Remaining	F-18-AR	1	I-70 ML WBND over COUNTY ROADS 26N, 105		Green	Orange	Orange
Remaining	F-18-AS	1	I-70 ML EBND over COUNTY ROADS 26N, 105		Green	Orange	Orange
Remaining	F-18-AT	1	I-70 ML WBND over COUNTY ROADS 28N, 113		Green	Orange	Orange
Remaining	F-18-AV	1	I-70 ML EBND over COUNTY ROADS 28N, 113		Green	Orange	Orange
Remaining	F-19-AL	1	I-70 ML WBND over COUNTY ROADS 31N, 125		Green	Orange	Orange
Remaining	F-19-AM	1	I-70 ML EBND over COUNTY ROADS 31N, 125		Green	Orange	Orange
Remaining	F-20-AX	1	I 70 ML WBND over COUNTY ROAD 201		Green	Orange	Orange
Remaining	F-20-AY	1	I 70 ML EBND over COUNTY ROAD 201		Green	Orange	Orange
Remaining	F-20-BA	1	I 70 ML EBND over US 40 FRONTAGE ROAD		Green	Orange	Orange
Remaining	F-20-BB	1	I 70 ML WBND over US 40 FRONTAGE ROAD		Green	Orange	Orange
Remaining	F-20-BG	1	I 70 ML WBND over COUNTY ROAD 197		Green	Orange	Orange
Remaining	F-20-BI	1	I 70 ML EBND over COUNTY ROAD 197		Green	Orange	Orange
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML		Green	Orange	Orange
Remaining	H-11-U	3	SH 300 ML over LAKE FORK CREEK		Green	Orange	Orange
In Design	E-16-GX	1	I 70 ML WBND over SH 391 ML	●	Green	Orange	Orange
Remaining	L-27-O	2	US 385 ML over AMITY CANAL		Green	Orange	Orange
Remaining	B-26-F	4	SH 59 ML over SANDY CREEK		Green	Orange	Orange
Remaining	G-17-AL	1	SH 105 ML over DRAW		Green	Orange	Orange
Remaining	H-13-M	2	US 24 ML over MIDDLE FK S. PLATTE RIVER		Green	Orange	Orange
Remaining	F-11-AP	3	I 70 ML WBND over TIMBER CREEK	●	Green	Orange	Orange
Remaining	F-11-AT	3	I 70 ML WBND over BLACK GORE CREEK	●	Green	Orange	Orange
Remaining	M-16-D	2	SH 69 ML over DRAW		Green	Orange	Orange
Remaining	C-18-BH	4	US 34 EB over UPRR	●	Green	Orange	Orange
Remaining	L-22-V	2	SH 109 ML over DRAW		Green	Orange	Orange
Remaining	B-18-I	4	SH 14 ML over EATON DITCH		Green	Orange	Orange
Remaining	F-16-HO	1	I 70 ML EBND over MOSS STREET, W 7TH AVE	●	Green	Orange	Orange
Remaining	F-20-BC	1	I 70 ML EBND over I 70 BUS RT		Green	Orange	Orange
Remaining	C-09-Q	3	SH 131 ML over UPRR		Green	Orange	Orange
Remaining	F-12-AL	3	I 70 ML WBND over CORRAL CREEK		Green	Orange	Orange
Remaining	F-12-AO	3	I 70 ML EBND over GULLER GULCH		Green	Orange	Orange
Remaining	F-22-V	4	US 36 ML over VEGA CREEK		Green	Orange	Orange
Remaining	F-08-D	3	I 70 ML over UP RR (SR)		Green	Orange	Orange
Remaining	F-12-AM	3	I 70 ML EBND over SMITH GULCH		Green	Orange	Orange
Remaining	F-17-AA	1	SH 177 ML over LITTLE DRY CREEK		Green	Orange	Orange
In Design	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUS RT	●	Green	Orange	Orange
Remaining	D-24-E	4	SH 63 ML over DRAW		Green	Orange	Orange
Remaining	F-17-GN	1	ALAMEDA AVE over I 225 ML		Green	Orange	Orange
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML		Green	Orange	Orange
Remaining	P-17-K	2	SH 12 ML over DRAW		Green	Orange	Orange

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan July 2024

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

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan July 2024

■ Good
 ■ Better
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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		Yellow	Orange	Orange
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR		Yellow	Orange	Orange
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1		Yellow	Orange	Orange
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH		Yellow	Orange	Orange
Remaining	G-17-AG	1	HAPPY CANYON ROAD over I 25 ML		Yellow	Orange	Orange
Remaining	K-16-B	2	US 50 ML WBND over SIX MILE CRK		Yellow	Orange	Orange
Remaining	E-16-HQ	1	MCINTYRE STREET over SH 58 ML		Yellow	Orange	Orange
Remaining	K-19-V	2	ORDINANCE ROAD over US 50 ML		Yellow	Orange	Orange
Remaining	L-21-G	2	US 50 ML EBND over APISHAPA RIVER		Yellow	Orange	Orange
Remaining	C-16-W	4	US 34 ML WBND over BARNES INLET CANAL		Yellow	Orange	Orange
Remaining	D-15-AP	4	US 36 FR RD over BOULDER CREEK		Yellow	Orange	Orange
Remaining	H-16-M	2	SH 67 ML over LONG GULCH CREEK		Yellow	Orange	Orange
Remaining	D-18-B	4	SH 52 ML over DENVER HUDSON CANAL		Yellow	Orange	Orange
Remaining	H-02-FI	3	I 70 FRONTAGE RD over ADOBE CREEK SR		Yellow	Orange	Orange
Remaining	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK		Yellow	Orange	Orange
Remaining	P-09-X	5	IRR# US 84 ML over COYOTE CREEK		Yellow	Orange	Orange

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	●	Orange	Yellow	Green
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER	●	Orange	Yellow	Green
In Design	B-07-S	3	SH 13 ML over FORTIFICATION CREEK		Orange	Orange	Yellow
In Design	P-12-B *	5	US 285 ML over CONEJOS RIVER		Orange	Orange	Yellow
Remaining	I-17-IL	2	MAXWELL STREET AR over DRAW AR	●	Orange	Orange	Yellow
Remaining	H-03-AY	3	I 70 ML over US 6 ML, COLORADO RIVER		Orange	Orange	Orange
Remaining	F-11-AD	3	I 70 ML over US 6/24, RR, EAGLE RIVER		Orange	Orange	Orange
Remaining	K-27-A	2	US 385 ML over DRAW		Orange	Orange	Orange
Remaining	F-16-GG	1	PERRY STREET over US 6 ML;W of FEDERAL		Orange	Orange	Orange
Remaining	F-08-R	3	I-70 ML WBND over COLORADO RIVER		Orange	Orange	Orange
Remaining	H-13-R	2	SH 9 ML over MIDDLE FK S. PLATTE RIVER		Orange	Orange	Orange
Remaining	F-08-AH	3	I 70 ML EBND over ACCESS RD, COLORADO RIVER		Orange	Orange	Orange
Remaining	F-08-BA	3	I 70 ML EBND over COLORADO RIVER		Orange	Orange	Orange
Remaining	F-10-AA *	3	I70 ML WBND over US 6, RR, EAGLE RIVER		Orange	Orange	Orange
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, EAGLE RIVER		Orange	Orange	Orange
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK	●	Orange	Orange	Orange
Remaining	F-16-HJ*	1	I 70 ML EBND over WEST 20TH AVE		Orange	Orange	Orange
Remaining	F-16-HN*	1	I 70 ML WBND over MOSS STREET, W 7TH AVE		Orange	Orange	Orange
Remaining	G-04-R	3	US 6 ML over PARACHUTE CREEK SR		Orange	Orange	Orange
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML		Orange	Orange	Orange
Remaining	G-22-H	4	US 24 ML over DRAW		Orange	Orange	Orange
Remaining	E-13-F	3	US 40 ML over CROOKED CREEK		Orange	Orange	Orange
Remaining	H-16-L	2	SH 67 ML over DRAW		Orange	Orange	Orange
Remaining	F-19-AJ	1	I 70 STRASBURG SPUR over UP RR		Orange	Orange	Orange
Remaining	N-01-A	5	US 491 ML over ALKALI CREEK		Orange	Orange	Orange

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan July 2024

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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-O	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-O	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				

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan July 2024

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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				

* 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)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precan Other Funds	Total Precan FASTER Funds	Precan Infrastructure Revenue Bonds	Precan Infrastructure Revenue Bond Interest	Precan Series 2010A Bonds	Precan Series 2010A Bond Interest	Total Precan SB-260 Funds	Total Precan Funds	Total Construction Other Funds	Total Construction FASTER Funds	Construction Infrastructure Revenue Bonds	Construction Infrastructure Revenue Bond Interest	Construction Series 2018A Bonds	Construction Series 2018A Bond Interest	Total Construction SB-260	Total Construction Funds	Total Project Funds	Precan Start Date	Ad Date	Construction Start Date	Construction Completion Date	Open/Closed		
E-17-EZ	947th Ave over I-25 ML	1	17535	1	Bridge Replacement and Major Rehabilitation	\$969,937	\$0	\$0	\$0	\$0	\$0	\$969,937	\$969,937	\$8,956,344	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$8,956,345	\$9,926,282	\$1,970,000					C
F-14-B	170 FRONTAGE ROAD over Clear Creek	1	17671	1	Bridge Replacement and Major Rehabilitation	\$209,788	\$76,620	\$0	\$0	\$0	\$0	\$286,408	\$286,408	\$1,700,085	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700,085	\$1,986,708	\$286,620					C
F-17-AE	5930 ML Havens over Cherry Creek	1	18081	1	Bridge Replacement and Major Rehabilitation	\$141,823	\$0	\$0	\$0	\$0	\$0	\$141,823	\$141,823	\$113,337	\$3,764,367	\$0	\$0	\$0	\$0	\$0	\$0	\$3,906,194	\$4,048,017	\$141,823					C
F-19-B	US 36 ML over COMANCHE CREEK	1	18276	1	Bridge Replacement and Major Rehabilitation	\$480,916	\$87,922	\$0	\$0	\$0	\$0	\$568,838	\$568,838	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$568,838	\$656,760	\$87,922	11/1/2010	1/5/2012	4/23/2012	6/15/2012	C
G-16-B	US 85 Cook Ranch Road to Louivers over draws	1	18899	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,845	\$0	\$0	\$0	\$0	\$0	\$0	\$40,845	\$40,845	\$0	6/28/2012	6/28/2012	10/19/2012	11/15/2013	C
G-16-C	US 85 Cook Ranch Road to Louivers over draws	1	18899	1	Bridge Replacement and Major Rehabilitation	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-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-B	See G-16-B	See G-16-B	See G-16-B	6/28/2012	6/28/2012	10/19/2012	11/15/2013	C	
G-17-A	US 85 over Sand Creek	1	19201	1	Bridge Replacement and Major Rehabilitation	\$2	\$22,914	\$0	\$0	\$28,563	\$0	\$30,565	\$30,565	\$0	\$2,883,604	\$0	\$0	\$0	\$0	\$0	\$0	\$3,189,169	\$3,210,734	\$28,912	3/2/2012	3/28/2012	8/17/2012	7/1/2013	C
F-16-DT	1-25 SANTA FE BRIDGES	1	18107	1	Bridge Replacement and Major Rehabilitation	\$103,040	\$424,969	\$0	\$0	\$0	\$0	\$528,009	\$528,009	\$11,225,034	\$2,877,229	\$0	\$0	\$0	\$0	\$0	\$0	\$14,102,263	\$14,930,292	\$528,009	11/4/2010	5/16/2011	7/11/2011	7/1/2014	C
F-16-WD	1-25 SANTA FE BRIDGES	1	18107	1	Bridge Replacement and Major Rehabilitation	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	11/4/2010	5/16/2011	7/11/2011	7/1/2014	C	
E-17-GE	170 ML WIND over SAND CREEK	1	17537	1	Bridge Replacement and Major Rehabilitation	\$1,332,918	\$0	\$0	\$0	\$0	\$0	\$1,332,918	\$1,332,918	\$0	\$72,565	\$0	\$0	\$0	\$0	\$0	\$0	\$8,283,748	\$9,615,663	\$1,332,918	3/31/2010	3/31/2011	7/29/2011	7/6/2012	C
E-17-BY	170 ML EBD 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	See E-17-GE	3/31/2010	3/31/2011	7/29/2011	7/6/2012	C	
E-17-GM	170 ML EBD over SOUTH PLATTE RIVER	1	18070	1	Bridge Replacement and Major Rehabilitation	\$0	\$962,189	\$0	\$0	\$0	\$0	\$962,189	\$962,189	\$0	\$23,276	\$0	\$0	\$0	\$0	\$0	\$24,005,497	\$25,000,000	\$962,189	3/29/2010	5/19/2011	9/12/2011	7/13/2012	C	
E-17-GL	170 ML WIND over SOUTH PLATTE RIVER	1	18070	1	Bridge Replacement and Major Rehabilitation	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	3/29/2010	5/19/2011	9/12/2011	7/13/2012	C	
F-16-FW	US 287-SH 88 over US 40 ML	1	18083	1	Bridge Replacement and Major Rehabilitation	\$0	\$403,407	\$0	\$0	\$16,500	\$0	\$17,907	\$17,907	\$0	\$11,190,901	\$0	\$0	\$0	\$0	\$0	\$0	\$11,208,808	\$11,226,715	\$17,907	3/31/2010	6/30/2011	9/26/2011	1/16/2013	C
F-16-CS	SH121 ML-WADSWORTH over BEAR CREEK	1	18220	1	Bridge Replacement and Major Rehabilitation	\$0	\$1,076,425	\$0	\$0	\$0	\$0	\$1,076,425	\$1,076,425	\$48,289	\$120,892	\$0	\$0	\$0	\$0	\$0	\$0	\$1,245,606	\$1,293,897	\$1,076,425	4/1/2010	10/20/2011	3/28/2012	8/28/2013	C
F-16-GD	SH 95 ML over LP ML 89 SPUR	1	18082	1	Bridge Replacement and Major Rehabilitation	\$196,399	\$0	\$0	\$0	\$0	\$0	\$196,399	\$196,399	\$0	\$40,333	\$0	\$0	\$0	\$0	\$0	\$0	\$236,732	\$236,732	\$196,399	6/28/2012	2/2/2013	4/24/2013	1/1/2013	C
F-16-FL	US 6 ML over SH 95 ML-CHESSMAN AVE	1	18154	1	Bridge Replacement and Major Rehabilitation	\$130,440	\$986,721	\$0	\$0	\$0	\$0	\$1,117,161	\$1,117,161	\$0	\$912	\$0	\$0	\$0	\$0	\$0	\$912	\$1,208,273	\$1,338,434	\$1,117,161	4/1/2010	10/21/2011	1/3/2012	7/13/2013	C
E-16-FK	SH 121 WADSWORTH PARALLEL ML EBD over US 36 ML	1	18194	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$1,371,099	\$0	\$1,371,099	\$1,371,099	\$0	\$4,379,890	\$0	\$0	\$0	\$0	\$0	\$0	\$5,750,989	\$7,121,879	\$1,371,099	6/30/2011	6/30/2011	5/6/2012	10/30/2013	C
E-16-FL	CENTURY / OLD WADES over US 36 ML	1	18195	1	Bridge Replacement and Major Rehabilitation	\$0	\$583,182	\$0	\$0	\$1,500,420	\$0	\$2,083,602	\$2,083,602	\$0	\$5,828,228	\$0	\$0	\$0	\$0	\$0	\$0	\$7,911,830	\$9,995,432	\$2,083,602	5/27/2011	9/30/2011	5/10/2012	10/30/2013	C
F-17-F	US 40 ML EBD over SAND CREEK	1	18180	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$1,879,331	\$0	\$1,879,331	\$1,879,331	\$0	\$1,250,185	\$0	\$0	\$0	\$0	\$0	\$0	\$3,129,516	\$3,129,516	\$1,879,331	8/1/2011	5/2/2013	7/24/2013	3/4/2015	C
F-17-BY	US 40 ML WIND over SAND CREEK	1	18180	1	Bridge Replacement and Major Rehabilitation	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	8/1/2011	5/2/2013	7/24/2013	3/4/2015	C	
E-16-FW	PIEDS STREET over 170 ML	1	18149	1	Bridge Replacement and Major Rehabilitation	\$4,099,615	\$0	\$0	\$0	\$52,247	\$0	\$4,151,862	\$4,151,862	\$4,880,000	\$248,582	\$0	\$0	\$0	\$0	\$0	\$0	\$5,180,444	\$5,429,426	\$4,151,862	4/1/2011	8/7/2012	11/5/2012	10/1/2013	C
E-17-EX	PIEDS STREET over 170 ML	1	18152	1	Bridge Replacement and Major Rehabilitation	\$0	\$10,998	\$0	\$0	\$1,456,308	\$0	\$1,467,306	\$1,467,306	\$0	\$44,108	\$0	\$0	\$0	\$0	\$0	\$0	\$1,511,414	\$1,522,412	\$10,998	4/1/2011	5/2/2013	7/24/2013	12/20/2013	C
F-16-F	US 85 ML EBD over DAD CLARK CULCH	1	18191	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$686,671	\$0	\$686,671	\$686,671	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$686,671	\$686,671	\$0	10/14/2011	8/16/2012	11/21/2012	9/6/2013	C	
F-17-DM	SH 88 ML-ABAD RD over CHEBRY CREEK	1	18147	1	Bridge Replacement and Major Rehabilitation	\$0	\$7,611,291	\$0	\$0	\$800,700	\$0	\$8,412,000	\$8,412,000	\$0	\$9,821,300	\$0	\$0	\$0	\$0	\$0	\$0	\$18,233,300	\$18,233,300	\$7,611,291	2/1/2011	8/15/2013	10/21/2013	8/3/2015	C
F-17-DM	Wildcat Monitoring	1	21434	0	Bridge Replacement and Major Rehabilitation	\$199,589	\$0	\$0	\$0	\$0	\$0	\$199,589	\$199,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,589	\$199,589	\$0					C
E-17-CD	170 ML EBD over SP RR	1	18151	1	Bridge Replacement and Major Rehabilitation	\$0	\$2,477,672	\$0	\$0	\$0	\$0	\$2,477,672	\$2,477,672	\$0	\$11,628,627	\$0	\$0	\$0	\$0	\$0	\$0	\$14,106,299	\$14,106,299	\$2,477,672	4/16/2011	2/14/2014	8/4/2014	11/6/2015	C
E-17-DJ	170 ML WIND over SP RR	1	18151	1	Bridge Replacement and Major Rehabilitation	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	See E-17-CD	4/16/2011	2/14/2014	8/4/2014	11/6/2015	C	
E-17-ER	SH 44 ML over BULL SEEP	1	18206	1	Bridge Replacement and Major Rehabilitation	\$8,500	\$0	\$0	\$0	\$1,721,424	\$0	\$1,730,000	\$1,730,000	\$0	\$1,620,975	\$0	\$0	\$0	\$0	\$0	\$0	\$3,350,975	\$3,359,475	\$8,500	7/1/2011	9/26/2013	1/6/2014	8/14/2015	C
E-17-CA	SH44 ML(D4TH AVE) over SOUTH PLATTE RIVER	1	18206	1	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	See E-17-ER	See E-17-ER	See E-17-ER	7/1/2011	9/26/2013	1/6/2014	8/14/2015	C	
F-16-EF	US 6 ML over SOUTH PLATTE RIVER	1	19190	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,759,739	\$0	\$0	\$0	\$0	\$0	\$9,759,739	\$9,759,739	\$0	9/1/2011	10/15/2012	6/30/2013	12/23/2015	C	
F-16-EN	US 6 ML over BRYANT STREET	1	18192	1	Bridge Replacement and Major Rehabilitation	\$3,530,749	\$0	\$0	\$0	\$1,445,850	\$0	\$4,976,599	\$4,976,599	\$951,228	\$11,600,419	\$0	\$0	\$0	\$0	\$0	\$0	\$16,577,018	\$17,553,617	\$4,976,599	9/1/2011	10/15/2012	6/30/2013	12/23/2015	C
F-16-EJ	US 6 ML over BRUF RR	1	18202	1	Bridge Replacement and Major Rehabilitation	\$0	\$1,199,223	\$0	\$0	\$0	\$0	\$1,199,223	\$1,199,223	\$0	\$4,447,699	\$0	\$0	\$0	\$0	\$0	\$0	\$5,646,922	\$5,646,922	\$1,199,223	9/1/2011	10/15/2012	6/30/2013	12/23/2015	C
F-17-GD	US 40 ML EBD over TOLLGATE CREEK	1	18204	1	Bridge Replacement and Major Rehabilitation	\$55,730	\$0	\$0	\$0	\$2,269,690	\$0	\$2,325,420	\$2,325,420	\$28,325	\$9,111,758	\$0	\$0	\$0	\$0	\$0	\$0	\$9,403,745	\$9,403,745	\$55,730	2/1/2011	1/16/2014	6/9/2014	9/22/2016	C
F-17-GA	US 40 ML WIND over TOLLGATE CREEK	1	18204	1	Bridge Replacement and Major Rehabilitation	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	See F-17-GD	2/1/2011	1/16/2014	6/9/2014	9/22/2016	C	
F-16-HA	SH 94 over F280	1	18170	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$692,994	\$0	\$692,994	\$692,994	\$0	\$27,877	\$0	\$0	\$0	\$0	\$0	\$0	\$720,871	\$720,871	\$692,994	11/14/2011	3/21/2013	6/3/2013	6/27/2014	C
E-16-AA	US 287 Federal over BRUF at 49th Ave.	1	18908	1	Bridge Replacement and Major Rehabilitation	\$0	\$1,070,902	\$0	\$0	\$2,268,907	\$0	\$3,339,809	\$3,339,809	\$522,493	\$12,32														

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

Original Bridge Key	Location/Project	Region	Project Accounting Number	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		
1-17-AE	US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 4 over Draw	2	17875	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		
1-17-B	US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 4 over Draw	2	17875	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		
1-17-N	1-25 ML NB over Missouri Creek	2	18115	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,725,376	\$0	\$0	\$1,725,376	\$0	\$0	\$1,725,376	\$1,725,376					C		
1-15-B	SH 9 ML over CURRIANT CREEK	2	18059	1	Bridge Replacement and Major Rehabilitation	\$180,766	\$0	\$0	\$0	\$0	\$0	\$0	\$180,766	\$1,673,834	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$1,673,834	\$1,854,600		12/9/2010	5/4/2011	10/31/2011	C	
1-26-F	SH 89 ML over ARKANSAS RIVER	2	18131	1	Bridge Replacement and Major Rehabilitation	\$177,535	\$63,267	\$0	\$0	\$0	\$0	\$240,802	\$0	\$0	\$0	\$0	\$6,129,155	\$0	\$0	\$6,129,155	\$6,369,957	\$6,369,957	6/7/2010	12/20/2010	2/16/2011	4/26/2012	C		
1-12-L	SH 99 ML over Backskin Gulch	2	17681	1	Bridge Replacement and Major Rehabilitation	\$133,913	\$0	\$0	\$0	\$0	\$0	\$133,913	\$0	\$111,488	\$0	\$0	\$0	\$0	\$188,553	\$322,464	\$322,464	\$322,464		1/4/2010	6/9/2011	6/5/2011	12/29/2011	C	
1-18-5	1-25 ML NBND over DRAW	2	18414	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,043,384	\$0	\$0	\$1,043,384	\$1,043,384	9/13/2010	10/13/2011	3/28/2012	9/13/2012	C	
1-18-T	1-25 ML NBND over DRAW	2	18414	1	Bridge Replacement and Major Rehabilitation	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5	See J-18-5		9/1/2010	10/13/2011	2/20/2012	9/13/2012	C	
1-16-K	SH 120 ML over RR, ARKANSAS RIVER	2	18013	1	Bridge Replacement and Major Rehabilitation	\$0	\$468,198	\$0	\$0	\$0	\$0	\$468,198	\$0	\$0	\$0	\$0	\$683,145	\$0	\$0	\$4,883,271	\$0	\$0	\$5,466,816	\$5,955,014	3/9/2010	5/25/2012	10/6/2012	6/23/2014	C
1-21-D	US 350 ML over DRAW	2	18177	1	Bridge Replacement and Major Rehabilitation	\$0	\$499,481	\$0	\$0	\$0	\$0	\$499,481	\$0	\$0	\$0	\$0	\$1,509,477	\$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	C
1-18-A	US 24 ML over BLACK SQUIRREL CREEK	2	18203	1	Bridge Replacement and Major Rehabilitation	\$0	\$288,894	\$0	\$0	\$0	\$0	\$288,894	\$0	\$0	\$0	\$0	\$2,961,733	\$0	\$0	\$2,961,733	\$0	\$0	\$2,961,733	\$3,250,627	6/7/2010	9/9/2011	11/15/2011	8/17/2012	C
1-16-A	CUCHARRA	2	18250	1	Bridge Replacement and Major Rehabilitation	\$0	\$176,083	\$0	\$0	\$0	\$0	\$176,083	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		12/1/2010				C
1-17-H	SH 12 PURGATORIE RIVER	2	18251	1	Bridge Replacement and Major Rehabilitation	\$0	\$160,662	\$0	\$0	\$0	\$0	\$160,662	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		12/1/2010				C
1-16-A & 1-17-H	CUCHARRAS & SH 12 PURGATORIE RIVER COMBINED CONST.	2	18640	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
1-26-L	US 160 ML over CAT CREEK	2	18321	1	Bridge Replacement and Major Rehabilitation	\$0	\$340,422	\$0	\$0	\$868	\$0	\$341,290	\$0	\$13,034	\$0	\$0	\$0	\$0	\$1,515,260	\$0	\$0	\$1,515,260	\$2,132,682		10/20/2011				C
1-28-J	US 160 ML over DRAW	2	18321	1	Bridge Replacement and Major Rehabilitation	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	See O-26-L		2/1/2011	12/15/2011	3/29/2012	12/13/2012	C
1-28-H	US 160 ML over N FK Sand Arroyo	2	18321	1	Bridge Replacement and Major Rehabilitation	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	See O-26-L		2/1/2011	12/15/2011	3/29/2012	12/13/2012	C
1-24-B	SH 101 ML over DRAW	2	18178	1	Bridge Replacement and Major Rehabilitation	\$0	\$268,899	\$0	\$0	\$0	\$0	\$268,899	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		2/1/2011	12/16/2011	3/29/2012	12/13/2012	C
1-24-F	SH 101 ML over Purgatoire River - R2	2	18435	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$132,413	\$0	\$132,413	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
1-24-B & 1-24-F	COMBINED CONST. SH 101 ML over DRAW and over PURGATORIE RIVER	2	18722	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
1-22-O	SH 266 ML over HOLBROOK CANAL	2	18179	1	Bridge Replacement and Major Rehabilitation	\$0	\$722,726	\$0	\$0	\$0	\$0	\$722,726	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
1-22-E	FT. LYON STORAGE CANAL	2	18179	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
1-22-K	SH 71 ML over FT. LYON CANAL	2	18440	1	Bridge Replacement and Major Rehabilitation	\$0	\$290	\$0	\$0	\$143,798	\$0	\$143,798	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		12/1/2010				C	
1-22-O, E & K	COMBINED CONST. HOLBROOK & FT. LYON CANAL & STORAGE CANAL	2	18627	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
1-28-C	US 50 ML over BENSE RR	2	18155	1	Bridge Replacement and Major Rehabilitation	\$0	\$1,553,259	\$0	\$0	\$106,079	\$0	\$1,659,338	\$0	\$0	\$0	\$6,164,143	\$0	\$0	\$1,515,260	\$0	\$0	\$6,164,143	\$7,823,884	2/1/2011	7/11/2014	2/23/2015	7/1/2016	C	
1-27-S	US 50 ML over DRAW	2	18155	1	Bridge Replacement and Major Rehabilitation	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C		2/1/2011	7/11/2014	2/23/2015	7/1/2016	C
1-19-J	US 229 ML over DRAW	2	18461	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$299,217	\$0	\$299,217	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		10/16/2010	9/28/2012	12/3/2012	6/18/2013	C
1-19-AD	SH 229 ML over BRIGGATORIE CANAL	2	18461	1	Bridge Replacement and Major Rehabilitation	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J		10/16/2010	9/28/2012	12/3/2012	6/18/2013	C	
1-19-H	US 350 ML over PURGATORIE RIVER	2	18208	1	Bridge Replacement and Major Rehabilitation	\$0	\$493,712	\$0	\$0	\$0	\$0	\$493,712	\$0	\$0	\$0	\$34,143	\$0	\$0	\$1,153,661	\$0	\$0	\$1,187,804	\$1,681,516	10/16/2010	2/21/2013	4/29/2013	4/11/2014	C	
1-16-S	SH 120 ML over DRAW, UP RR	2	18370	1	Bridge Replacement and Major Rehabilitation	\$0	\$505,078	\$0	\$0	\$175,629	\$0	\$680,707	\$0	\$0	\$0	\$4,106,291	\$0	\$0	\$32,427	\$0	\$0	\$4,141,218	\$5,676,425	3/15/2011	6/19/2014	10/28/2014	1/8/2016	C	
1-18-M & 1-18-W	1-25 ML over Indiana Ave.	2	19206	0	Bridge Replacement and Major Rehabilitation	\$0	\$123,988	\$0	\$0	\$108,191	\$0	\$232,179	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		10/15/2012				C
1-18-AD	Northern Ave. over 1-25 ML	2	19207	0	Bridge Replacement and Major Rehabilitation	\$0	\$132,619	\$0	\$0	\$0	\$0	\$132,619	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		10/15/2012				C	
1-18-CL	1-25 over Box, RR, Bennett	2	19205	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0							
1-18-CK	1-25 over Box, RR, Bennett	2	19205	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		3/6/2014	2/10/2015	7/11/2019	C		
1-18-M	1-25 ML over Indiana Ave.	2	19205	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		3/6/2014	4/11/2015	9/1/2017	C		
1-18-W	1-25 ML over Indiana Ave.	2	19205	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		3/6/2014	4/11/2015	9/1/2017	C		
1-18-AD	Northern Ave. over 1-25 ML	2	19205	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		3/6/2014	4/11/2015	9/1/2017	C		
1-18-AU	Mesa Ave. over 1-25 ML	2	19205	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		3/6/2014	4/11/2015	7/21/2019	C		
1-18-AX	1-25 ML NBND over US 50 ML	2	19205	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		3/6/2014	2/10/2015	10/1/2018	C		
1-18-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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		3/6/2014	2/10/2015	1/11/2019	C		
1-18-CL	1-25 over Box, RR, Bennett	2	17666	0	Bridge Replacement and Major Rehabilitation	\$7,547,600	\$599,222	\$0	\$0	\$1,766,494	\$0	\$9,314,094	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		6/7/2011				C
1-18-CK	1-25 over Box, RR, Bennett	2	17666	0	Bridge Replacement and Major Rehabilitation	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL		6/7/2011				C	
1-17-G	1-25 Frontage Road over Pine Creek	2	19123	1	Bridge Replacement and Major Rehabilitation	\$0	\$168,125	\$0	\$0	\$0	\$0	\$168,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		10/19/2012				C	
1-14-J	US50 ML over Draw Cotopaxi Texas Creek																												

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

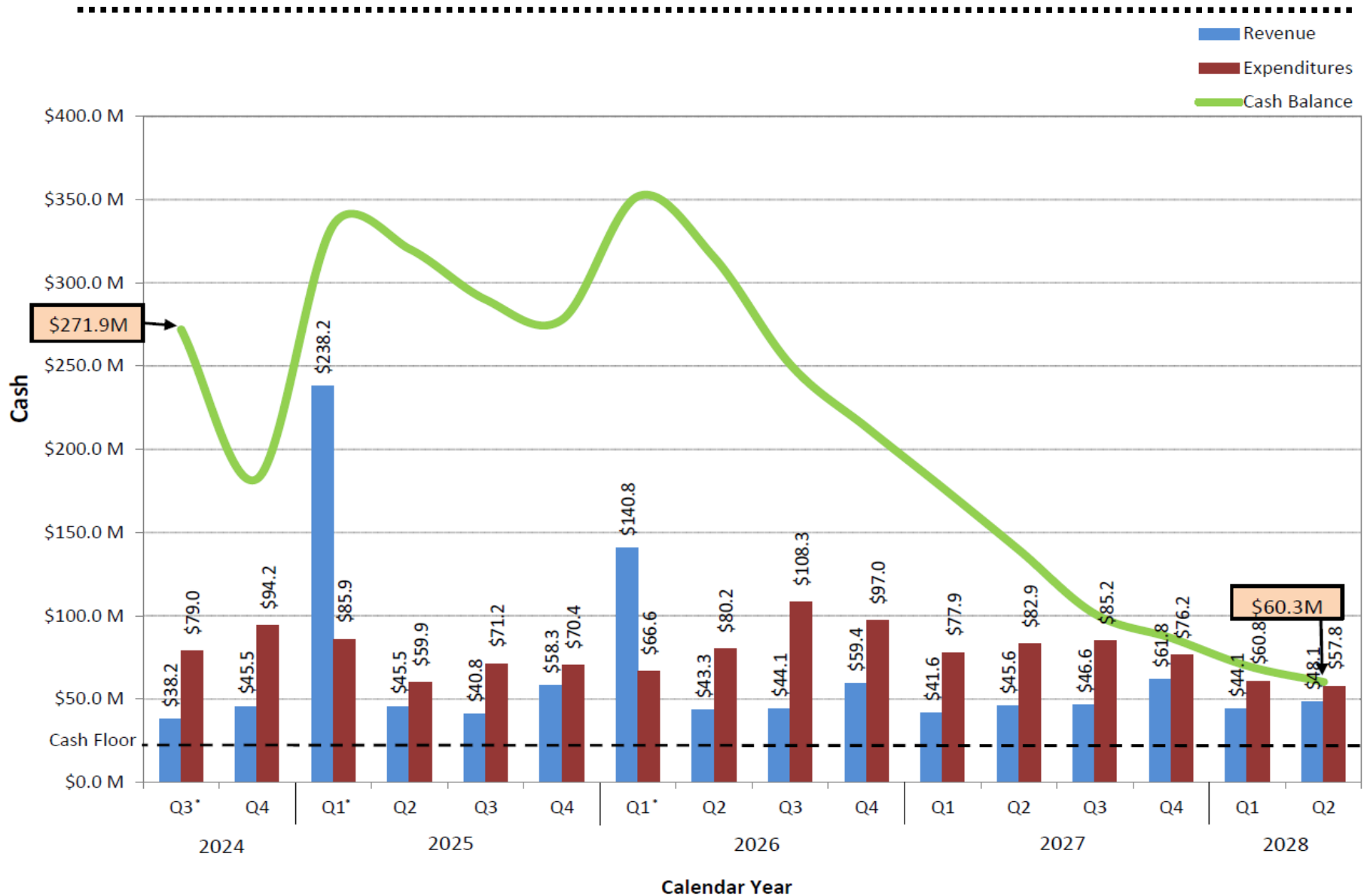
Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precon Other Funds	Total Precon FASTER Funds	Precon Infrastructure Revenue Bonds	Precon Infrastructure Revenue Bond Interest	Precon Series 2010A Bonds	Precon Series 2010A Bond Interest	Total Precon SB-260 Funds	Total Precon Funds	Total Construction Other Funds	Total Construction FASTER Funds	Construction Infrastructure Revenue Bonds	Construction Infrastructure Revenue Bond Interest	Construction Series 2018A Bonds	Construction Series 2018A 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	
F-09-H	US 6 ML over EAGLE RIVER	3	18160	1	Bridge Replacement and Major Rehabilitation	\$155,656	\$150,966	\$0	\$0	\$0	\$0	\$150,966	\$155,656	\$0	\$0	\$0	\$0	\$4,202,213	\$0	\$0	\$4,202,213	\$4,357,871	9/28/2010	5/19/2011	7/28/2011	5/18/2012	C	
F-09-C	US 50 SERVICE RD over GUNNSON RVR SR	3	18193	1	Bridge Replacement and Major Rehabilitation	\$143,514	\$0	\$0	\$0	\$203,384	\$0	\$143,514	\$143,514	\$0	\$0	\$0	\$0	\$2,369,188	\$0	\$0	\$2,369,188	\$2,512,702	6/1/2010	6/23/2011	8/29/2011	8/31/2012	C	
F-09-D	US 50 SERVICE RD over GUNNSON RVR SR	3	18193	1	Bridge Replacement and Major Rehabilitation	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	See J-09-C	6/1/2010	6/23/2011	8/29/2011	8/31/2012	C	
F-08-F	I 70 SERVICE RD over COLORADO RIVER SR	3	18162	1	Bridge Replacement and Major Rehabilitation	\$146,819	\$0	\$0	\$0	\$1,855,747	\$0	\$1,855,747	\$1,855,747	\$0	\$0	\$0	\$0	\$7,866,405	\$0	\$0	\$7,866,405	\$9,722,154	4/6/2011	9/2/2012	9/4/2012	9/30/2013	C	
F-08-F	Historic Eagle County Bridges Book	3	19325	0	Bridge Replacement and Major Rehabilitation	\$0	\$22,062	\$0	\$0	\$0	\$0	\$22,062	\$22,062	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,062	1/9/1900	1/9/1900	1/9/1900		C	
C-09-C	US 40 ML over F FORK ELK RIVER	3	18138	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$1,512,178	\$0	\$1,512,178	\$1,512,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,512,178	6/3/2011	12/13/2012	2/28/2013	11/19/2013	C	
F-11-AC	I 70 ML WBND over US 6, RR, EAGLE RIVER	3	18159	1	Bridge Replacement and Major Rehabilitation	\$1	\$0	\$0	\$0	\$1,779,324	\$0	\$1,779,324	\$1,779,324	\$0	\$0	\$0	\$0	\$12,457,996	\$0	\$0	\$12,457,996	\$14,237,318	4/1/2011	3/6/2014	7/19/2014	5/9/2017	C	
F-11-AB	I 70 ML WBND over US 6, RR, EAGLE RIVER	3	18159	1	Bridge Replacement and Major 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	3/1/2014	7/19/2014	5/9/2017	C	
F-07-A	SH 82 ML over I70 ML COLORADO RVR RR	3	18158	1	Bridge Replacement and Major Rehabilitation	\$75,569	\$30,684,256	\$0	\$0	\$10,537,257	\$0	\$10,537,257	\$10,612,826	\$1,636,281	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,612,826	\$12,249,107	5/1/2011	3/4/2014	7/15/2014	10/30/2018	C
F-07-A	ROCKSTAN BRIDGE over COLORADO RVR	3	21122	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,462,960	\$9,296,894	\$0	\$0	\$0	\$0	\$0	\$0	\$14,759,854	\$14,759,854	5/1/2011	7/1/2015	1/1/2016	10/30/2018	C
D-13-A	US 34 over NORTH FORK COLORADO RIVER	3	21010	1	Bridge Replacement and Major Rehabilitation	\$0	\$872,718	\$0	\$0	\$0	\$0	\$872,718	\$872,718	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$872,718	6/8/2017	11/1/2018	4/1/2019	9/15/2020	C	
F-05-L	I 70 WBND over Colorado River	3	21007	1	Bridge Replacement and Major Rehabilitation	\$231,182	\$26,919	\$0	\$0	\$26	\$0	\$231,208	\$231,208	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231,208	8/12/2015	2/1/2018	4/2/2018	12/15/2018	C	
F-05-L	I 70 WBND over Colorado River	3	22359	0	Bridge Replacement and Major Rehabilitation	\$0	\$40,816	\$0	\$0	\$0	\$0	\$40,816	\$40,816	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,816	5/3/2017				C	
F-10-L	I 70 EBND over US 6 RR, Eagle River	3	21008	1	Bridge Replacement and Major Rehabilitation	\$225,184	\$26,104	\$0	\$0	\$0	\$0	\$251,288	\$251,288	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$251,288	8/12/2015	1/11/2018	3/16/2018	8/29/2018	C	
F-10-L	I 70 EBND over US 6 RR, Eagle River	3	22360	0	Bridge Replacement and Major Rehabilitation	\$0	\$30,226	\$0	\$0	\$0	\$0	\$30,226	\$30,226	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,226					C	
D-03-Q	I 70 WBND over Colorado River Overflow	3	21009	1	Bridge Replacement and Major Rehabilitation	\$470,999	\$47,067	\$0	\$0	\$0	\$0	\$518,066	\$518,066	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$518,066	8/12/2015	1/4/2018	3/28/2018	8/15/2018	C	
D-03-Q	I 70 WBND over Colorado River Overflow	3	22110	0	Bridge Replacement and Major Rehabilitation	\$63,961	\$0	\$0	\$0	\$0	\$0	\$63,961	\$63,961	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,961	8/12/2015	1/6/2018	3/28/2018	8/15/2018	C	
F-09-K	US 6 ML over CASTLE CREEK	3	22516	1	Bridge Replacement and Major Rehabilitation	\$0	\$44,910	\$0	\$0	\$0	\$0	\$44,910	\$44,910	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,910	7/1/2019	5/2/2019	7/22/2019	12/14/2019	C	
F-13-S	I 70 over FOREST SERVICE ROAD	3	22712	1	Bridge Replacement and Major Rehabilitation	\$0	\$1,843,855	\$0	\$0	\$0	\$0	\$1,843,855	\$1,843,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,843,855	8/8/2018	2/18/2020	7/22/2020	7/22/2022	C	
D-04-G	SH 64 over STRAWBERRY CREEK	3	22661	1	Bridge Replacement and Major Rehabilitation	\$0	\$594,125	\$0	\$0	\$0	\$0	\$594,125	\$594,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$594,125	7/1/2019	9/30/2022	3/28/2023	6/9/2024	C	
D-03-A	SH 64 over WHITE RIVER	3	22661	1	Bridge Replacement and Major Rehabilitation	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	7/1/2019	9/30/2022	3/28/2023	6/9/2024	C	
F-11-AD	I 70 over US 6 US 24, RR, EAGLE RIVER	3	23217	1	Bridge Replacement and Major Rehabilitation	\$0	\$435,013	\$0	\$0	\$0	\$0	\$435,013	\$435,013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$435,013					C	
F-12-AS/AT	I 70 V&E PASS Design	3	23929	0	Bridge Replacement and Major Rehabilitation	\$0	\$6,887,500	\$0	\$0	\$0	\$0	\$6,887,500	\$6,887,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,887,500	12/1/2020				C	
F-12-AS	I 70 WBND V&E PASS	3	24894	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,944,079	\$46,445,936	\$0	\$0	\$0	\$0	\$0	\$0	\$54,390,015	8/12/2015	1/8/2024	4/22/2024	11/30/2026	C	
F-12-AT	I 70 WBND V&E PASS	3	24894	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	12/1/2020	6/21/2022	8/12/2022	7/1/2024	C	
F-06-A	US 6 over Elk Creek	3	24493	1	Bridge Replacement and Major Rehabilitation	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	6/21/2022	7/18/2023	10/18/2023	10/30/2026	C	
C-08-A Minor	US 40 Over Shelton Ditch near Hayden	3	26214	1	Bridge Replacement and Major Rehabilitation	\$0	\$445,800	\$0	\$0	\$0	\$0	\$445,800	\$445,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$445,800	4/1/2024				C	
K-07-B	US 50 Blue Mesa K-07-B Critical Repairs	3	26446	2	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	6/8/2024				C	
K-07-B	US 50 Blue Mesa K-07-B Permanent Repairs	3	26447	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,350,264	\$18,522,936	\$0	\$0	\$0	\$0	\$0	\$0	\$18,522,936	1/5/2024				C	
K-07-A	US 50 Blue Mesa K-07-A Permanent Repairs	3	26448	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,345,994	\$1,686,942	\$0	\$0	\$0	\$0	\$0	\$0	\$23,032,936	1/5/2024				C	
A-24-C	US 138 over Ditch	4	17674	1	Bridge Replacement and Major Rehabilitation	\$27,785	\$0	\$0	\$0	\$0	\$0	\$27,785	\$27,785	\$842,810	\$276	\$0	\$0	\$0	\$0	\$0	\$0	\$843,086	\$870,871					C
A-26-F	US 138 over Draw	4	17674	1	Bridge Replacement and Major Rehabilitation	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					C	
C-22-J	US 24 ML over DRAW	4	18003	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$999,863	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$999,863	4/1/2008	12/16/2010	5/2/2011	8/24/2011	C	
B-16-AC	SH 267 ML over DRAW	4	17804	1	Bridge Replacement and Major Rehabilitation	\$1,467,492	\$95,153	\$0	\$0	\$739,140	\$0	\$1,601,685	\$1,601,685	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,601,685	4/18/2010	5/12/2011	1/28/2011	5/1/2012	C	
B-17-L	SH 14 ML over COALBANK CREEK	4	18451	1	Bridge Replacement and Major Rehabilitation	\$1,398,233	\$0	\$0	\$0	\$249,641	\$0	\$1,647,874	\$1,647,874	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,647,874	12/16/2010	11/1/2012	4/1/2014	6/28/2015	C	
F-17-BN	I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	4	18053	1	Bridge Replacement and Major Rehabilitation	\$941,887	\$0	\$0	\$0	\$0	\$0	\$941,887	\$941,887	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$941,887	2/1/2011	4/9/2012	9/4/2012	4/12/2013	C	
B-28-B	US 34 ML over N FRK REPUBLICAN RIVER	4	18432	1	Bridge Replacement and Major Rehabilitation	\$0	\$781,069	\$0	\$0	\$0	\$0	\$781,069	\$781,069	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$781,069	11/23/2010	4/26/2012	6/25/2012	12/14/2012	C	
B-17-AK	SH 66 ML over ST VRAIN RIVER	4	18224	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$1,311,071	\$0	\$1,311,071	\$1,311,071	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,311,071	2/1/2011	9/4/2012	11/5/2012	6/18/2014	C	
C-21-B	I 70 FRONTAGE ROAD over DRAW	4	18410	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$248,714	\$0	\$248,714	\$248,714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$248,714	9/5/2011	11/16/2012	1/28/2013	5/23/2013	C	
B-16-D	SH 14 ML over CACHE LA POUDE RIVER	4	18885	1	Bridge Replacement and Major Rehabilitation	\$1,395,490	\$261,787	\$0	\$0	\$753,947	\$0	\$2,411,224	\$2,411,224	\$611,742	\$8,946,360	\$0	\$0	\$0	\$0	\$0	\$0	\$3,022,966	7/14/2009	6/19/2014	9/22/2014	11/20/2015	C	
B-17-C	US 85 ML over LIPFR Nunn Bridge	4	18649	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$1,254,778	\$0	\$1,254,778	\$1,254,778	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,254,778	6/12/2011	1/10/2013	6/12/2013	6/12/2014	C	
C-17-B	SH60 over SOUTH PLATTE RIVER	4	21146	1	Bridge Replacement and Major Rehabilitation	\$0	\$1,109,585	\$0	\$0	\$0	\$0	\$1,109,585	\$1,109,585	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,109,585	6/1/2015	6/21/2018	10/1/2018	11/1/2019	C	
B-16-BU	I 25 ML over County Road 48	4	20999	1	Bridge Replacement and Major Rehabilitation	\$0	\$943,689																					

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

Program Funding by Source Summary											
Sources:	Preconstruction Other	Preconstruction FASTER	Preconstruction Infrastructure Revenue Bonds*	Preconstruction SB-260	Total Preconstruction	Construction Other	Construction FASTER	Construction Infrastructure Revenue Bonds*	Construction SB-260	Total Construction	Total All Funds
Federal	\$ 6,992,269	\$ -	\$ -	\$ -	\$ 6,992,269	\$ 31,815,348	\$ -	\$ -	\$ -	\$ 31,815,348	\$ 38,807,617.00
State	925,518	-	-	-	\$ 925,518	\$ 143,827	-	-	-	\$ 143,827	\$ 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

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

Statewide Bridge and Tunnel Enterprise Four Year Quarterly Cash Flow Projection



*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.