



COLORADO
Department of Transportation
Statewide Bridge Enterprise

Bridge Enterprise
Quarterly Report





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Introduction

This report is the 38th Quarterly Report published in support of the Colorado Bridge Enterprise (BE). This Report outlines the progress and accomplishments associated with the BE Program for work completed during July, August, and September of 2020; which coincides with the first quarter of CDOT's 2021 Fiscal Year (Q1 FY2021). Detailed information regarding the FASTER (Funding Advancement for Surface Transportation and Economic Recovery) legislation, program development activities, bond programs, previous significant milestones and achievements can be found in the Program Annual Newsletters and Quarterly Reports viewable on the Colorado Department of Transportation (CDOT) website at <https://www.codot.gov/programs/BridgeEnterprise>

The following is an itemization of significant Q1 FY2021 BE activities, some of which are discussed in further detail later in the report:

- Drafted and finalized the FY2020 Bridge Enterprise Annual Newsletter.
- Approved the 1st Budget Supplement of FY2021 to establish funding for the design phase of I-70 EB over Polk Creek in Eagle County (F-12-AS).
- Continued evaluation of funding scenarios for BE eligible components of projects on the approved SB267/SB1/SB262 project list, including the development of a high-level funding plan for the Floyd Hill project.
- Performed maintenance on the program baseline cost estimate.
- Continued tracking of programmatic impacts related to COVID and potential mitigation measures.
- Performed status updates for various program metrics including major achievements, total program financial performance, and status of FASTER eligible structures.
- Drafted and finalized the 37th Bridge Enterprise Quarterly Report (Q4 FY2020).
- Completed monthly updates to the program schedule for work completed in July, August, and September of 2020, and conducted a Schedule Change Control Board Meeting.
- Continued efforts to reduce excess budget on projects with completed phases and reallocate savings to other BE projects.
- Conducted statewide regional outreach to collect information needed to update the BE Prioritization Plan.
- Drafted and finalized the July 2021 BE Prioritization Plan (previously advanced to the Q4 FY2020 Quarterly Report for expedited distribution).
- Continued the programmatic risk assessment and delivered the BE Risk Needs and Strategy Memo.
- Continued development of risk tools, which include the Cost and Schedule Risk Assessment tools and the Risk-Informed Financial Planning model.



Program Highlights

Program Progress Updates

In Q1 FY2021, BE Staff continued a conservative approach to programming in response to the on-going COVID-19 pandemic. Impacts to active and planned BE projects have continued to be minimal to date, however the situation is dynamic and future impacts are possible but not expected at this time. BE revenue collections decreased from March through May, rebounded significantly in June, and were in line with FY 2021 forecasts from July to September. It appears the short-term decrease in revenues was related to a lag in collections, extensions of the vehicle registration “grace period”, reductions in vehicle sales, and/or reporting due to office closures and staffing adjustments. BE staff will continue to closely monitor program forecasts.

During this period one structure was funded for design.

Table 1. Structure Funded for Design in Q1 FY2021

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



Image 1. I-70 over Polk Creek in Eagle County (F-12-AS)



Image 2. I-70 over Polk Creek in Eagle County from the Recreational Path (F-12-AS)

During this period one structure completed construction and is in the closure process.

Table 2. Structure Completed in Q1 FY2021

Bridge ID	Region	Facility Carried over Featured Intersection	County
D-13-A	3	US 34 ML over N Fork Colorado River	Grand



Image 3. Completed Structure US 34 over N Fork Colorado River in Grand County (D-13-A)



Image 4. Completed Structure US 34 over N Fork Colorado River in Grand County Aerial View (D-13-A)

Split Timber Girder Repair Pilot Project

It is estimated that the total cost to replace all of the poor and fair rated timber structures statewide is approximately \$300M. The level of funding required for a statewide timber bridge replacement program is not currently available so BE staff are partnering with Staff Bridge to develop a new repair specification to safely extend the service life of existing timber structures and remove load restrictions on key freight corridors throughout the state. The results of the study will aid BE in determining if the new repair specifications can meet BE’s goals for rehabilitation projects thus saving BE funds for structures that are better candidates for major rehabilitation or replacement.

Study Goals:

- Develop new split timber stringer repair specification
- Eliminate repeat emergency repairs due to progressive failure
- Repair bridge beyond original strength to increase load carrying capacity.



Image 5. Load Testing Sensors Measuring Displacement on US 36 over Vega Creek in Washington County (F-22-V)



Image 6. Existing Split Timber Stringer Repair on US 36 over Vega Creek in Washington County (F-22-V)

Region 1 Deck Issue Population

Staff Bridge has identified approximately 50 structures in Region 1 with similar deck issues as a result of aging, deteriorated concrete bridge decks. Region 1 Staff, Staff Bridge, and Bridge Enterprise are currently working on a comprehensive long-term plan to pool resources and address this population of structures.

In Q1 FY2021:

- Staff Bridge, BE, and Region staff are continuing to evaluate potential bridge bundles in an effort to position for future funding opportunities.
- Region 1 received approx. \$22M in SB267 premium that will be used to address I-70 over Harlan (E-16-FZ).



Image 7. I-70 ML over Harlan St in Jefferson County (E-16-FZ)



Image 8. Girder and Pier Column Cracks on I-70 ML over Harlan St in Jefferson County (E-16-FZ)



FASTER Eligible Structure Population

Q1 FY2021 Project Status Updates

- 2 structures completed design
 - › SH 101 over Draw in Bent County (M-24-A & M-24-I)
- 1 structure completed construction
 - › US 34 ML over N Fork Colorado River in Grand County (D-13-A)

Other Relevant Q1 FY2021 bridge statistics are as follows:

- Approximately 48% of FASTER eligible structures are in construction or complete
- Approximately 14% of FASTER eligible structures are in design or design is complete
- Approximately 38% of FASTER eligible structures are remaining
- 1.5 million square feet of “poor” rated deck area has been addressed to date statewide
- Added 8 structures to the FASTER eligible population

Project Status	Q1 FY2021 # of Structures
Remaining	142
In Design	50
Design Complete	3
In construction	19
Projects Completed	162
Total	376

Table 3. Project Status of FASTER Eligible Structures as of Q1 FY2021

Figure A. Current Status of FASTER Eligible Structures

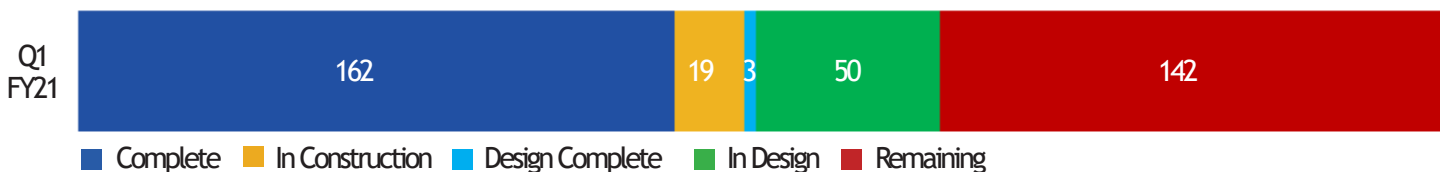
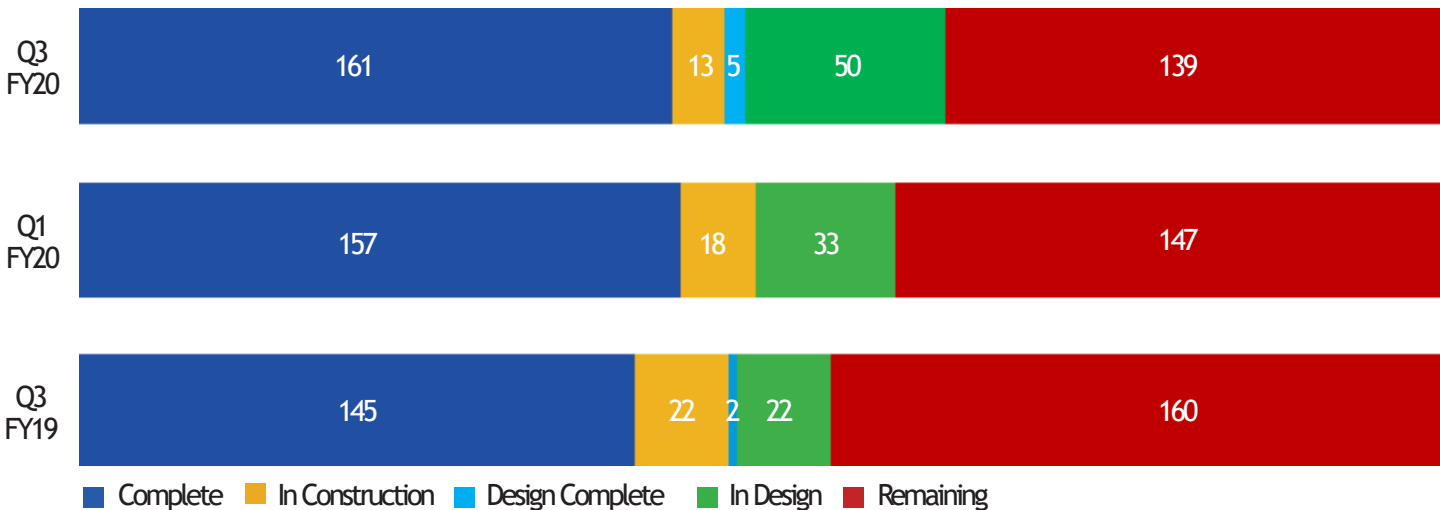


Figure B. Historic Status of FASTER Eligible Structures





Program Activities and Accomplishments

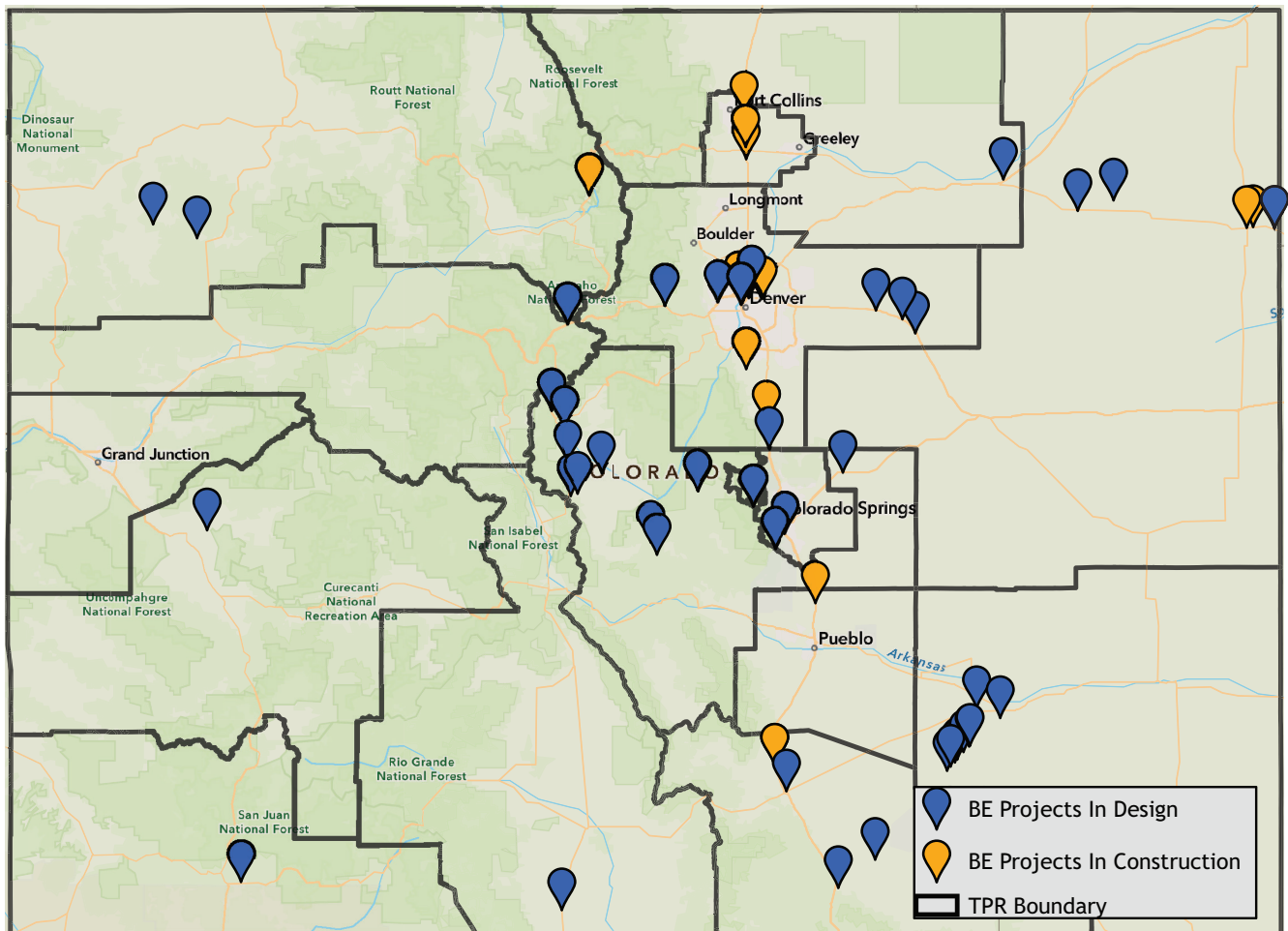
Program Schedule

The overall monthly program Schedule Performance Index (SPI) for Q1 FY2021 remained constant at or near 0.99, primarily due to the performance of completed projects. As some significant projects within the program have reached substantial completion, the program active project SPI has experienced some index volatility. These statistical occurrences were anticipated when deciding to report dual metrics. Currently, two active projects contribute to much of the SPI lag. The lagging active SPI is forecast to continue into FY2021, however improving project performance due to ongoing mitigation efforts is reflected in the improving active project SPI reported for Q1 FY2021. The program overall and active monthly Schedule Performance Index (SPI) for Q1 FY2021 is listed below.

Table 4. Overall and Active Project SPI Reported by Month

Month	Overall SPI	Active SPI
July	0.99	0.79
August	0.99	0.78
September	0.99	0.81

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





Central 70

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

In Q1 FY2021, BE staff continued to coordinate with the Central 70 project team to refine the BE program models and track project progress. Several significant milestones were completed during this quarter, which are summarized below.

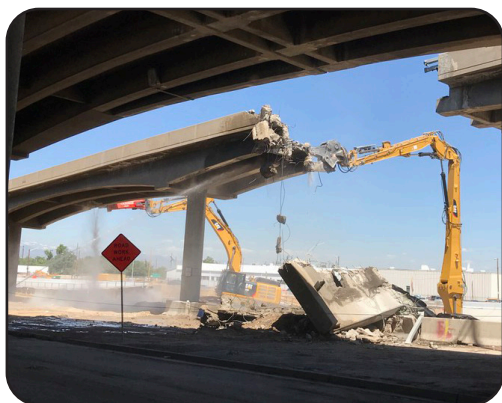


Image 10. Westbound I-70 Off Ramp to Steele St. Demolition

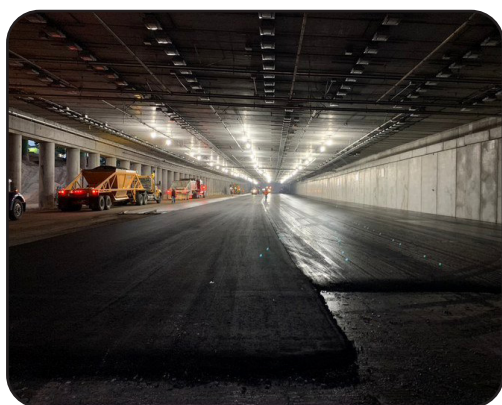


Image 11. Paving Operations for the I-70 Lanes Under the Cover



Image 12. Train Switch onto the New UPRR over I-70 bridge

July

- Continued signalization and spur track reconstruction at the BNSF Market Lead crossing over I-70 in order to meet the 9-month train service shut down deadline.
- Continued receiving and placing UPRR girder and deck plates at the project site and continued welding at the UPRR bridge.
- Continued punch-list work setting permanent sign structures and SMA paving and began permanent striping in the Milestone 1 limits.
- Submitted UPRR 100% Trackwork Plans to UPRR for approval July 24, 2020.
- Executed UPRR License Agreements on July 20, 2020 for the Concrete Box Culvert and 66” diameter pipe crossing UPRR.
- On July 22, 2020 UPRR Approved the new mitigated UPRR schedule.
- Begin construction of the Concrete Box Culvert and 66” diameter pipe crossing UPRR.

August

- Continued reconstruction of various bridge structures along I-70 between Brighton Blvd. and Quebec Street with emphasis on Milestone 2 structures (Quebec, Denver Rock Island Railroad (DRIR), Monaco, Holly, and Dahlia).
- Continued waterproofing of the bridge deck in preparation for ballast and track installation at the UPRR bridge.
- Continued punch-list work setting permanent sign structures, SMA paving and permanent striping in the Milestone 1 limits.
- UPRR 100% Trackwork Plans Approved with Comments by UPRR on August 06, 2020.
- UPRR crews completed work at the Pepsi Lead railroad crossing of Brighton Blvd.
- Finish placing girders and deck plates on the UPRR Bridge for the Phase 4 work.

September

- UPRR crews completed the first curfew to move trains on to the new UPRR over I-70 structure.
- Continued construction of the Concrete Box Culvert and 66” diameter pipe crossing the UPRR tracks south of the UPRR Bridge.
- Continued construction of the lowered section of north 46th Avenue between Brighton Blvd. and Colorado Blvd., including excavation, drainage, cement treated soil mixing, and wall work.
- Within Milestone 1 limits, continued punch-list work setting permanent sign structures, SMA paving, and permanent striping, along with work on the cross-slope correction change order elements.
- Continued construction of CCD/CDOT Cover Buildings.



Program and Project Updates

Region 2 CBC Program Update

In Q1 FY2020, CDOT/BE was awarded a \$12.5M discretionary grant through the USDOT Competitive Highway Bridge Program (CHBP) for the Concrete Box Culvert and Corrugated Metal Pipe Culvert Program in CDOT Region 2. This design-build project will address 14 FASTER eligible structures in rural areas of southern Colorado. The structures are located along key corridors and their replacement will assist with rural mobility as well as enhance statewide connections to interstate commerce through the elimination of load restricted routes. During project planning CDOT and BE identified five additional FASTER eligible structures that are potential candidates for inclusion in the project. All 19 of the structures were funded for design in Q2 FY2020.

Program updates:

- Region Staff is progressing the preliminary design, and development of the design-build procurement documents.
- The request for Letters of Interest (LOIs) was released at the end of July with 11 LOIs received by the deadline.
- Request for Qualifications (RFQ) was posted in September and contractor one-on-one meetings were scheduled for early October.
- Draft Request for Proposal (RFP) release and final RFP release are anticipated in January 2021 and April 2021, respectively.



Image 13. US 24 Service Rd over Fountain Creek in El Paso County (I-17-X)

Region 4/1 Rural Bridge Replacement Program Update

The Eastern Plains Bridge Replacement Program addresses seven FASTER 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. Funding to advance the design phase through preliminary design was approved in Q2 FY2020.

Program Updates:

- CM/GC project delivery selected.
- 15 LOI's were received.
- The RFP for CM services was released in June and a contractor has been selected.



Image 14. SH 61 over Surveyor Creek in Washington County (D-25-E)

Speer Blvd & 23rd Ave Project Update

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

Project Updates:

- The PEL study was released in June 2020.
- The RFP for preliminary design was released in July. Consultant interviews were conducted, and selection is anticipated in Q2 FY2021.



Image 15. Speer Blvd over I-25 in Denver County (E-16-E0)



Image 16. I-70 over US6 and Clear Creek in Clear Creek County (F-15-BL)

Floyd Hill Project Update

This corridor improvement project includes the replacement of two eligible structures, F-15-BL, which carries traffic westbound on I-70 over Clear Creek and US 6 at the base of Floyd Hill, and F-15-BM, the ramp to US 6 from I-70 westbound. \$100M in SB267 funds were committed to the project in November 2019, however a significant funding gap still exists. BE, HPTE, and CDOT are evaluating potential alternatives to eliminate the funding gap. In Q1 FY2021, the project team continued to advance the preliminary design and the NEPA evaluation.

Project Updates:

- HPTE executed a contract for a consultant to perform a funding gap study.
- NEPA evaluation and preliminary design are on schedule for completion in Spring 2021.
- BE, HPTE, and CDOT are currently developing a high-level funding plan for the project.

FY2020 USDOT INFRA Discretionary Grant Program Update

CDOT/BE 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 BE 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 BE eligible eastbound bridge over Polk Creek, construction of an eastbound auxiliary lane, shoulder widening, westbound curve modifications, reconstruction of a truck ramp, dynamic message signs, a variable speed limit system, and automated anti-icing technologies.

Program Updates:

- CM/GC project delivery selected.
- CDOT received a \$60.7M grant for the first phase of West Vail Pass.
- The BE Board of Directors approved a resolution to establish design phase funding for the replacement of I-70 EB over Polk Creek (F-12-AS) in Q1 FY2021.
- Consultant selection for design support was completed and the selection of a contractor for CM services is expected in Fall 2020.



Image 17. I-70 over Polk Creek in Eagle County (F-12-AS)



Budget and Encumbrances

Bridge Enterprise staff continues to coordinate with the Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Table 5 shows the encumbrance and budget balances as of September 30, 2020, by Region, for projects that have been substantially complete for more than six months. On April 24, 2020, the Chief Engineer and Chief Financial Officer announced guidance regarding project debudget and closure. This guidance has defined substantial completion as project final acceptance.

Table 5. Projects Substantially Complete over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	-	-	0	0
3	-	-	0	0
4	48,916	22,029	1	1
5	-	-	0	0
Total	48,916	22,029	1	1
% of Total Current Program	0.0%	0.0%	2.5%	1.6%
Previous Quarter (Q4 FY2020)	1,348,413	460,763		
Difference	-1,299,497	-438,734		

Since June 30, 2020 the budget and encumbrance balances have decreased by \$1,738,232. During this time, no projects were added to the list and two projects were removed from the list leaving one project that is six months or older since substantial completion. The Region 2 Ilex project in Pueblo was removed since it is no longer considered substantially complete under the recent Chief Engineer's definition of final acceptance. The Region 3 Grand Avenue project in Glenwood Springs is complete and was closed out.

Removed/Closed Out	Additions
Ilex I-25 Pueblo	None
Grand Ave. Bridge Glenwood Springs (F-08-F)	



Financial Information

The following is a program overview of financial statistics as of September 30, 2020.

- The program has multiple funding sources including proceeds from the 2010 Build America Bond program, FASTER bridge fee dollars (collected yearly revenues from vehicle registrations), bank loan, and other funds which are primarily Federal. In addition, BE received a grant for the Concrete Box Culvert (CBC) and Corrugated Metal Pipe (CMP) project in Region 2 from the USDOT FY18 Competitive Highway Bridge Program (CHBP).
- From program inception (life-to-date) through September 30, 2020, a total of approximately \$1,366.9M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,049.3M and \$197.4M (all funding sources) respectively. Reference Table 6 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q4 FY2020) are also reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 6. Program Financial Statistics as of September 30, 2020 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q1 FY2021	Total Q4 FY2020
Budget	\$307.9	\$952.5	\$40.7	\$65.8	\$1,366.9	\$1,366.1
Expenditures	\$307.9	\$637.0	\$40.7	\$63.7	\$1,049.3	\$1,038.4
Encumbrances	\$0.0	\$196.9	\$0.0	\$0.5	\$197.4	\$198.7

The Bridge Enterprise program currently consists of 189 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count has increased due to the addition of one new structure that has advanced to preconstruction. The current programmed amount for these 189 structures is approximately \$1,668.9M. *Table 7* below provides an itemization of current funding sources for the Bridge Enterprise program.

Table 7. Current Allocation Plan (\$ in Millions)

Build America Bonds (\$ M)	FASTER Bridge (\$ M)	Other Funds (\$ M)	Bond Interest (\$ M)	Total (\$ M)
\$298.1	\$1,224.2	\$116.8	\$9.8	\$1,668.9



The Program Allocation Plan¹ tracks BE projects programmed since the beginning of the Bond Program by funding source, preconstruction activity and construction activity. In addition, the Program Allocation Plan includes programmed projects that have yet to be budgeted, beginning with FY2021, through FY2024, and includes budget adjustments that have not been posted as of September 30, 2020. Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of the third page as Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the BE program are \$1,668.9M, a decrease of \$14.6M from the \$1,683.5M total liability reported on June 30, 2020. This is primarily the result of updated estimates and budget actions.

The Four-Year Quarterly Cash Flow Projection² depicts all current available BE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. BE liabilities and the timing of milestone payments for the Central 70 project are defined by the Second Amendment to the IAA between CDOT, HPTE, and BE. Additionally, updated milestone forecasts are incorporated in the cash flow. This forecast model also considers Resolution BE 15-8-2 which sets parameters for the use of BE funds during the construction period of the Central 70 project. In addition, the forecast contains the Capital Performance (Availability) Payment, which grows at 2% per year.

Bridge Enterprise has forecast the cash balance to decrease by approximately \$304.5M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (October 2020 through September 2024), down to \$28.3M. The low point in cash is forecast at \$21.1M in March 2023 and then begins climbing back up to \$28.3M, above the established \$25.0M cash floor for BE. BE will closely monitor estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance. In accordance with the Second Amendment to the IAA and the updated milestone payments, the final milestone and substantial completion payments are now both scheduled in January 2023. In accordance with Resolution BE-17-11-1, the contingency for the BE share of potential supervening events has been included in the cash draw down forecast.

BE will continue to monitor and update the model and incorporate the most current revenue forecasts, cash balances, and drawdown forecasts.

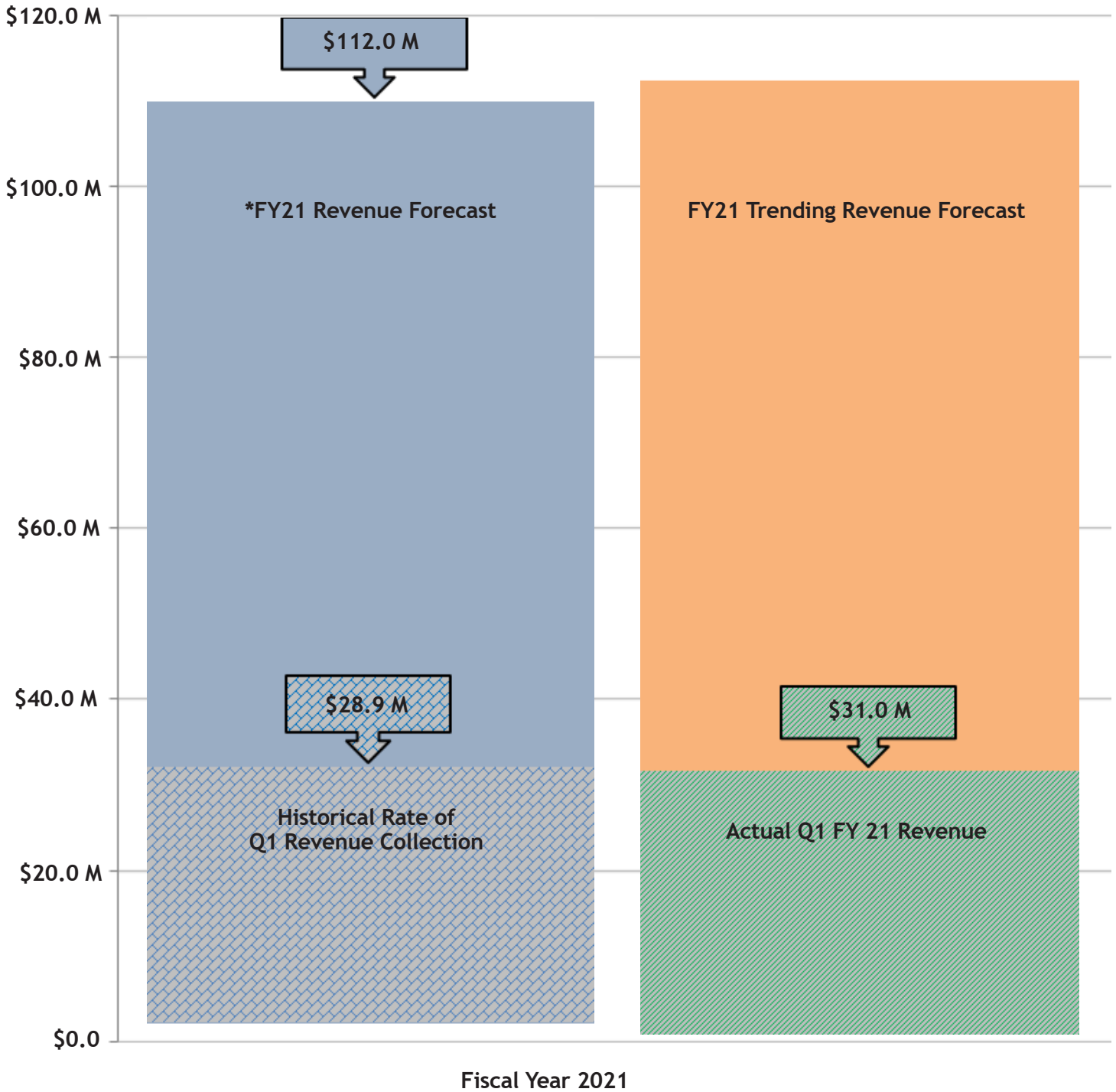
1 Reference Appendix A for the Program Allocation Plan

2 Reference Appendix B for the Cash Flow Projection



As of Q1 FY2021, actual YTD BE revenues were \$31.0M, which is \$1.1M above the Q1 FY2021 revenue forecast of \$28.9M. While the rate of collection is above the forecast, BE is not forecasting higher collections than the FY2021 budget of \$112.0M. This information is shown below in Figure C.

Figure C. Forecast vs Actual FASTER Revenue Comparison



*Information Provided by OFMB

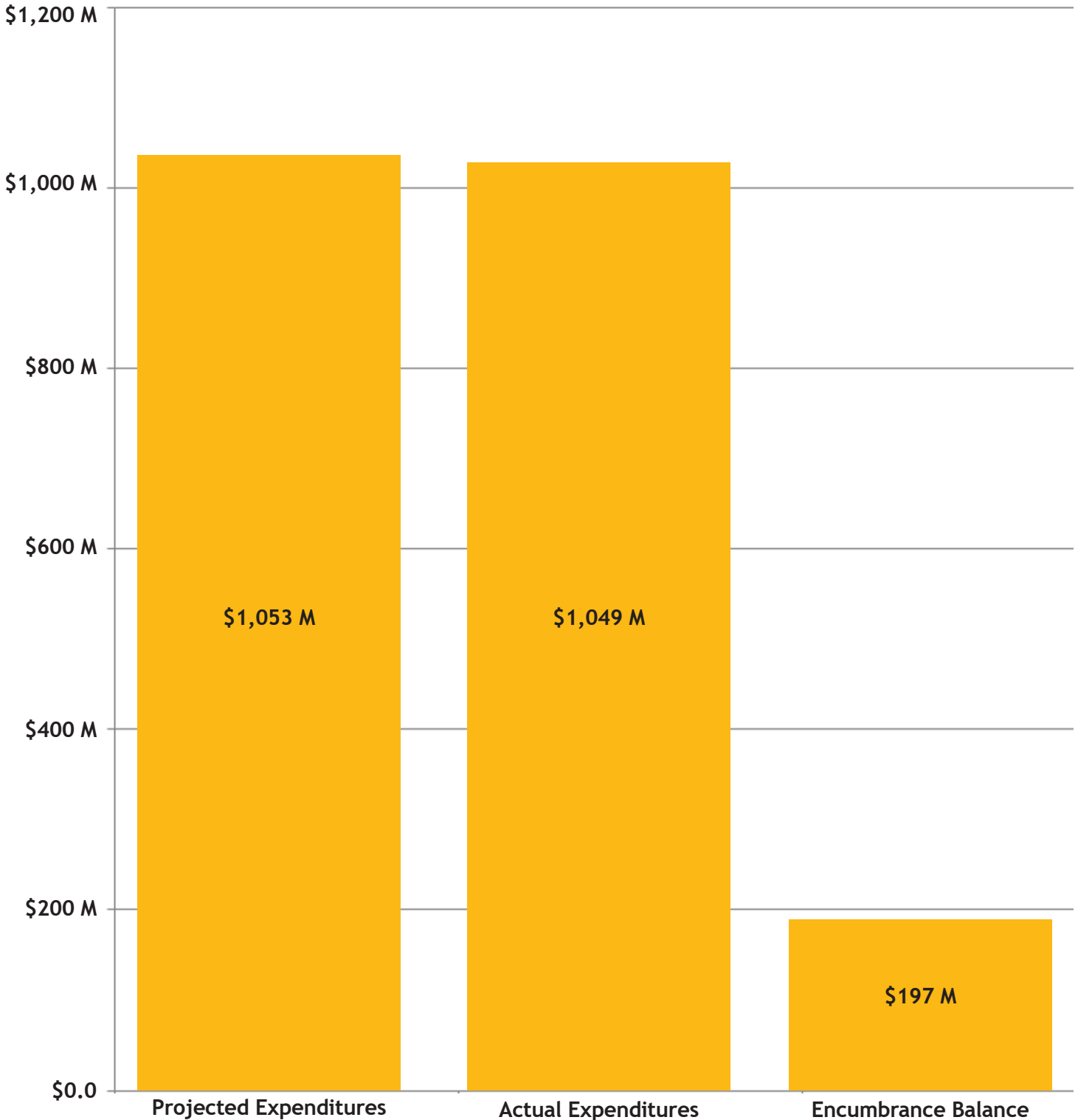
The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,053M on September 30, 2020, an increase of \$11M since June 30, 2020. Actual LTD expenditures as of September 30, 2020 are \$1,049M as compared to \$1,038M on June 30, 2020, an increase of \$11M or 1.1%. The current encumbrance balance is \$197M, a decrease of \$2M since June 30, 2020. The encumbrance balance is primarily due to Central 70.

Figure D. Total Program Financial Performance



COLORADO
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Colorado Bridge Enterprise Program Performance
 IDT - As of September 30, 2020



Colorado Bridge Enterprise
Program Allocation Plan - Quarterly Update
As of September 30, 2020 (FY21 -Q1)

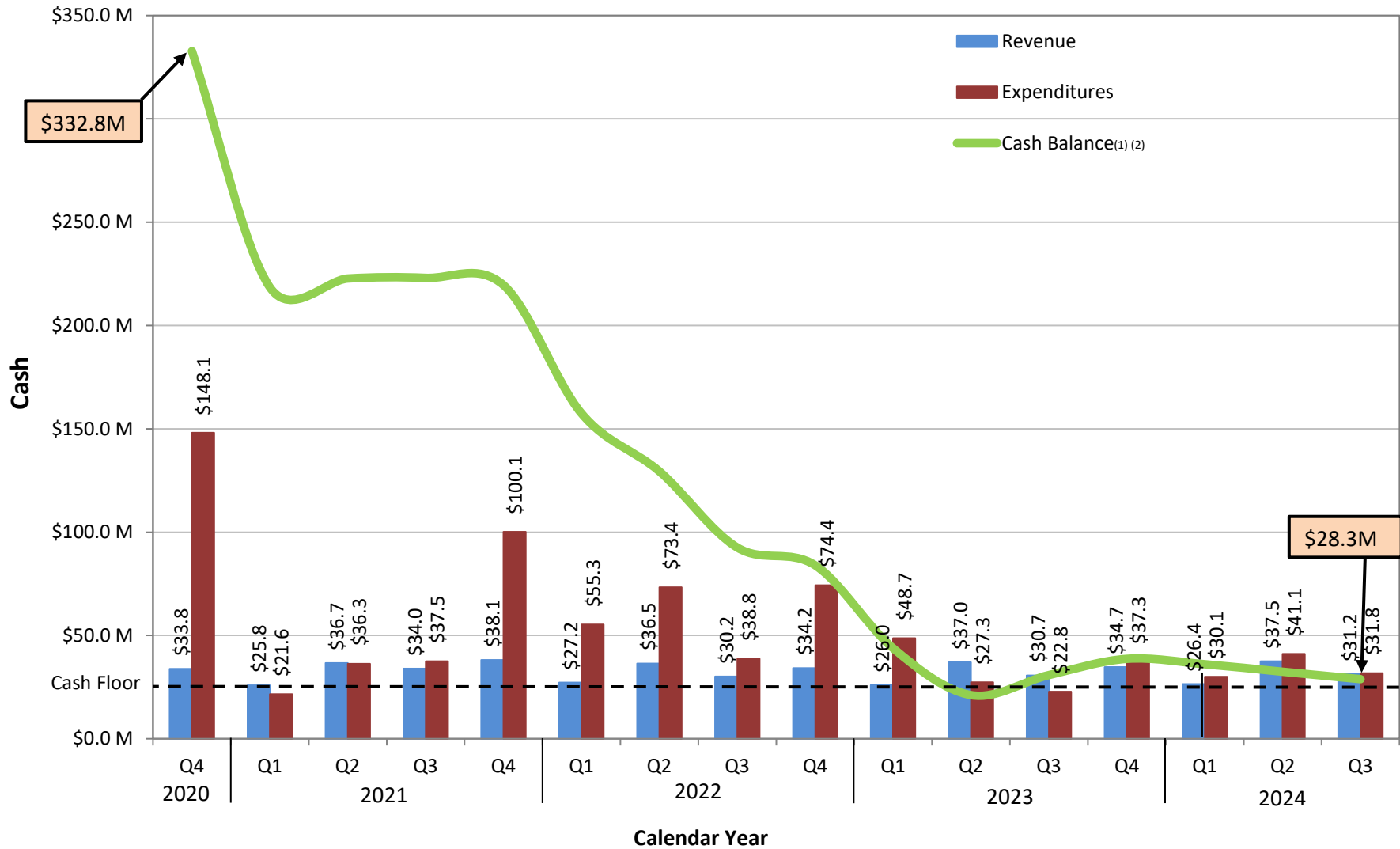
Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction				Construction				Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
					Total Other Funds	Total FASTER Funds	2010 Bond Proceeds	Bond Interest	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	2010 Bond Proceeds						Bond Interest	Total Construction All Funds
I 25 ML NBND over DRAW	18414	1	J-18-S	2	-	-	-	-	-	-	-	1,043,384	-	1,043,384	1,043,384	09/01/10	10/13/11	02/20/12	09/17/12
I 25 ML NBND over DRAW	18414	1	J-18-T	2	-	-	-	-	-	-	-	-	-	-	-	09/01/10	10/13/11	02/20/12	09/17/12
SH 120 ML over RR, ARKANSAS RIVER	18013	1	K-16-K	2	-	468,198	-	-	468,198	-	653,545	4,833,271	-	5,486,816	5,955,014	07/09/10	05/25/12	10/08/12	06/27/14
US 350 ML over DRAW	18177	1	M-21-D	2	-	449,681	-	-	449,681	-	-	1,509,477	-	1,509,477	1,959,158	02/01/11	08/25/11	10/19/11	05/18/12
US 24 ML over BLACK SQUIRREL CREEK	18203	1	H-18-A	2	-	288,894	-	-	288,894	-	-	2,993,733	-	2,993,733	3,282,627	06/01/10	09/09/11	11/15/11	08/17/12
CUCHARAS	18250	1	O-16-A	2	-	176,063	-	-	176,063	-	-	-	-	-	176,063	12/01/10	-	-	-
SH 12 PURGATOIRE RIVER	18251	1	P-17-H	2	-	150,662	-	-	150,662	-	-	-	-	-	150,662	12/01/10	-	-	-
CUCHARAS & SH 12 PURGATOIRE RIVER COMBINED CONST.	18640	0	O-16-A & P-17-H	2	-	-	-	-	-	-	-	2,132,692	-	2,132,692	2,132,692	-	10/20/11	02/24/12	11/15/12
US 160 ML over CAT CREEK	18321	1	O-26-L	2	-	340,422	868	-	341,290	-	-	-	-	-	341,290	02/01/11	-	-	-
US 160 ML over DRAW	18321	1	O-25-I	2	-	-	-	-	-	-	-	-	-	-	-	02/01/11	-	-	-
US 160 ML over N FK Sand Arroyo	18321	1	O-25-H	2	-	-	-	-	-	-	-	-	-	-	-	02/01/11	-	-	-
Combined		0	O-26-L, O-25-I/H	2	-	-	-	-	-	-	12,034	3,543,166	-	3,555,200	3,555,200	-	12/15/11	03/29/12	12/13/12
SH 101 ML over DRAW	18178	1	M-24-B	2	-	268,899	-	-	268,899	-	-	-	-	-	268,899	02/01/11	-	-	-
SH 101 ML over Purgatoire River - R2	18435	1	L-24-F	2	-	-	132,413	-	132,413	-	-	-	-	-	132,413	02/01/11	-	-	-
COMBINED CONST. SH 101 ML over DRAW and over PURGATOIRE RIVER	18722	0	M-24-B & L-24-F	2	-	-	-	-	-	-	-	3,731,491	-	3,731,491	3,731,491	-	11/23/11	03/29/12	10/31/12
SH 266 ML over HOLBROOK CANAL	18179	1	L-22-O	2	-	722,726	-	-	722,726	-	-	-	-	-	722,726	12/01/10	-	-	-
FT. LYON STORAGE CANAL	18179	1	L-22-E	2	-	-	-	-	-	-	-	-	-	-	-	12/01/10	-	-	-
SH 71 ML over FT. LYON CANAL	18440	1	L-22-K	2	-	200	743,798	-	743,998	-	-	-	-	-	743,998	07/15/11	-	-	-
COMBINED CONST. HOLBROOK & FT. LYON CANAL & STORAGE CANAL	18627	0	L-22-O, E & K	2	-	-	799,497	-	799,497	-	32,953	5,486,885	-	5,519,838	6,319,335	-	09/22/11	08/20/12	03/07/13
US 50 ML over BNSF RR	18155	1	L-28-C	2	-	1,553,259	106,079	-	1,659,338	-	6,166,545	1	-	6,166,546	7,825,884	02/01/11	07/17/14	02/23/15	07/01/16
US 50 ML over DRAW		1	L-27-S	2	-	-	-	-	-	-	-	-	-	-	-	02/01/11	07/17/14	02/23/15	07/01/16
US 350 ML over DRAW	18461	1	O-19-J	2	-	-	299,217	-	299,217	-	-	2,105,844	-	2,105,844	2,405,061	10/15/10	09/20/12	12/03/12	06/18/13
SH 239 ML OVER IRRIGATION CANAL		1	P-19-AD	2	-	-	-	-	-	-	-	-	-	-	-	10/15/10	09/20/12	12/03/12	06/18/13
US 350 ML over PURGATOIRE RIVER	18208	1	O-19-H	2	-	493,712	-	-	493,712	-	34,143	3,153,661	-	3,187,804	3,681,516	10/15/10	02/21/13	04/29/13	04/11/14
SH 120 ML over DRAW, UP RR	18370	1	K-16-S	2	-	505,078	755,829	-	1,260,907	-	4,106,291	312,427	-	4,418,718	5,679,625	03/15/11	06/19/14	10/28/14	01/08/16
I-25 ML over Indiana Ave.	19206	0	L-18-M & L-18-W	2	-	123,988	108,191	-	232,179	-	-	-	-	-	232,179	10/15/12	-	-	-
Northern Ave. over I-25 ML	19207	0	L-18-AQ	2	-	132,619	2,000	-	134,619	-	-	-	-	-	134,619	10/15/12	-	-	-
I-25 over Ilex, RR, Bennet	17666	0	K-18-CL	2	7,547,800	599,222	1,908,484	-	10,055,506	-	-	-	-	-	10,055,506	06/01/11	-	-	-
I-25 over Ilex, RR, Bennet	17666	0	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	06/01/11	-	-	-
I-25 ML over Indiana Ave.	19205	1	L-18-M	2	-	-	-	-	-	-	3,271,797	10,000	-	3,281,797	3,281,797	-	03/06/14	04/01/15	10/29/16
I-25 ML over Indiana Ave.	19205	1	L-18-W	2	-	-	-	-	-	-	771,562	10,000	-	781,562	781,562	-	03/06/14	04/01/15	10/29/16
Northern Ave. over I-25 ML	19205	1	L-18-AQ	2	-	-	-	-	-	-	3,918,686	10,000	-	3,928,686	3,928,686	-	03/06/14	04/01/15	10/29/16
Mesa Ave over I-25 ML		1	L-18-AU	2	-	-	-	-	-	-	3,527,195	10,000	-	3,537,195	3,537,195	-	03/06/14	02/10/15	10/18/16
I-25 ML NBND over US 50 ML	19205	1	K-18-AX	2	-	-	-	-	-	-	3,469,192	10,000	-	3,479,192	3,479,192	-	03/06/14	02/10/15	10/19/16
US 50 BUS EBND over Arkansas River	19205	1	K-18-R	2	-	-	-	-	-	-	5,000,941	11,983	-	5,012,924	5,012,924	-	03/06/14	02/10/15	10/19/16
I-25 over Ilex, RR, Bennet	19205	1	K-18-CL	2	-	-	-	-	-	1,300,757	38,489,977	100,000	-	39,890,734	39,890,734	-	03/06/14	02/10/15	12/27/18
I-25 over Ilex, RR, Bennet	19205	1	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	-	03/06/14	02/10/15	12/27/18
Sub-Total Ilex					-	-	-	-	-	1,300,757	58,449,350	161,983	-	59,912,090	59,912,090				
I-25 Frontage Road over Pine Creek	19123	1	I-17-O	2	-	-	168,125	-	168,125	-	-	-	-	-	168,125	10/15/12	-	-	-
US50 ML over Draw Colopaxi-Texas Creek	19304	1	K-14-J	2	-	-	342,596	-	342,596	-	1,452,992	-	-	1,452,992	1,795,588	10/30/12	06/12/14	03/01/15	08/15/15
SH69 ML over Milligan Arroyo	19055	1	M-16-P	2	-	3,460	385,840	-	389,300	-	-	-	-	-	389,300	12/19/12	03/01/18	05/29/18	06/26/19
	22320				-	37,260	-	-	37,260	-	3,598,764	-	-	3,598,764	3,636,024				
I-25 Bus Route over Sull Creek	19054	1	N-17-C	2	-	3,876	558,109	-	561,985	-	-	1,910,242	-	1,910,242	2,472,227	12/19/12	10/24/13	02/17/14	09/03/14
SH160 ML over Smith Canyon	19053	1	P-23-A	2	-	-	373,691	-	373,691	-	1,775,780	-	-	1,775,780	2,149,471	12/19/12	02/05/15	05/26/15	10/30/15
SH71 over ARKANSAS RIVER	21012	1	L-22-L	2	-	254,704	-	-	254,704	-	6,517,636	-	-	6,517,636	6,772,340	05/13/15	08/30/18	12/10/18	11/15/19
SH 96 over Rush Creek	21011	1	K-17-F	2	-	344,896	-	-	344,896	-	2,275,375	-	-	2,275,375	2,620,271	07/29/15	03/29/18	07/16/18	12/14/18
I-25 over CO RD640, Butte Creek	20407	1	N-17-BN	2	-	542,082	-	-	542,082	-	9,747,332	-	-	9,747,332	10,289,414	10/23/17	08/08/18	10/15/18	11/24/20
I-25 over CO RD 103, Butte Creek		1	N-17-S	2	-	-	-	-	-	-	-	-	-	-	-				
I-25 over US 160 ML, RR Spur	22350	1	N-17-AD	2	-	1,007,090	-	-	1,007,090	-	11,342,110	-	-	11,342,110	12,349,200	11/06/17	02/04/21	04/05/21	12/02/22
I-25 SB over Draw	22823	1	K-18-U	2	-	102,986	-	-	102,986	-	2,923,025	-	-	2,923,025	3,026,011	11/05/18	12/05/19	04/07/20	10/30/20
US 285 over South Fork, South Platte River	22865	1	H-13-G	2	-	486,730	-	-	486,730	-	3,821,750	-	-	3,821,750	4,308,480	01/01/19	12/01/20	06/01/20	11/30/21
SH 71 over HIGHLINE CANAL	23005	1	M-22-N	2	-	525,400	-	-	525,400	-	1,895,300	-	-	1,895,300	2,420,700	06/01/19	05/07/20	02/23/21	11/30/21

Program Funding by Source Summary											
Sources:	Pre-Construction					Construction					Total All Funds
	Other	FASTER	Bond	Bond Interest	Total	Other	FASTER	Bond	Bond Interest	Total	
Federal	\$ 7,236,019	\$ -	\$ -	\$ -	\$ 7,236,019	\$ 21,225,639	\$ -	\$ -	\$ -	\$ 21,225,639	\$ 28,461,658
State	\$ 925,518	-	-	-	925,518	143,827	-	-	-	143,827	\$ 1,069,345
Local	\$ 25,139,799	-	-	-	25,139,799	21,397,636	-	-	-	21,397,636	\$ 46,537,435
FASTER	\$ -	291,077,094	-	-	291,077,094	-	953,119,321	-	-	953,119,321	\$ 1,244,196,415
Bank of America Loan	\$ 12,030,650	-	-	-	12,030,650	28,668,324	-	-	-	28,668,324	\$ 40,698,974
2010 Bonds	\$ -	-	52,835,939	-	52,835,939	-	-	245,307,666	-	245,307,666	\$ 298,143,605
Bond Interest	\$ -	-	-	546,911	546,911	-	-	-	9,279,210	9,279,210	\$ 9,826,121
Future Funds	\$ -	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 45,331,986	\$ 291,077,094	\$ 52,835,939	\$ 546,911	\$ 389,791,930	\$ 71,435,426	\$ 953,119,321	\$ 245,307,666	\$ 9,279,210	\$ 1,279,141,623	\$ 1,668,933,553



COLORADO
Department of Transportation
Statewide Bridge Enterprise

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



(1) Cash balance line includes the use of \$172.3M of preconstruction activities for the Central 70.

(2) Estimated impact to cash Central 70 project for milestone and availability payments from the most recent financial model