



# STATEWIDE BRIDGE & TUNNEL ENTERPRISE QUARTERLY REPORT



Q1 FY2022 #42



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This report is the 42nd 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 July, August, and September of 2021; which coincides with the first quarter of the Colorado Department of Transportation's (CDOT) 2022 Fiscal Year (Q1 FY2022). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, SB21-260, program developments and activities, bond programs, previous significant milestones and achievements can be found in the Program Annual Newsletters and Quarterly Reports and are viewable on the Bridge and Tunnel Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>.

The following is an itemization of significant Q1 FY2022 BTE activities, some of which are discussed in further detail later in the report:

- Drafted and finalized the FY2021 Bridge and Tunnel Enterprise Annual Newsletter.
- Drafted and finalized the 41st Bridge and Tunnel Enterprise Quarterly report (Q4 FY2021).
- Received Board approval for the 1st Budget Supplement of FY2022 to establish funding for the construction phase of one project:
  - Establish the construction phase budget for the Eastern Plains Timber Bridge Replacement Program Package One (F-19-E, F-20-J/L).
- Received Board approval for an increase in the Bridge and Tunnel Enterprise Funding Commitment for the I-70 Vail Pass Safety and Operations Improvement Project to capitalize on a value engineering opportunity and address F-12-AT and F-12-AS in a cost effective manner.
- Received Board approval for the 2nd Budget Supplement of FY2022 for the increase of funding for the design phase of one project:
  - Increase the design phase budget for the I-70 Vail Pass safety and Operations Improvement Project (F-12-AS/AT).
- Completed the debt restructuring for the Central 70 Project.
- Continued planning and outreach work to modify the base program to stand up and organize the newly created Statewide Bridge and Tunnel Enterprise in response to the passage of SB21-260.
- Performed maintenance on the program baseline cost estimate.
- Continued evaluation of funding scenarios for BTE eligible components of projects on the approved SB267/SB260 project list, including further evaluation of a high-level funding plan for the Floyd Hill project.
- 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 July, August, and September of 2021, and conducted the regularly scheduled Schedule Change Control Board meeting.
- Continued efforts to de-budget excess funds on projects with completed phases and reallocate savings to other BTE projects.
- Continued development of new programmatic risk management tools, which include the Cost and Schedule Risk Assessments tools and the Risk-Informed Financial Planning Model.
- Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan.
- Drafted, finalized, and distributed the July 2021 BTE Bridge Prioritization Plan (previously advanced to the Q4 FY2021 Quarterly Report for expedited distribution).

## PROGRAM HIGHLIGHTS

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

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

BTE will utilize the additional revenue to support the delivery of the CDOT 10-year Strategic Project Pipeline by advancing funding to address critical bridges and tunnels identified in the plan with the goals of increasing the safety, efficiency, and reliability of Colorado's transportation network. A more detailed writeup of program activities related to the new legislation can be found on page 7 of this report.



Image 1. Hanging Lake Tunnels (Region 3)



Image 2. Veterans Memorial Tunnels (Region 1)

### Central 70 Major Project Milestone

This quarter the Central 70 Project reported a major milestone with the completion of demolition activities related to the Viaduct (E-17-FX). The demolition of the 57 year old Viaduct officially removed nearly 570,000 sq.ft. of poor-rated deck area from the statewide inventory and will allow for build out of the final configuration of eastbound I-70 through the lowered section. Throughout the demolition, air quality was closely monitored and controlled, and care was taken to maintain particulate matter in the air below regulation limits. The demolition of the Viaduct removes the last of the original "30 worst" bridges in the state that were identified as program priorities during the creation of the legacy Bridge Enterprise in 2009. Additional detailed project information and updates can be found on page 11 of this report.



Image 3. Central 70 Before Demolition of the Viaduct



Image 4. Central 70 After Demolition of the Viaduct

## PROGRAM PROGRESS UPDATES

In Q1 FY2022, staff continued to make progress addressing the state’s “Poor” bridge population and standing up the newly created BTE in accordance with SB260. A summary of these activities and other program highlights are provided below.

During this period, the BTE Board of Directors (Board) approved a resolution to increase the total BTE funding commitment to the I-70 Vail Pass Safety and Operations Improvement project (I-70 Vail Pass) from \$40M to \$61.5M and a design phase budget increase for the project. The additional funds will allow for the replacement of a second BTE eligible structure, I-70 westbound over Polk Creek (F-12-AT). The project now includes the full replacement of both the I-70 westbound structure as well as the eastbound structure (F-12-AS). During the value engineering process, it was determined that replacing the westbound structure prior to the eastbound structure allows for a more efficient alignment of both structures. Additionally, this strategy is estimated to result in approximately \$20M in cost savings when compared to the replacement of both bridges in separate project phases. Detailed background information on the project and other project milestones can be found in the Program and Project Updates section of this report.

**Table 1.** Structures with Design Phase Funding Increases in Q1 FY2022

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



**Image 5.** I-70 EBND over Polk Creek in Eagle County (F-12-AS)



**Image 6.** Exposed rebar and Deteriorating Concrete on I-70 EBND over Polk Creek (F-12-AS)

During this period, the BTE Board approved the establishment of construction phase funding for Package #1 of the Eastern Plains Bridge Replacement Program, which will allow this Construction Manager/General Contractor (CM/GC) project to proceed to Construction Agreed Price (CAP) negotiations. Additional construction funding requests will be brought to the Board as subsequent packages advance to construction. Detailed background information on the project and other project milestones can be found in the Program and Project Updates section of this report.

**Table 2.** Structures Funded for Construction in Q1 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
F-19-E	1	US 36 ML over Draw	Arapahoe
F-20-J	1	US 40 ML over Draw	Arapahoe
F-20-L	1	I-70 Service RD over Draw	Arapahoe

## Statewide On-System Tunnel Overview

While CDOT staff have successfully leveraged existing maintenance and asset management budgets to operate and maintain on-system (CDOT-owned) tunnels statewide, long-term funding shortfalls for the tunnel asset class has resulted in critical tunnel systems, such as ventilation, power, ITS, and fire suppression, remaining in service beyond their intended service life. Reliance on aging, obsolete systems has resulted in significant pressure on existing asset management budgets and often results in service disruptions which impact intra and inter-state commerce and the traveling public. Continuous and safe operation of key complex facilities, such as the Eisenhower Johnson Memorial Tunnel and Hanging Lake Tunnel, are critical to the resilience of the I-70 mountain corridor.

The presence of a new sustainable long-term funding source for tunnels will allow BTE and CDOT to strategically address the backlog of deferred maintenance and maintain a state-of-good-repair for all BTE eligible tunnels moving forward. The new funding will also allow for the modernization of critical systems, while addressing other systemic issues, with the goals of improving safety and minimizing recurring issues. Modernization of the existing systems will also improve sustainability due to green house gas (GHG) reductions and other anticipated benefits. Staff are currently engaging with region tunnel owners and subject matter experts to identify any immediate needs that can be addressed by the program while a long-term strategic plan for the management of BTE eligible tunnels is developed.

Detailed information on each structure can be found in Table 3.

**Table 3. Statewide On-System Tunnel Inventory**

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





# FASTER Eligible Structure Population

## Q1 FY2022 Project Status Updates

- 1 structure completed design (I-05-V)
- 9 structures were added to the FASTER eligible population

Other Relevant Q1 FY2022 bridge statistics are as follows:

- 49% of FASTER eligible structures are in construction or complete
- 13% of FASTER eligible structures are in design or design is complete
- 38% of FASTER eligible structures are remaining
- 2.1 million square feet of “poor” rated deck area has been addressed to date statewide

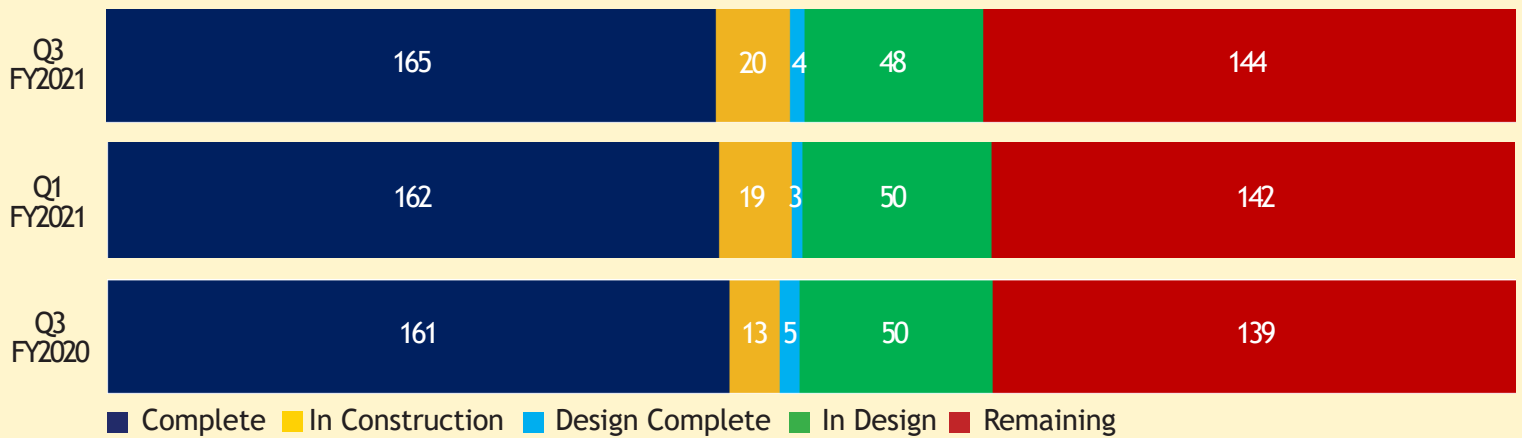
Project Status	Q1 FY2022 # of Structures
Remaining	149
In Design	47
Design Complete	2
In Construction	18
Projects Completed	174
<b>Total</b>	<b>390</b>

**Table 4.** Project Status of FASTER Eligible Structures as of Q1 FY2022

**Figure A.** Current Status of FASTER Eligible Bridge Structures



**Figure B.** Historic Status of FASTER Eligible Bridge Structures



## Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 31 bridge projects that will rehabilitate or replace 67 BTE eligible structures and address approximately half a million square feet of eligible poor-rated bridge deck area statewide. The map below provides the locations of all active BTE projects.

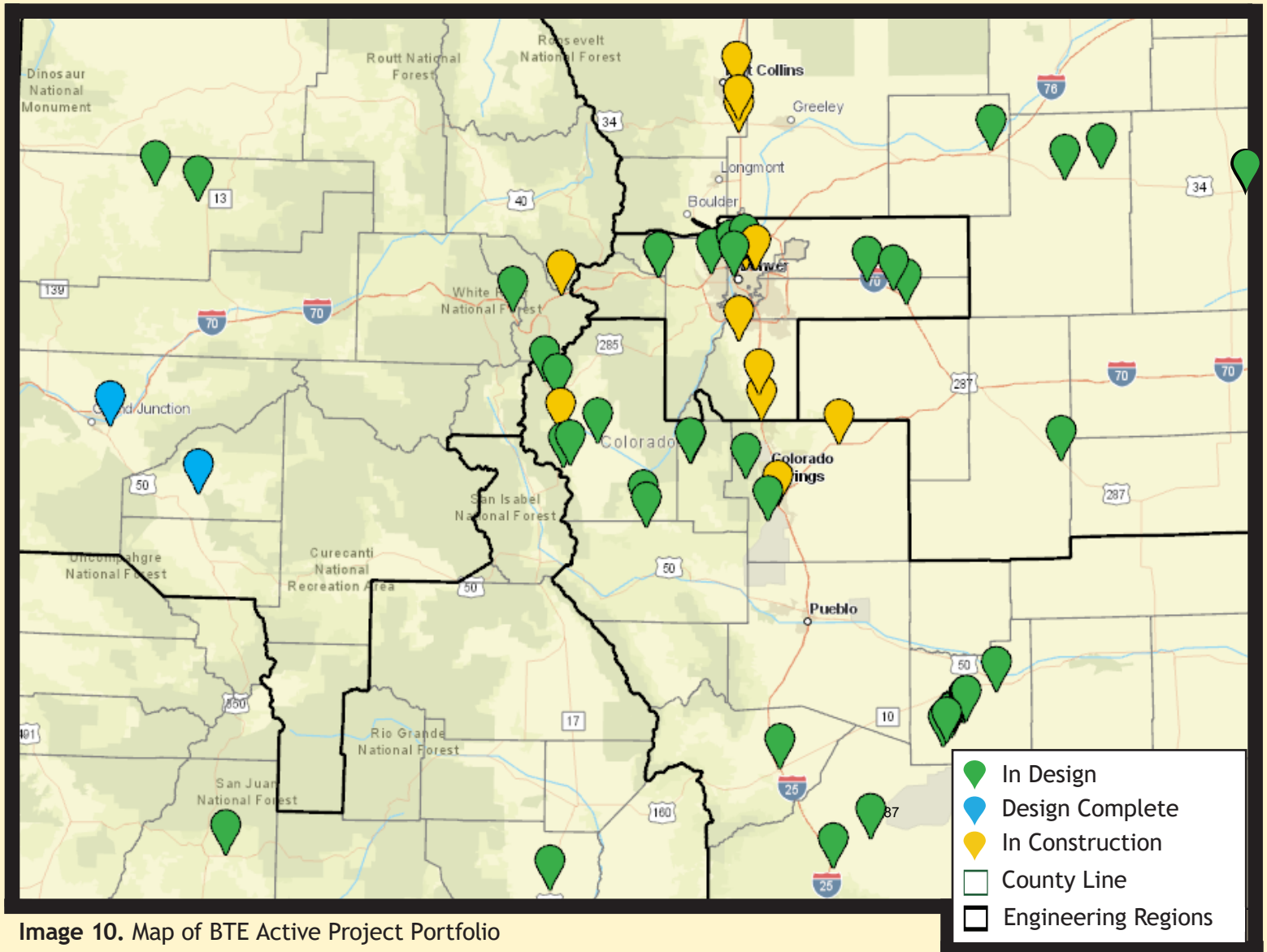


Image 10. Map of BTE Active Project Portfolio

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.

## Program Schedule

The overall monthly program Schedule Performance Index (SPI) for Q1 FY2022 remained constant at 1.00, primarily due to the performance of completed projects. The program overall and active monthly SPI for Q1 FY2022 is listed to the right.

Month	Overall SPI	Active SPI
July	1.00	0.98
August	1.00	0.99
September	1.00	0.98

Table 5. Overall and Active Project SPI by Month

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

## PROGRAM AND PROJECT UPDATES

### Central 70 Project

The BTE Eligible portion of the Central 70 project includes approximately 8.5 miles of I-70 between Brighton Blvd. and I-270 in Denver. Six BTE eligible structures are being addressed by the project, including “the Viaduct” (I-70 over US6, UPRR and CCD St.). These structures represented nearly 30% of BTE’s statewide eligible bridge deck area. Additionally, “the Viaduct” was identified as one of the 30 worst bridges in the state when the Enterprise was created in 2009 and was the last of the 30 worst bridges to be addressed. The demolition of the Viaduct has officially removed nearly 570,000 sq.ft. of poor-rated bridge deck area and significantly reduced the statewide percentage of poor deck area on the National Highway System (NHS).

There were several significant accomplishments for the project during this quarter, including the completion of Milestones 2B, 4A, and 4B, the closure of the project debt restructuring, and completion of the Fourth Amendment to the Project Agreement and 2021 Memorandum of Settlement.

In Q1 FY2022, BTE staff continued to coordinate with the Central 70 project team to refine the BTE program models and track project progress. The following activities were completed during this quarter:



Image 11. Demolition of the Viaduct



Image 12. Excavation Work of the Future Eastbound lanes of I-70



Image 13. Demolition of the I-70 Viaduct at Union Pacific Railroad

- Finalized all bridge structures, including finishes, staining, signage, and lighting between Colorado Blvd. and Quebec Street.
- Completed I-70 Viaduct demolition.
- Continued construction of the City and County of Denver (CCD) portion of the Cover Building.
- Began reconstruction of the Swansea parking lot and playground.
- Completed Recognized Hazardous Materials (RHM) mitigation for the old Swansea Elementary School.
- Completed Phase 5 portion of the Union Pacific Railroad (UPRR) bridge and began placing final track configuration over the bridge.
- Continued construction of 46th Avenue North from Brighton to Colorado Blvd., including completion of sidewalks and tree lawns.
- Final asphalt (top lift) on 46th Avenue North from Monroe Street to Colorado Blvd., including various CCD local streets.
- Completed installation of the Intelligent Transportation Systems (ITS) devices east of Sand Creek and begin installing permanent fiber optic cabling from Node 1 to the Airport Road Node building.
- Began construction of drainage, walls, utilities, roadway, and paving for future eastbound (EB) I-70, with emphasis on the Cover, Colorado Blvd. and Steele offramps, and Monroe Street to Colorado Blvd. areas.
- Completed substructure construction for the Brighton Blvd. bridge.
- Began construction of East 46th Avenue South, including roadway, utilities, and drainage.
- Opened East 46th Avenue North to traffic from York to Brighton.
- Began construction of the intersection at York Street and East 47th Avenue, including the UPRR crossing.
- Continued work on Brighton Blvd. ramp tie-ins.
- Continued construction of the Concrete Box Culvert and 66” Pipe diameter crossing the UPRR tracks south of the UPRR Bridge.
- 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.
- Achieved the following Milestones: 4A on September 26, 2021 and 2B and 4B on September 29, 2021.

## Region 2 CBC Program

In Q1 FY2020, CDOT/BTE was awarded a \$12.5M discretionary grant through the USDOT Competitive Highway Bridge Program (CHBP) for the replacement of 14 BTE eligible structures. The region 2 Concrete Box Culvert and Corrugated Metal Pipe Program (R2B2) is a design-build project that will address the original 14 BTE eligible structures that were included in the grant application as well as five 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.



Image 14. US 24 ML over Draw in Teller County (I-15-AO)

### Program Updates

- Construction funding was established in April 2021.
- One-on-Ones were held with three firms shortlisted.
- FHWA approval of the final project Addendum was received in August 2021.
- Construction Management services consultant selection was completed.
- Final RFP was issued in June 2021.
- RFP award is anticipated in November 2021.

## Region 4/1 Rural Bridge Replacement Program

The Eastern Plains Bridge Replacement Program addresses seven BTE eligible structures and three non-eligible structures throughout Eastern Colorado in CDOT Regions 4 and 1. These bridges provide critical rural mobility and play a key role in the movement of agricultural and resource products in the State. Maintenance needs of the bridges has greatly increased in recent years and the average age of the existing bridges is approaching 80 years. The project is utilizing construction manager/general contractor (CM/GC) contracting and will be delivered in multiple packages of similar structures located in close geographic proximity to gain efficiencies during design and construction.



Image 15. I-70 Service RD over Draw in Arapahoe County (F-20-L)

### Program Updates

- 100% design for Package #1 is complete.
- FIR level design for remaining packages is complete.
- Construction funding was established for Package #1 in August 2021.
- Construction Agreed Price (CAP) negotiations are scheduled for October 2021.

## Floyd Hill

This corridor improvement project includes the replacement of two BTE eligible structures, F-15-BL, which carries traffic westbound on I-70 over Clear Creek and US 6 at the base of Floyd Hill, and F-15-BM, the ramp to US 6 from I-70 westbound. CDOT has committed approximately \$200M in strategic funding to the project, however a significant funding gap still exists. BTE, HPTE, and CDOT are evaluating potential alternatives to eliminate the funding gap. In Q1 FY2021, the project team continued to advance the project and the Environmental Assessment (EA) entered the public comment phase.



Image 16. I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)

### Program Updates

- BTE has completed an analysis of potential funding scenarios for FASTER eligible project components.
- The use of CM/GC project delivery was approved by the Transportation Commission in June 2021.
- The EA was released for the 60 day public comment period in August 2021.

## I-70 Vail Pass Safety and Operations Improvement

CDOT/BTE was awarded \$60.7M through the FY2020 USDOT INFRA Discretionary Grant Program to advance the I-70 Vail Pass Safety and Operations Improvement Project. The BTE program was leveraged to improve the competitiveness of the grant applications by increasing the state funding match and showing participation of multiple stake-holders. The project includes: the reconstruction of the BTE eligible westbound and eastbound structures over Polk Creek, construction of an eastbound auxiliary lane, shoulder widening, curve modifications, reconstruction of a truck ramp, dynamic message signs, and a variable speed limit system.



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

### Program Updates

- Value engineering proposal suggested including F-12-AT.
- The BTE Board approved an increase to the maximum BTE funding commitment in order to add the westbound structure (F-12-AT) to the project scope.
- Funding was established to advance F-12-AT through preliminary design in September 2021.

## Split Timber Girder Repair Pilot Project

The current estimated replacement cost of all existing timber structures statewide that are rated in poor or fair condition is approximately \$300M. The level of funding required for a statewide timber bridge replacement program is not currently available, so BTE staff are partnering with Staff Bridge to develop a new repair specification to safely extend the service life of existing timber structures and remove load restrictions on key freight corridors. The goals of the study include: developing a new split timber stringer repair specification, eliminating repeat emergency repairs due to progressive failure, repairing bridges beyond original strength to increase load carrying capacity, and to better understand the deterioration mechanisms of timber bridges under Colorado's service environments.



Image 18. US 50 ML over Draw in Fremont County (K-13-O)

### Program Updates

- Non-BTE funding sources were identified for the execution of repairs.
- Feedback from maintenance workers on internal capabilities and resources was recorded.
- Final repairs have been completed at test structure (F-22-V).
- Load tests occurred and the proof test was successful.
- Testing and repair phase is complete.
- Pilot projects for the regions have been identified and funding has been distributed to Regional pools.

## BUDGET AND ENCUMBRANCES

Bridge & Tunnel Enterprise staff continues to coordinate with CDOT Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Table 6 shows the encumbrance and budget balances as of September 30, 2021, by Region, for projects that have been substantially complete for more than six months. On April 24, 2020, the Chief Engineer and Chief Financial Officer announced guidance regarding project debudget and closure. This guidance has defined substantial completion as project final acceptance.

**Table 6. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances**

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	667,934	26,712	1	2
3	-	-	0	0
4	33,854	1,395	1	1
5	-	-	0	0
<b>Total</b>	<b>701,319</b>	<b>28,107</b>	<b>2</b>	<b>3</b>
<b>% of Total Current Program</b>	<b>0.56%</b>	<b>0.02%</b>	<b>6.0%</b>	<b>6.5%</b>
<b>Previous Quarter (Q4 FY2021)</b>	<b>710,933</b>	<b>45,567</b>		
<b>Difference</b>	<b>-9,614</b>	<b>-17,640</b>		

Since June 30, 2021 the budget and encumbrance balances have decreased by \$27,254.

Removed/Closed Out	Additions
None	None

## FINANCIAL INFORMATION

The following is a program overview of financial statistics as of September 30, 2021.

- The program has multiple funding sources including proceeds from the 2010 Build America Bond program, FASTER bridge fee dollars (collected yearly revenues from vehicle registrations), bank loan, and other funds which are primarily Federal. In addition, BTE received a grant for the Concrete Box Culvert (CBC) and Corrugated Metal Pipe (CMP) project in Region 2 from the USDOT FY18 Competitive Highway Bridge Program (CHBP).
- From program inception (life-to-date) through September 30, 2021, a total of approximately \$1,520.9M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,212.4M and \$84.7M (all funding sources), respectively. Reference Table 7 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q4 FY2021) are also reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

**Table 7. Program Financial Statistics as of September 30, 2021 (\$ in Millions)**

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q1 FY2022	Total Q4 FY2021
Budget	\$307.9	\$1,096.1	\$40.7	\$76.2	\$1,520.9	\$1,510.3
Expenditures	\$307.9	\$797.8	\$40.7	\$66.0	\$1,212.4	\$1,203.8
Encumbrances	\$0.0	\$84.7	\$0.0	\$0.0	\$84.7	\$173.5

The Bridge & Tunnel Enterprise program currently consists of 193 funding-eligible structures; including 89 structures budgeted with bond funds. The structure count remained the same as last quarter, Q4 FY2021. The current programmed amount for these 193 structures is approximately \$1,747.6M. Table 8 below provides an itemization of current funding sources for the Bridge & Tunnel Enterprise program.

**Table 8. Program Financial Statistics as of September 30, 2021 (\$ in Millions)**

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Total
\$298.1	\$1,322.8	\$116.9	\$9.8	\$1,747.6

The Program Allocation Plan<sup>1</sup> tracks BTE projects programmed since the beginning of the Bond Program by funding source, preconstruction activity and construction activity. In addition, the Program Allocation Plan includes programmed projects that have yet to be budgeted, beginning with FY2022 through FY2025, and includes budget adjustments that have not been posted as of September 30, 2021. Projects that were budgeted prior to the Bond Program are shown in summary at the bottom of the third page as Pre-Bond Projects. The program life-to-date (LTD) total liabilities for the BTE program are \$1,747.6M, an increase of \$4.8M from the \$1,742.8M total liability reported on June 30, 2021. This is primarily the result of updated estimates and budget actions.

The Four-Year Quarterly Cash Flow Projection<sup>2</sup> depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. BTE liabilities and the timing of milestone payments for the Central 70 project are defined by the Amended and Restated IAA between CDOT, HPTE, BTE and updated milestone forecasts are incorporated in the cash flow. This forecast model 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. Also, the cash flow now includes the Bridge and Tunnel Impact and Retail Delivery fees that were established in SB21-260. Collection of these fees is anticipated to begin in FY2023.

Bridge and Tunnel Enterprise has forecast the cash balance to decrease by approximately \$194.1M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (October 2021 through September 2025), down to \$81.7M. To date, Central 70 Milestone Payments 2A and 3 have been made. Milestone payments 2B, 4A and 4B are scheduled for October 2021. Due to the inflow of the new Bridge and Tunnel fees, the cash balance is forecast to fall at slower rate than originally forecast. These higher cash balances will be drawn down as tunnel projects for the Eisenhower/Johnson Memorial Tunnel and other facilities progress.

1 Reference Appendix A for the Program Allocation Plan

2 Reference Appendix B for the Four-Year Cash Flow Projection

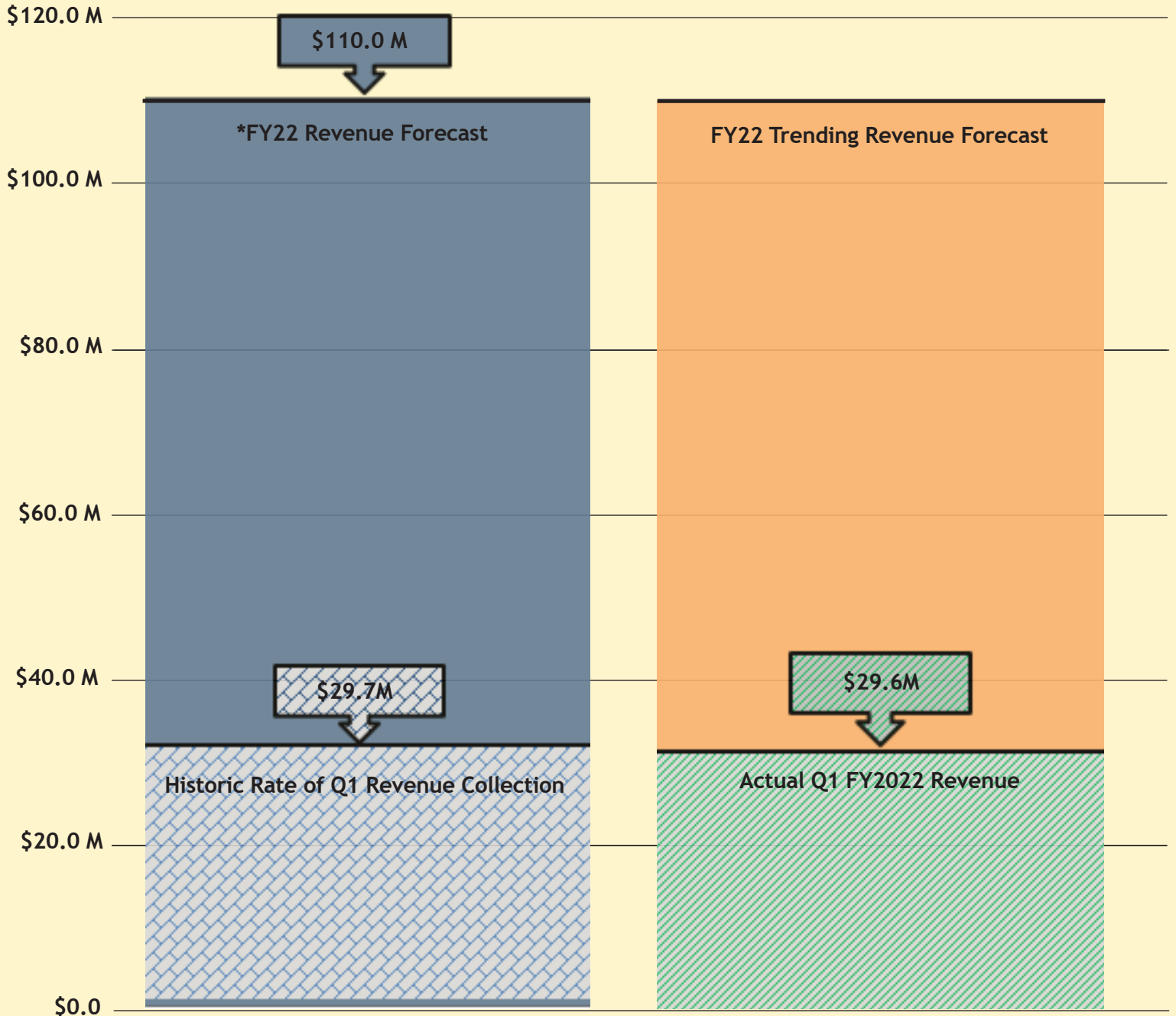
BTE will closely monitor estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance. In accordance with the Amended and Restated IAA, and updated milestone payments the final milestone and substantial completion payments are both scheduled in January 2023. In accordance with Resolution BE-17-11-1, the contingency for the BTE share of potential supervening events has been included in the cash drawdown forecast. BTE will continue to monitor and update the model and incorporate the most current revenue, cash and drawdown forecasts.

As of Q1 FY2022, actual YTD BTE revenues were \$29.6M, which is \$0.1M below historical rate of collection when applied to the FY2022 revenue budget of \$110.0M. This information is shown below in Figure C.



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

**Statewide Bridge & Tunnel Enterprise  
 Forecast vs Actual Revenue Comparison**



\*Information Provided by OFMB





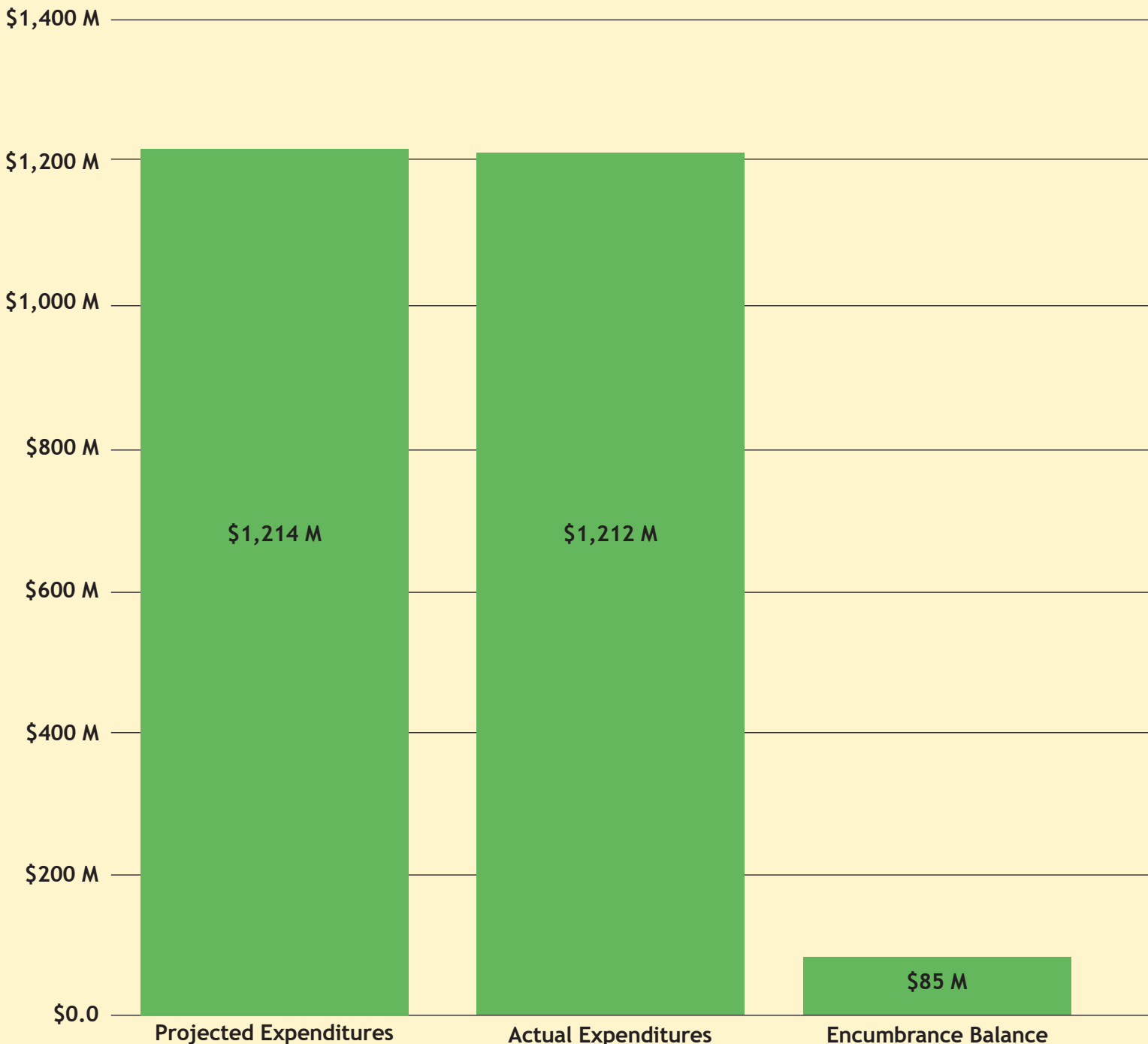
The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,214M on September 30, 2021, an increase of \$14M since June 30, 2021. Actual LTD expenditures as of September 30, 2021 are \$1,212M as compared to \$1,204M on June 30, 2021, an increase of \$8M or 0.7%. The current encumbrance balance is \$85M, a decrease of \$89M since June 30, 2021.

Figure D. Total Program Financial Performance



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

Statewide Bridge & Tunnel Enterprise Program Performance  
 ITD - As of September 30, 2021



**APPENDIX A: PROGRAM ALLOCATION PLAN**



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

Colorado Bridge and Tunnel Enterprise  
 Program Allocation Plan - Quarterly Update  
 As of September 30, 2021 (FY22 -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
US 36 ML over COMANCHE CREEK	18276	1	F-19-B	1	480,916	87,922	-	-	568,838	-	-	1,293,744	-	1,293,744	1,862,582	11/01/10	01/05/12	04/23/12	06/15/12
US 85 Cook Ranch Road to Louviers over draws	18899	2	G-16-B & G-16-C	1	-	-	-	-	-	-	40,845	2,952,598	-	2,993,443	2,993,443		06/28/12	10/19/12	11/15/13
US 85 over Sand Creek	19201	1	G-17-A	1	1	22,914	280,564	-	303,479	-	3,383,656	-	-	3,383,656	3,687,135	03/02/12	09/26/19	08/17/20	02/01/22
I-25 SANTA FE BRIDGES	18107	1	F-16-DT	1	103,040	624,989	-	-	728,029	11,225,034	2,977,229	-	-	14,202,263	14,930,292	11/04/10	03/16/11	07/11/11	07/07/14
I-25 SANTA FE BRIDGES	18107	1	F-16-DW	1	-	-	-	-	-	-	-	-	-	-	-	11/04/10	03/16/11	07/11/11	07/07/14
I 70 ML WBND over SAND CREEK	17537	1	E-17-GE	1	1,332,918	-	-	-	1,332,918	-	72,565	9,190,738	-	9,263,303	10,596,221	03/31/10	03/31/11	07/29/11	07/06/12
I 70 ML EBND over SAND CREEK	17537	1	E-17-BY	1	-	-	-	-	-	-	-	-	-	-	-	03/31/10	03/31/11	07/29/11	07/06/12
I 76 ML EBND over SOUTH PLATTE RIVER	18070	1	E-17-GM	1	-	-	-	-	-	-	23,276	-	-	-	-	03/29/10	05/19/11	09/12/11	07/13/12
I 76 ML WBND over SOUTH PLATTE RIVER	18070	1	E-17-GL	1	-	962,189	-	-	962,189	-	-	12,080,497	-	12,103,773	13,065,962	03/29/10	05/19/11	09/12/11	07/13/12
US 287-SH 88 over US 40 ML	18083	1	F-16-FW	1	-	603,407	516,500	-	1,119,907	310,294	14,414	6,110,347	-	6,435,055	7,554,962	03/31/10	06/30/11	09/26/11	01/16/13
SH121 ML-WADSWORTH over BEAR CREEK	18220	1	F-16-CS	1	-	1,076,625	-	-	1,076,625	348,289	120,892	8,432,470	-	8,901,651	9,978,276	04/01/10	10/20/11	03/26/12	08/30/13
SH 95 ML over UP RR, RR SPUR	18082	1	E-16-GQ	1	396,399	-	-	-	396,399	-	60,333	6,293,279	-	6,353,612	6,750,011	04/29/08	02/02/12	04/24/12	11/01/13
US 6 ML over SH 95 ML/SHERIDAN AVE.	18154	1	F-16-FL	1	318,483	585,721	-	-	904,204	-	312	12,626,612	-	12,626,924	13,531,128	04/01/09	10/21/11	01/03/12	07/12/13
SH 121 WADSWORTH PARKWAY ML SBND over US 36 ML	18194	1	E-16-FK	1	-	-	1,571,097	-	1,571,097	-	4,273,930	19,370,801	-	23,644,731	25,215,828	05/27/11	09/30/11	05/10/12	10/30/13
CNTY RD / OLD WADS over US 36 ML	18195	1	E-16-FL	1	-	583,182	1,500,620	-	2,083,802	-	1,878,228	8,537,572	-	10,415,800	12,499,602	05/27/11	09/30/11	05/10/12	10/30/13
US 40 ML EBND over SAND CREEK	18180	1	F-17-F	1	-	-	1,819,331	-	1,819,331	-	1,250,185	6,000,689	-	7,250,874	9,070,205	08/01/11	05/02/13	07/23/13	03/16/15
US 40 ML WBND over SAND CREEK	18180	1	F-17-BS	1	-	-	-	-	-	-	-	-	-	-	-	08/01/11	05/02/13	07/23/13	03/16/15
PECOS STREET over I 70 ML	18149	1	E-16-FW	1	-	6,097,615	512,347	-	6,609,962	4,380,000	249,582	14,097,698	-	18,727,280	25,337,242	04/01/11	08/07/12	11/05/12	10/01/13
PEORIA STREET over I 76 ML	18152	1	E-17-EX	1	-	10,998	1,466,306	-	1,477,304	-	14,108	3,299,496	-	3,313,604	4,790,908	04/01/11	05/02/13	07/24/13	12/05/13
US 85 ML NBND over DAD CLARK GULCH	18191	1	F-16-F	1	-	-	686,671	-	686,671	-	-	2,316,449	-	2,316,449	3,003,120	10/14/11	08/16/12	11/27/12	09/05/13
SH 88 ML/ARAP RD over CHERRY CREEK	18147	1	F-17-DM	1	-	7,611,291	850,700	-	8,461,991	-	9,821,300	9,060,728	2,000,000	20,882,028	29,344,019	02/01/11	08/15/13	10/21/13	08/03/15
Wetland Monitoring	21474	0	F-17-DM	1	-	159,589	-	-	159,589	-	-	-	-	-	159,589	-	-	-	-
I 76 ML EBND over UP RR	18151	1	E-17-DC	1	-	2,477,672	-	-	2,477,672	-	11,628,627	371,722	1,000,000	13,000,349	15,478,021	04/15/11	02/14/14	08/04/14	11/06/15
I 76 ML WBND over UP RR	18151	1	E-17-DU	1	-	-	-	-	-	-	-	-	-	-	-	04/15/11	02/14/14	08/04/14	11/06/15
SH 44 ML over BULL SEEP SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	18206	1	E-17-ER	1	8,500	-	3,727,424	-	3,735,924	1,620,976	5,182,593	2,557,057	-	9,360,626	13,096,550	07/01/11	09/26/13	01/06/14	08/14/15
SH 44 ML over BULL SEEP SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	18206	1	E-17-CA	1	-	-	-	-	-	-	-	-	-	-	-	07/01/11	09/26/13	01/06/14	08/14/15
US 6 ML over SOUTH PLATTE RIVER	19190	1	F-16-EF	1	-	-	-	-	-	-	9,750,739	6,342,205	600,000	16,692,944	16,692,944	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BRYANT STREET	18192	1	F-16-EN	1	-	3,530,749	5,445,850	-	8,976,599	951,229	11,000,419	12,837,177	2,279,210	27,068,035	36,044,634	09/01/11	10/15/12	06/30/13	12/21/15
US 6 ML over BNSF RR	18202	1	F-16-EJ	1	-	1,195,223	-	-	1,195,223	-	4,447,009	5,995,919	1,600,000	12,042,928	13,238,151	09/01/11	10/15/12	06/30/13	12/21/15
US 40 ML EBND over TOLLGATE CREEK	18204	1	F-17-GO	1	55,730	-	2,269,690	-	2,325,420	238,326	9,117,758	-	500,000	9,856,084	12,181,504	02/01/11	01/16/14	06/09/14	09/22/16
US 40 ML WBND over TOLLGATE CREEK	18204	1	F-17-GA	1	-	-	-	-	-	-	-	-	-	-	-	02/01/11	01/16/14	06/09/14	09/22/16
SH 58 over FORD	18770	1	E-16-HA	1	-	-	692,994	-	692,994	-	57,877	5,271,384	-	5,329,261	6,022,255	11/14/11	03/21/13	06/03/13	06/27/14
US 287 Federal over BNSF at 69th Ave.	18908	1	E-16-AA	1	-	1,073,902	2,260,507	-	3,334,409	522,453	15,230,467	-	-	15,752,920	19,087,329	11/01/12	11/20/14	01/29/15	11/18/16
US 287 Federal over BNSF at 69th Ave.	20513	0	E-16-AA	1	-	648,232	-	-	648,232	-	-	-	-	-	648,232	-	-	-	-
I-70 ML over Havana St.	19339	1	E-17-JP	1	1	86,567	1,675,000	-	1,761,568	-	24,351,102	-	500,000	24,851,102	26,612,670	11/26/12	11/20/14	04/13/15	11/29/16
US 6 over Garrison	19478	1	F-16-ER	1	1	605,839	200,000	-	805,840	-	13,338,258	500,000	-	13,838,258	14,644,098	03/29/13	07/03/14	01/15/15	04/30/16
Central 70	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	138,410,144	-	-	138,410,144	-	-	-	-	-	138,410,144	07/22/13	-	-	-
Design	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	7,225,713	-	-	7,225,713	-	-	-	-	-	7,225,713	07/22/13	-	-	-
Utilities	19631	6	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	10,233,100	-	-	10,233,100	-	-	-	-	-	10,233,100	07/22/13	-	-	-
Environmental	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	4,937,283	-	-	4,937,283	-	-	-	-	-	4,937,283	07/22/13	-	-	-
Miscellaneous	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	25,000,000	11,503,094	-	-	36,503,094	-	-	-	-	-	36,503,094	07/22/13	-	-	-
Consturction	19631	0	E-17-FX, E-17-EW, E-17-DF, E-17-KR, E-17-GA, E-17-GB	1	-	-	-	-	-	-	260,845,502	-	-	260,845,502	260,845,502	07/22/13	-	-	-
I 70(BUSINESS RT) over I 70 ML	19984	1	F-14-Y	1	-	-	-	546,911	546,911	-	10,937,963	-	-	10,937,963	11,484,874	01/27/14	03/06/15	04/02/15	06/27/16
I 70 over CLEAR CREEK	22716	1	F-15-BL	1	-	12,133,000	-	-	12,133,000	-	-	-	-	-	12,133,000	09/06/18	-	-	-
US 6 over South Platte CLMOR/LOMR	22878	0	F-16-EF	1	-	20,000	-	-	20,000	-	-	-	-	-	20,000	-	-	-	-
I-76 WBND over CLEAR CREEK	22391	1	E-16-LU	1	-	660,150	-	-	660,150	-	2,837,863	-	-	2,837,863	3,498,013	11/19/18	01/09/20	06/01/20	10/30/20
I-76 EBND over CLEAR CREEK	22391	1	E-16-LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I-76 WBND over CLEAR CRK SCOUR MITIGATE	23444	0	E-16-LU	1	-	406,090	-	-	406,090	-	1,600,000	-	-	1,600,000	2,006,090	11/24/19	12/14/21	06/01/21	11/26/21
I-76 EBND over CLEAR CRK SCOUR MITIGATE	23444	0	E-16-LT	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South I-25 GAP Segment 3	22927	1	H-17-CH	1	-	-	-	-	-	-	5,041,100	-	-	5,041,100	5,041,100	-	-	08/07/19	12/30/22
South I-25 GAP Segment 4	23477	1	H-17-CI	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SPEER BLVD. over I-25	22969	1	H-17-CF	1	-	1,343,900	-	-	1,343,900	-	12,787,472	-	-	12,787,472	14,131,372	03/04/20	12/01/20	03/01/21	03/01/22
23rd AVE over I-25	22969	1	E-16-EW	1	-	5,850,600	-	-	5,850,600	-	54,149,400	-	-	54,149,400	60,000,000	01/23/19	-	-	-
I-70 over 32nd AVE EBND	23673	1	E-16-EO	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I-70 over 32nd AVE WBND	23673	1	E-16-DA	1	-	1,869,500	-	-	1,869,500	-	15,644,500	-	-	15,644,500	17,514,000	02/01/20			



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					
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	18155	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	18461	1	P-19-AD	2	-	-	-	-	-	-	-	-	-	-	-	10/15/10	09/20/12	12/03/12	06/18/13
US 350 ML over PURGATOIRE RIVER	18208	1	O-19-H	2	-	493,712	-	-	493,712	-	34,143	3,153,661	-	3,187,804	3,681,516	10/15/10	02/21/13	04/29/13	04/11/14
SH 120 ML over DRAW, UP RR	18370	1	K-16-S	2	-	505,078	755,829	-	1,260,907	-	4,106,291	312,427	-	4,418,718	5,679,625	03/15/11	06/19/14	10/28/14	01/08/16
I-25 ML over Indiana Ave.	19206	0	L-18-M & L-18-W	2	-	123,988	108,191	-	232,179	-	-	-	-	-	232,179	10/15/12	-	-	-
Northern Ave. over I-25 ML	19207	0	L-18-AQ	2	-	132,619	2,000	-	134,619	-	-	-	-	-	134,619	10/15/12	-	-	-
I-25 over Ilex, RR, Bennet	17666	0	K-18-CL	2	7,547,800	599,222	1,908,484	-	10,055,506	-	-	-	-	-	10,055,506	06/01/11	-	-	-
I-25 over Ilex, RR, Bennet	17666	0	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	06/01/11	-	-	-
I-25 ML over Indiana Ave.	19205	1	L-18-M	2	-	-	-	-	-	-	3,271,797	10,000	-	3,281,797	3,281,797	-	03/06/14	04/01/15	10/29/16
I-25 ML over Indiana Ave.	19205	1	L-18-W	2	-	-	-	-	-	-	771,562	10,000	-	781,562	781,562	-	03/06/14	04/01/15	10/29/16
Northern Ave. over I-25 ML	19205	1	L-18-AQ	2	-	-	-	-	-	-	3,918,686	10,000	-	3,928,686	3,928,686	-	03/06/14	04/01/15	10/29/16
Mesa Ave over I-25 ML	19205	1	L-18-AU	2	-	-	-	-	-	-	3,527,195	10,000	-	3,537,195	3,537,195	-	03/06/14	02/10/15	10/18/16
I-25 ML NBND over US 50 ML	19205	1	K-18-AX	2	-	-	-	-	-	-	3,469,192	10,000	-	3,479,192	3,479,192	-	03/06/14	02/10/15	10/19/16
US 50 BUS EBND over Arkansas River	19205	1	K-18-R	2	-	-	-	-	-	-	5,000,941	11,983	-	5,012,924	5,012,924	-	03/06/14	02/10/15	10/19/16
I-25 over Ilex, RR, Bennet	19205	1	K-18-CL	2	-	-	-	-	-	1,300,757	38,489,977	100,000	-	39,890,734	39,890,734	-	03/06/14	02/10/15	12/27/18
I-25 over Ilex, RR, Bennet	19205	1	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	-	03/06/14	02/10/15	12/27/18
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 Cotopaxi-Texas Creek	19304	1	K-14-J	2	-	-	342,596	-	342,596	-	-	1,452,992	-	1,452,992	1,795,588	10/30/12	06/12/14	03/01/15	08/15/15
SH69 ML over Milligan Arroyo	19055	1	M-16-P	2	-	3,460	385,840	-	389,300	-	-	-	-	-	389,300	12/19/12	03/01/18	05/29/18	06/26/19
I-25 Bus Route over Sull Creek	22320	1			-	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	-	-	-	-	-	-	-	-	-	-	-				
I-25 over CO RD 103, Butte Creek	20407	1	N-17-S	2	-	542,082	-	-	542,082	-	10,081,632	-	-	10,081,632	10,623,714	10/23/17	08/08/18	10/15/18	11/24/20
I-25 over US 160 ML, RR Spur	22350	1	N-17-AD	2	-	1,249,600	-	-	1,249,600	-	14,252,457	-	-	14,252,457	15,502,057	11/06/17	02/04/21	04/05/21	12/02/22
I-25 SB over Draw	22823	1	K-18-U	2	-	102,986	-	-	102,986	-	2,531,140	-	-	2,531,140	2,634,126	11/05/18	12/05/19	04/07/20	10/30/20
US 285 over South Fork South Platte River	22865	1	H-13-G	2	-	486,730	-	-	486,730	-	3,649,425	-	-	3,649,425	4,136,155	01/01/19	12/01/20	06/01/20	11/30/21
SH 71 over HIGHLINE CANAL	23005	1	M-22-N	2	-	333,687	-	-	333,687	-	1,667,723	-	-	1,667,723	2,001,410	06/01/19	05/07/20	02/23/21	11/30/21
SH 101 over DRAW	23006	1	M-24-A	2	-	235,942	-	-	235,942	-	-	-	-	-	2,693,061	06/01/19	05/07/20	09/17/20	03/04/21
SH 101 over DRAW	23007	1	M-24-I	2	-	190,050	-	-	190,050	-	2,457,119	-	-	2,457,119	190,050	06/01/19	05/07/20	09/17/20	03/04/21
US 24 over DRAW	22995	1	H-19-C	2	-	242,165	-	-	242,165	-	2,035,592	-	-	2,035,592	2,277,757	03/29/19	10/01/20	01/01/21	09/30/21
I-25 SB over S. ACADEMY BLVD.	23605	1	I-17-GR	2	-	-	-	-	-	-	-	-	-	-	-				
I-25 NB over S. ACADEMY BLVD.	23605	1	I-17-GQ	2	-	1,724,900	-	-	1,724,900	-	24,343,746	-	-	24,343,746	26,068,646	10/01/19	09/01/20	02/15/21	12/28/22



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
R2 CHBP Grant - Design thru Procurement	23558	14		2	2,129,040	532,260			2,661,300	10,345,960	43,872,040			54,218,000	56,879,300	01/01/20	01/01/21	05/01/21	12/31/22
R2 Non-Grant - Design thru Procurement	23559	5		2	-	938,800			938,800	-	11,138,300			11,138,300	12,077,100	01/01/20	01/01/21	05/01/21	12/31/22
US 285 at SH 9		1	H-13-A	2							3,650,463			3,650,463	3,650,463				
US 6 ML over EAGLE RIVER	18160	1	F-09-H	3	155,656	150,986	-	-	306,642	-	-	4,201,213	-	4,201,213	4,507,855	09/28/10	05/19/11	07/20/11	05/18/12
US 50 SERVICE RD over GUNNISON RVR SR	18193	1	J-09-C	3	143,514	-	203,584	-	347,098	-	-	2,369,188	-	2,369,188	2,716,286	06/01/10	06/23/11	08/29/11	08/31/12
US 50 SERVICE RD over GUNNISON RVR SR	18193	1	J-09-D	3	-	-	-	-	-	-	-	-	-	-	-	06/01/10	06/23/11	08/29/11	08/31/12
I 70 SERVICE RD over COLORADO RIVER SR	18162	1	F-08-F	3	146,819	-	1,805,747	-	1,952,566	-	-	7,966,405	-	7,966,405	9,918,971	04/06/11	09/02/12	09/04/12	09/30/13
Historic Eagle County Bridges Book	19325	0	F-08-F	3	-	22,062	-	-	22,062	-	-	-	-	-	22,062	-	-	-	-
US 40 ML over E FORK ELK RIVER	18138	1	C-09-C	3	-	-	1,517,178	-	1,517,178	-	-	4,117,918	-	4,117,918	5,635,096	04/01/11	12/13/12	02/28/13	11/19/13
I 70 ML EBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AC	3	1	-	1,779,324	-	1,779,325	-	12,457,996	500,000	-	12,957,996	14,737,321	04/01/11	03/06/14	07/19/14	05/05/17
I 70 ML WBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AB	3	-	-	-	-	-	-	-	-	-	-	-	04/01/11	03/06/14	07/19/14	05/05/17
SH 82 ML over I 70 ML COLORADO RVR,RR	18158	1	F-07-A	3	75,569	30,684,256	10,537,357	-	41,297,182	1,853,821	57,561,362	-	-	59,415,183	100,712,365	05/11/11	07/01/15	01/01/16	10/30/18
PEDESTRIAN BRIDGE over COLORADO RVR	21122	0		3	-	-	-	-	-	5,492,960	9,298,894	-	-	14,791,854	14,791,854	05/11/11	07/01/15	01/01/16	10/30/18
US 34 over NORTH FORK COLORADO RIVER	21010	1	D-13-A	3	-	872,718	-	-	872,718	-	5,954,412	-	-	5,954,412	6,827,130	06/08/17	11/07/18	04/01/19	09/15/20
I-70 WBND over Colorado River	21007	1	F-05-L	3	231,182	26,919	-	-	258,101	-	-	-	-	-	258,101	08/12/15	02/01/18	04/02/18	12/15/18
	22359					40,876			40,876		3,077,349			3,077,349	3,118,225				
I-70 EBND over US6,RR, Eagle River	21008	1	F-10-L	3	225,184	26,104	-	-	251,288	-	-	-	-	-	251,288	08/12/15	01/11/18	03/16/18	08/20/18
	22360					50,226			50,226		3,145,365			3,145,365	3,195,591				
I-70 WBND over Colorado River Overflow	21009	1	G-03-Q	3	410,959	47,567	-	-	458,526	-	-	-	-	-	458,526	08/12/15	01/04/18	03/26/18	08/15/18
	22170					63,961			63,961		3,200,030			3,200,030	3,263,991				
US 6 ML over CASTLE CREEK	22576	1	F-09-K	3	-	44,909	-	-	44,909	-	3,824,079	-	-	3,824,079	3,868,988	07/01/19	05/02/19	07/22/19	12/14/19
I-70 over FOREST SERVICE ROAD	22712	1	F-13-S	3	-	1,843,810	-	-	1,843,810	-	14,823,246	-	-	14,823,246	16,667,056	08/09/18		04/28/21	07/22/22
SH 92 ML over GUNNISON RIVER	22943	1	I-05-V	3	-	878,960	-	-	878,960	-	13,569,821	-	-	13,569,821	14,448,781	03/18/19	10/22/20	11/04/21	02/04/23
SH 64 over STRAWBERRY CREEK	23061	1	D-04-G	3	-	671,150	-	-	671,150	-	8,858,400	-	-	8,858,400	9,529,550	08/31/20	01/03/22	03/01/22	10/27/23
SH 64 over WHITE RIVER		1	D-03-A																
I-70 over US 6,US 24, RR, EAGLE RIVER	23217	1	F-11-AD	3	-	435,013	-	-	435,013	-	-	-	-	-	435,013				
I-70 EBND VAIL PASS	23929	1	F-12-AS	3	-	5,126,100	-	-	5,126,100	-	31,118,000	-	-	31,118,000	36,244,100	12/01/20			
I-70 WBND VAIL PASS		1	F-12-AT	3	-	3,087,383	-	-	3,087,383	-	23,400,000	-	-	23,400,000	26,487,383				
US 6 over Elk Creek	24493	1	F-06-A	3	-	526,600	-	-	526,600	-	3,777,257	-	-	3,777,257	4,303,857	06/01/21			
US 24 ML over DRAW	18003	1	G-22-J	4	-	-	-	-	-	799,863	-	244,857	-	1,044,720	1,044,720	04/01/08	12/16/10	05/02/11	08/24/11
US 287 ML over DRAW	17804	1	B-16-AE	4	1,401,692	85,153	139,160	-	1,626,005	-	-	2,338,640	-	2,338,640	3,964,645	04/15/10	05/12/11	07/25/11	05/01/12
SH 14 ML over COALBANK CREEK	18451	1	B-17-L	4	-	1,398,233	249,641	-	1,647,874	-	-	3,358,015	-	3,358,015	5,005,889	12/16/10	11/01/12	04/01/14	09/30/15
I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	18053	1	C-17-BN	4	941,887	-	-	-	941,887	-	-	1,782,003	-	1,782,003	2,723,890	02/01/11	04/05/12	09/04/12	04/12/13
US 34 ML over N FRK REPUBLICAN RIVER	18432	1	D-28-B	4	-	781,069	-	-	781,069	-	-	2,693,477	-	2,693,477	3,474,546	11/23/10	04/26/12	06/25/12	12/14/12
SH 66 ML over ST VRRAIN River	18224	1	D-17-AK	4	-	-	1,311,071	-	1,311,071	-	-	4,228,779	-	4,228,779	5,539,850	02/01/11	09/06/12	11/05/12	06/18/14
I-70 FRONTAGE ROAD over DRAW	18610	1	G-21-B	4	-	-	348,714	-	348,714	-	-	1,012,700	-	1,012,700	1,361,414	09/05/11	11/16/12	01/28/13	05/23/13
SH 14 ML over CACHE LA POU DRE RIVER	18085	1	B-16-D	4	1,395,490	351,788	753,947	-	2,501,225	611,742	9,946,160	-	800,000	11,357,902	13,859,127	07/14/09	06/19/14	09/22/14	11/20/15
US 85 ML over UPRR Nunn Bridge	18669	1	B-17-C	4	-	-	1,254,778	-	1,254,778	-	3,053	6,009,722	-	6,012,775	7,267,553	06/24/11	01/10/13	03/17/13	06/13/14
SH60 over SOUTH PLATTE RIVER	21146	1	C-17-B	4	-	1,109,585	-	-	1,109,585	-	8,500,368	-	-	8,500,368	9,609,953	06/17/15	06/21/18	10/01/18	11/01/19
I-25 ML over County Road 48	20999	1	B-16-EU	4	-	943,689	-	-	943,689	-	6,464,893	-	-	6,464,893	7,408,582	06/01/16	02/14/19	05/22/19	1/27820
Prospect Road over I-25	22248	1	B-16-AM	4	-	3,061,500	-	-	3,061,500	-	18,483,675	-	-	18,483,675	21,545,175	11/01/17		10/10/18	07/14/21
I-25 ML over DRAW (Hillsboro)	22482	1	C-17-EL	4	-	22,086	-	-	22,086	-	3,582,614	-	-	3,582,614	3,604,700	11/01/17		06/27/18	11/30/24
SH59 over I-70 (Emergency)	22566	1	G-25-K	4	-	270,966	-	-	270,966	-	6,235,225	-	-	6,235,225	6,506,191	04/16/18		04/27/18	10/10/18
US 34 ML over N FRK REPUBLICAN RIVER	22962	1	D-27-G	4	-	561,694	-	-	561,694	-	3,002,218	-	-	3,002,218	3,563,912	03/01/19	04/01/20	06/29/20	11/18/20
US 34 OVER REPUBLICAN RIVER	22963	1	D-28-P	4	-	-	-	-	-	-	3,804,785	-	-	3,804,785	3,804,785	04/27/20		04/27/20	01/27/21
TIMBER BRIDGE EASTERN PLAINS	23010	7	Various	4	-	4,426,200	-	-	4,426,200	-	-	-	-	4,426,200	4,426,200	02/01/20			
TIMBER BRIDGE EASTERN PLAINS: PKG 1	24367		3 of 7	4	-	-	-	-	-	-	11,187,400	-	-	11,187,400	11,187,400		09/21/21	12/06/21	10/28/22
TIMBER BRIDGE EASTERN PLAINS: PKG 2			4 of 7	4	-	-	-	-	-	-	15,000,000	-	-	15,000,000	15,000,000				
US 40 ML over DRAW	24224	1	I-24-N	4	-	273,900	-	-	273,900	-	8,000,000	-	-	8,000,000	8,273,900	01/01/21			
Holyoke Bundle	22529	3		4	-	966,700	-	-	966,700	-	9,500,000	-	-	9,500,000	10,466,700	06/01/21			
SH 145 ML over LEOPARD CREEK	0	1	L-04-B	5	-	-	506,177	-	506,177	47,559	-	3,301,616	-	3,349,175	3,855,352	02/01/11	03/15/12	05/15/12	05/30/13
SH 62 ML over UNCOMPAGHRE RIVER	18323	1	L-05-B	5	-	1,012,619	268,923	-	1,281,542	3,380	-	6,519,674	-	6,523,054	7,804,596	02/01/11	02/09/12	04/24/12	05/30/13
SH90 over DOLORES RIVER	20817	1	K-01-C	5	-	965,694	-	-	965,694	-	4,977,169	-	-	4,977,169	5,942,863	01/30/15	11/09/15	12/05/16	08/18/17
US 50 over AGATE CREEK	22436	1	K-11-G	5	-	-	-	-	-	-	1,526,757	-	-	1,526,757	1,526,757	03/29/18	03/29/18	06/18/18	10/08/18
US 285 over RIO CONEJOS OVERFLOW	23069	1	P-12-A	5	-	192,900	-	-	192,900	-	2,000,000	-	-	2,000,000	2,192,900	04/17/19		11/01/23	03/01/24
Design for Future Years						1,650,000			1,650,000					-	1,650,000				
PRE-BOND PROJECTS		16		All	2,338,990	85,383	-	-	2,424,373	29,706,721	6,071,210	-	-	35,777,931	38,202,304				
Total	193				\$ 45,331,986	\$ 299,605,947	\$ 52,835,939	\$ 546,911	\$										



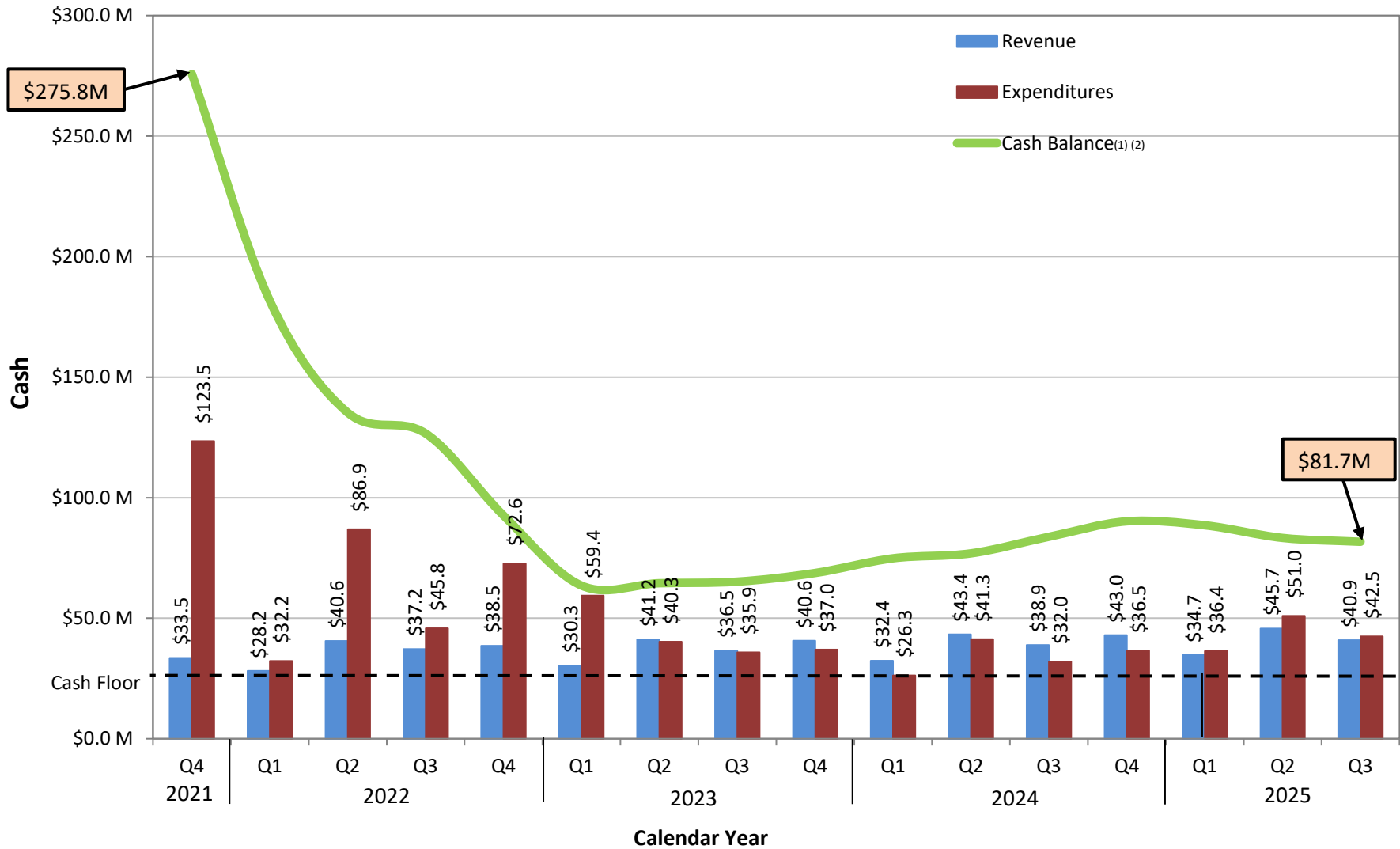
Program Funding by Source Summary											
Sources:	Pre-Construction					Construction					Total All Funds
	Other	FASTER	Bond	Bond Interest	Total	Other	FASTER	Bond	Bond Interest	Total	
Federal	\$ 7,236,019	\$ -	\$ -	\$ -	\$ 7,236,019	\$ 31,571,599	\$ -	\$ -	\$ -	\$ 31,571,599	\$ 38,807,618
State	\$ 925,518	-	-	-	925,518	143,827	-	-	-	143,827	\$ 1,069,345
Local	\$ 25,139,799	-	-	-	25,139,799	11,163,136	-	-	-	11,163,136	\$ 36,302,935
FASTER	\$ -	299,605,947	-	-	299,605,947	-	1,023,236,288	-	-	1,023,236,288	\$ 1,322,842,235
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	\$ -	-	-	-	-	-	-	-	-	-	\$ -
<b>Total</b>	<b>\$ 45,331,986</b>	<b>\$ 299,605,947</b>	<b>\$ 52,835,939</b>	<b>\$ 546,911</b>	<b>\$ 398,320,783</b>	<b>\$ 71,546,886</b>	<b>\$ 1,023,236,288</b>	<b>\$ 245,307,666</b>	<b>\$ 9,279,210</b>	<b>\$ 1,349,370,050</b>	<b>\$ 1,747,690,833</b>

# APPENDIX B: FOUR YEAR QUARTERLY CASH FLOW PROJECTION



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

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



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

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