



STATEWIDE BRIDGE & TUNNEL ENTERPRISE QUARTERLY REPORT



TABLE OF CONTENTS



INTRODUCTION	4
PROGRAM HIGHLIGHTS	5
SB21-260 and the Creation of the Statewide Bridge and Tunnel Enterprise	5
Region 1 Bridge Deck Safety and Preservation Program	5
PROGRAM PROGRESS UPDATES	6
Statewide On-System Tunnel Overview	8
Eisenhower-Johnson Memorial Tunnels	8
Tunnel Inventory	9
FASTER Eligible Bridge Structure Population	11
Active Project Portfolio	12
Program Schedule	12
Bridge Prioritization Plan	13
PROGRAM AND PROJECT UPDATES	14
Central 70 Project	14
Region 2 CBC Program	15
Region 4/1 Rural Bridge Replacement Program	15
Floyd Hill	15
I-70 Vail Pass Safety and Operations Improvement	16
Split Timber Girder Repair Pilot Project	16
BUDGET AND ENCUMBRANCES	17
FINANCIAL INFORMATION	18
APPENDICES	21
Appendix A - Prioritization Plan	21
Appendix B - Program Allocation Plan	25
Appendix C - Four Year Quarterly Cash Flow Graph	29

- Image 1.** Hanging Lake Tunnels in Garfield County
- Image 2.** Veterans Memorial Tunnels in Clear Creek County
- Image 3 & 4.** Deteriorated Concrete on I-76 over York Street in Adams County
- Image 5.** I-70 ML over West 32nd Ave in Jefferson County
- Image 6.** I-76 ML over York Street in Adams County
- Image 7.** SH 64 over White River in Rio Blanco County
- Image 8.** SH 64 over Strawberry Creek in Rio Blanco County
- Image 9 & 10.** Old Structure US 24 ML over Draw in El Paso County (H-19-C)
- Image 11 & 12.** New Structure US 24 ML over Draw in El Paso County (024G331948BL)
- Image 13 & 14.** Eisenhower-Johnson Memorial Tunnels in Summit County
- Image 15-17.** Repair Needs in EJMT: Plumbing, Motor Upgrades, and Drainage Improvements
- Image 18 & 19.** I-70 ML Tunnel WBND & EBND in Garfield County (F-07-Q & F-07-R)
- Image 20.** Statewide On-System Tunnel Inventory Map
- Image 21.** Snow Shed in Mineral County (O-09-K)
- Image 22.** SH 14 Tunnel in Larimer County (B-15-E)
- Image 23.** Map of BTE Active Project Portfolio
- Image 24.** Aerial View of the UPRR Structure
- Image 25.** Setting the Girders for the Lowered Eastbound I-70 Lanes
- Image 26.** Construction of the Lowered Eastbound I-70 Lanes
- Image 27.** US 24 ML over Draw in Teller County (I-15-AO)
- Image 28.** I-70 Service RD over Draw in Arapahoe County (F-20-L)
- Image 29.** I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)
- Image 30.** I-70 over Polk Creek in Eagle County (F-12-AS)
- Image 31.** US 50 ML over Draw in Fremont County (K-13-O)

Table 1. Structures with Design Phase Funding Increases in Q2 FY2022

Table 2. Structures Funded for Construction in Q2 FY2022

Table 3. Structures that Completed Construction in Q2 FY2022

Table 4. Statewide On-System Tunnel Inventory

Table 5. Project Status of FASTER Eligible Structures as of Q2 FY2022

Table 6. Overall and Active Project SPI by Month

Table 7. New FASTER Eligible Structures

Table 8. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Table 9. Program Financial Statistics as of December 31, 2021 (\$ in Millions)

Table 10. Program Financial Statistics as of December 31, 2021 (\$ in Millions)

Figure A. Current Status of FASTER Eligible Bridge Structures

Figure B. Historic Status of FASTER Eligible Bridge Structures

Figure C. Forecast vs Actual FASTER Revenue Comparison

Figure D. Total Program Financial Performance

This report is the 43rd 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 October, November, and December of 2021; which coincides with the second quarter of the Colorado Department of Transportation's (CDOT) 2022 Fiscal Year (Q2 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/QuarterlyReports>.

The following is an itemization of significant Q2 FY2022 BTE activities, some of which are discussed in further detail later in the report:

- Drafted and finalized the 42nd Bridge and Tunnel Enterprise Quarterly report (Q1 FY2022).
- Received Board approval for the 3rd Budget Supplement of FY2022 to establish construction phase funding for three projects:
 - I-70 EBND & WBND over West 32nd Avenue (E-16-HE/HF)
 - SH 64 over White River & SH 64 over Strawberry Creek (D-03-A & D-04-G)
 - SH 92 over Gunnison River (I-05-V)
- Received Board approval for the 4th Budget Supplement of FY2022 to establish construction phase funding for one project:
 - I-76 EBND & WBND over York Street (E-17-GV/GW).
- Received Board approval for the 5th Budget Supplement of FY2022 to increase the design phase funding for one project:
 - I-70 EBND & WBND over Polk Creek (F-12-AS/AT).
- Approved the Final Proposed Annual Budget for FY2022-23.
- 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.
 - Developed program vision statement and goals
 - Continued revisions to program governing documents
 - Continued evaluation of the program eligibility requirements and investment strategy for tunnel projects
 - Continued development of revised program accounting polices
- Supported CDOT with the ongoing development of the CDOT 10-year strategic project pipeline and evaluated strategies to leverage BTE funding to advance planned projects with BTE eligible scope items.
- 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 and repairs to the Eisenhower-Johnson Memorial tunnel.
- Performed status updates for various program metrics including: major achievements, total program financial performance, and status of FASTER eligible structures.
- Completed monthly updates to the program schedule for work completed in October, November, and December 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 January 2022 BTE Bridge Prioritization Plan (advanced to the Q2 FY2022 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 (CDOT 10-year Plan) 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 8 of this report.



Image 1. Hanging Lake Tunnels in Garfield County



Image 2. Veterans Memorial Tunnels in Clear Creek County

Region 1 Bridge Deck Safety and Preservation Program

Staff bridge has identified 61 bridges in Region 1 with aging deteriorated concrete bridge decks. This quarter, BTE continued to make progress towards enhancing the safety of these critical bridges by funding the replacement of four of the bridges. In total, BTE has committed to funding 15 of these structures with potential funding being evaluated for six additional bridges.

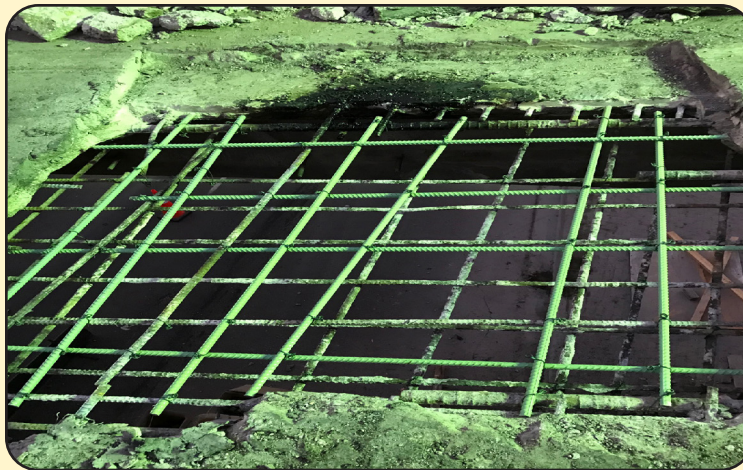


Image 3 & 4. Deteriorated Concrete on I-76 over York Street in Adams County

PROGRAM PROGRESS UPDATES

In Q2 FY2022, staff continued to make progress addressing the state’s “Poor” bridge population and standing up the newly created BTE in accordance with SB21-260. A summary of these activities and other program progress updates are provided below.

During this period, the BTE Board of Directors (Board) approved a design phase budget increase for the I-70 Vail Pass Safety and Operations Improvement project to advance the design from preliminary level to final design. The project includes the full replacement of both the I-70 westbound structure (F-12-AT) and the eastbound structure (F-12-AS). 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 Q2 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

During this period, the BTE Board approved the establishment of construction phase funding for the projects itemized below.

Table 2. Structures Funded for Construction in Q2 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-16-HE/HF	1	I-70 EBND & WBND ML over West 32nd Ave	Jefferson
E-17-GV/GW	1	I-76 EBND & WBND ML over York Street	Adams
D-03-A	3	SH 64 ML over White River	Rio Blanco
D-04-G	3	SH 64 ML over Strawberry Creek	Rio Blanco



Image 5. I-70 ML over West 32nd Ave in Jefferson County



Image 6. I-76 ML over York Street in Adams County



Image 7. SH 64 over White River in Rio Blanco County



Image 8. SH 64 over Strawberry Creek in Rio Blanco County

During this period, one structure completed construction, US 24 ML over Draw in El Paso County (New minor structure 024G331948BL, old structure ID: H-19-C).

Table 3. Structures that Completed Construction in Q2 FY2022

Old Bridge ID	Region	Facility Carried over Featured Intersection	County
H-19-C	2	US 24 ML over Draw	El Paso



Image 9 & 10. Old Structure US 24 ML over Draw in El Paso County (H-19-C)



Image 11 & 12. New Minor Structure US 24 ML over Draw in El Paso County (024G331948BL)

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. Delivering the tunnel repairs and upgrades identified in the CDOT 10-year Plan will help to lower the risks associated with the aging infrastructure by addressing known deficiencies and building resiliency into the tunnel network.

Eisenhower-Johnson Memorial Tunnels

Throughout the quarter, BTE has held a series of meetings with its working group of statewide stakeholders and the CDOT Executive Management Team to discuss tunnel projects on the CDOT 10-year plan and the most pressing needs of the tunnel asset class. Through this process, repairs and upgrades to the Eisenhower Johnson Memorial Tunnels (EJMT) were identified as the highest priority.

The total cost of the projects needed to address current existing maintenance and repair backlog at EJMT is estimated at \$150M. The passage of SB21-260 reduced the unfunded backlog of projects down to \$100M by providing dedicated funds intended to accelerate the highest priority EJMT projects through a \$50M one-time allocation. BTE's anticipated new revenue from the Bridge and Tunnel Impact Fee and the Retail Delivery Fee authorized by SB21-260 is currently being explored as a viable option to provide the additional funding needed to deliver the unfunded CDOT 10-year Plan commitments.



Image 13 & 14. Eisenhower-Johnson Memorial Tunnels in Summit County



Image 15-17. Repair Needs in EJMT: Plumbing, Motor Upgrades, and Drainage Improvements

Tunnel Inventory

There are a total of 22 CDOT owned (on-system) tunnels throughout the state. This count includes five tunnels considered “complex” (continuous operations and/or monitoring, active safety systems) and two snow sheds which are located in Region 5. The state tunnel network totals over 37,000 linear feet, with approximately 48% of that total represented by EJMT. The average age of the tunnels are nearing 60 years.

General information and location data on each of the on-system tunnels can be found in Table 4 and Images 18-22.

Table 4. 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
M-06-AG	5	Riverside Slide Snowshed	Ouray	180	1985
N-09-F	5	US 160 ML Wolf Creek Pass	Mineral	1,026	2002
O-09-K	5	Snow Shed	Mineral	379	1965



Image 18 & 19. I-70 ML Tunnel WBND & EBND in Garfield County (F-07-Q & F-07-R)

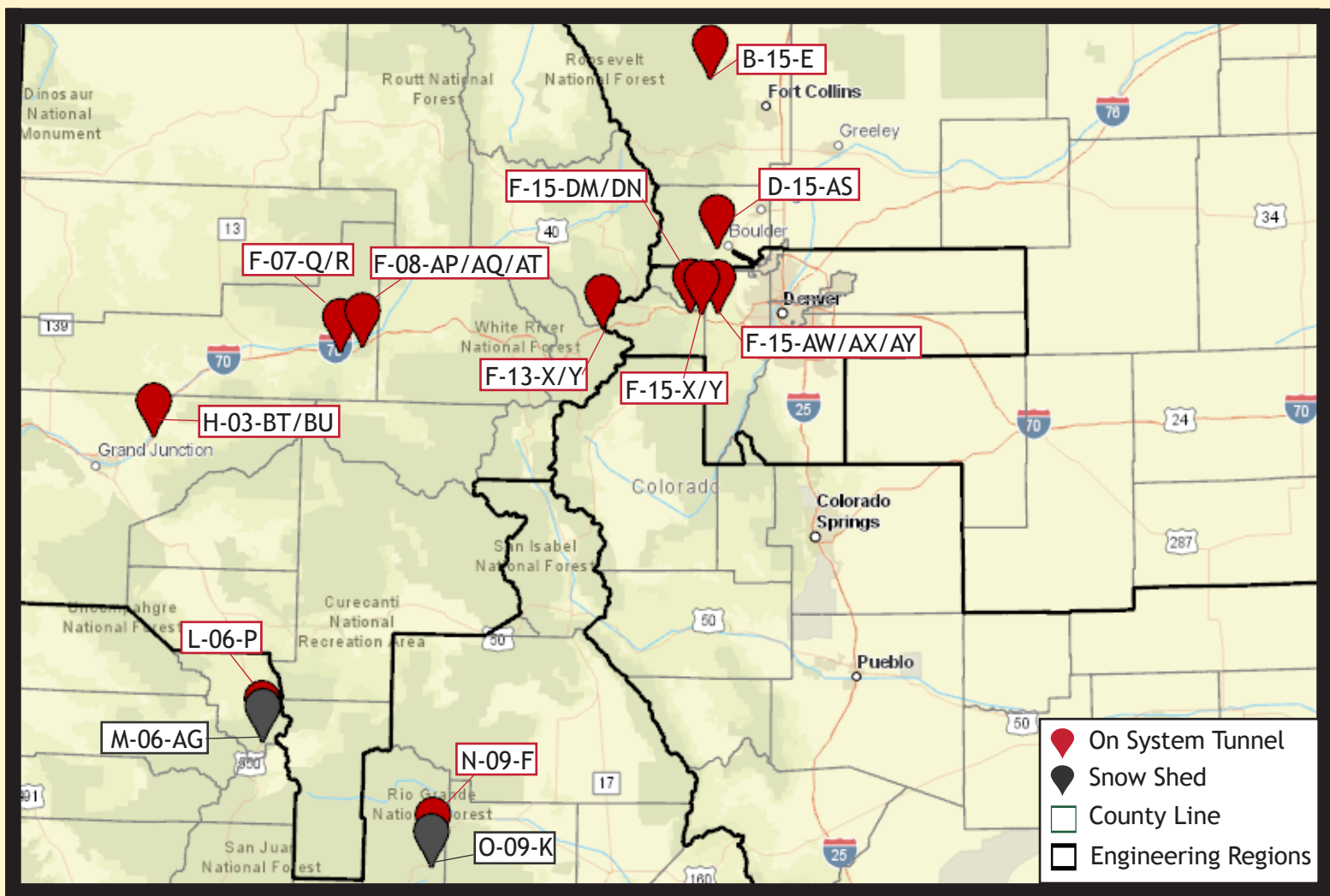


Image 20. Statewide On-System Tunnel Inventory Map



Image 21. Snow Shed in Mineral County (O-09-K)

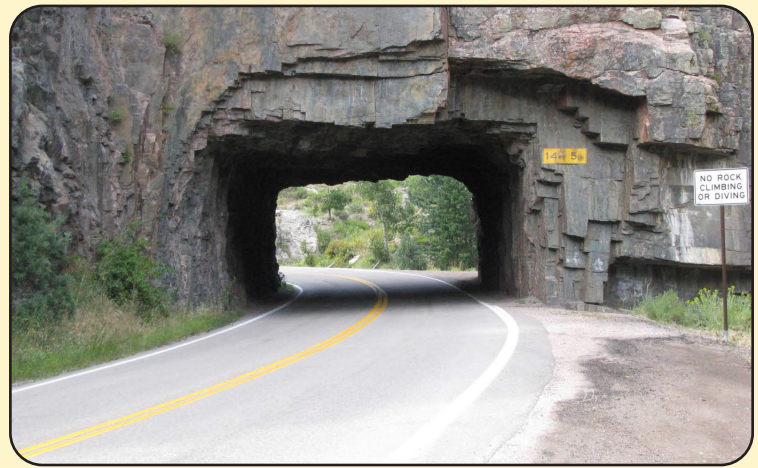


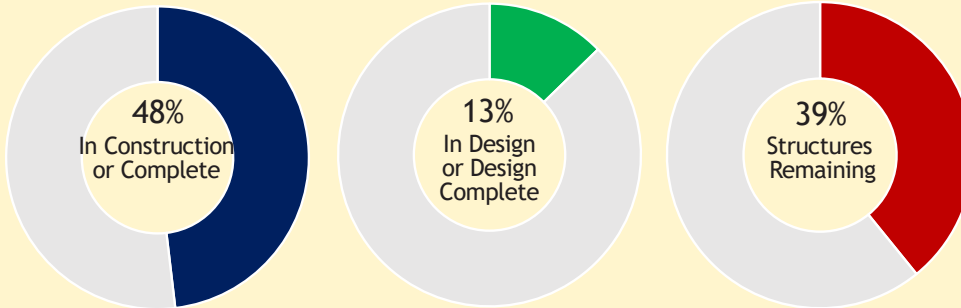
Image 22. SH 14 Tunnel in Larimer County (B-15-E)

FASTER Bridge Eligible Structure Population

Q2 FY2022 Project Status Updates

- 3 structures started design (A-27-A, B-27-D, & B-27-F)
- 3 structures started construction (I-05-V & I-17-GQ/GR)
- 1 structure completed construction (H-19-C)
- 11 structures were added to the FASTER eligible population
- 5 structures completed design (E-16-HE/HF, and Package #1 of the Eastern Plains Bundle C-22-K, D-24-O, & D-25-E)

Other relevant Q2 FY2022 FASTER eligible bridge statistics are as follows:



Project Status	Q2 FY2022 # of Structures
Remaining	157
In Design	45
Design Complete	6
In Construction	18
Projects Completed	175
Total	401

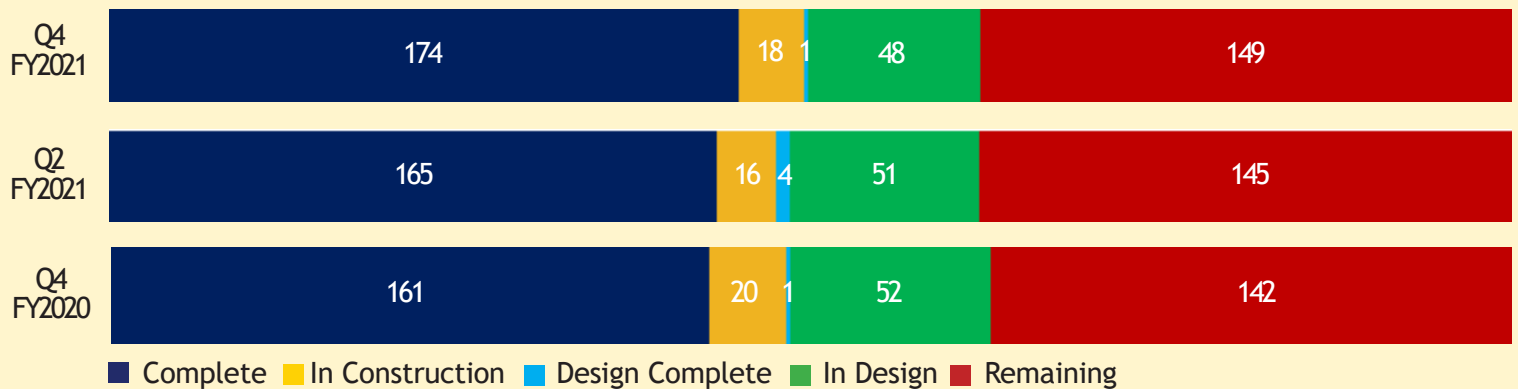
Table 5. Project Status of FASTER Eligible Structures as of Q2 FY2022

- 2.1 million square feet of “poor” rated deck area has been addressed since program inception statewide

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 69 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.

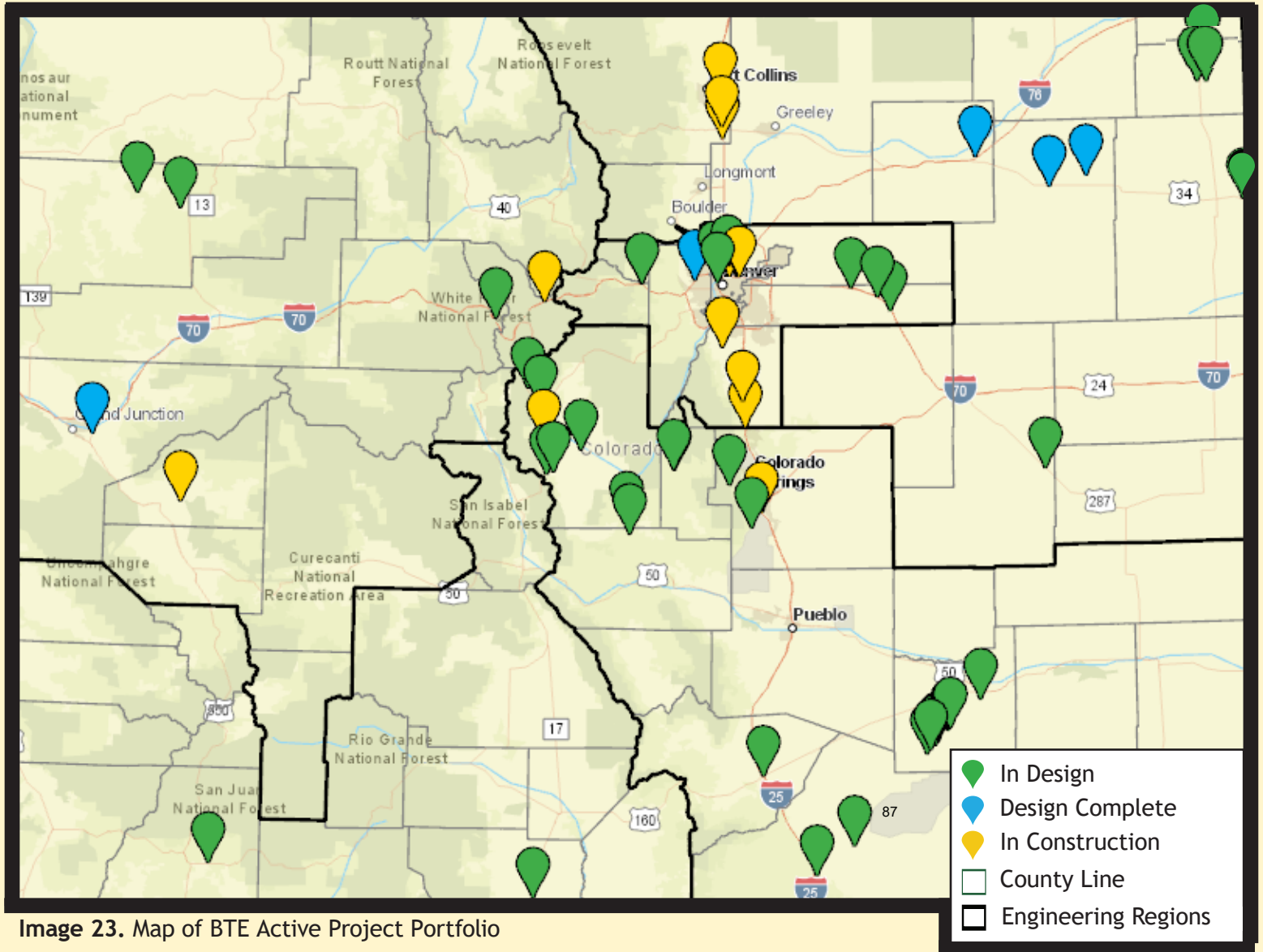


Image 23. Map of BTE Active Project Portfolio

Program Schedule

The overall monthly program Schedule Performance Index (SPI) for Q2 FY2022 remained constant at 1.00, primarily due to the performance of completed projects. An active project SPI above 0.90 generally indicates that projects are being executed efficiently. This key performance indicator is used by program staff to monitor projects that have the potential to fall behind their baseline schedule. The program overall and active monthly SPI for Q2 FY2022 is listed to the right.

Month	Overall SPI	Active SPI
October	1.00	0.97
November	1.00	0.97
December	1.00	0.96

Table 6. 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.

Bridge Prioritization Plan

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan¹ in January 2022 based on the updated “poor” list released by CDOT Staff Bridge. This information was advanced to the Q2 FY2022 report for expedited distribution. Pursuant to this update, 11 structures became eligible for the program and can be found in Table 7. In accordance with PD BE16.1, 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 7. New FASTER Eligible Structures

Bridge ID	Region	Facility over Featured Intersection	County
E-17-HC	1	Dahlia Street over I-76 ML	Adams
F-18-AR	1	I-70 ML WBND over County Road 26N, 105	Arapahoe
F-18-AS	1	I-70 ML EBND over County Road 26N, 105	Arapahoe
F-18-AT	1	I-70 ML WBND over County Road 28N, 113	Arapahoe
F-18-AV	1	I-70 ML EBND over County Road 28N, 113	Arapahoe
F-19-AL	1	I-70 ML WBND over County Road 31N, 125	Arapahoe
F-19-AM	1	I-70 ML EBND over County Road 31N, 125	Arapahoe
D-11-N	3	SH 9 ML over UPRR	Grand
H-07-F	3	SH 133 ML over Crystal River	Pitkin
B-27-A	4	US 6 ML over Frenchman Creek	Phillips
D-15-AZ	4	US 36 ML EBND over US 36 Spur/Baseline Rd	Boulder

¹ Reference Appendix A for the (Bridge) Prioritization Plan

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).

The statistics shown to the right provide a high level overview of overall project progress to date.

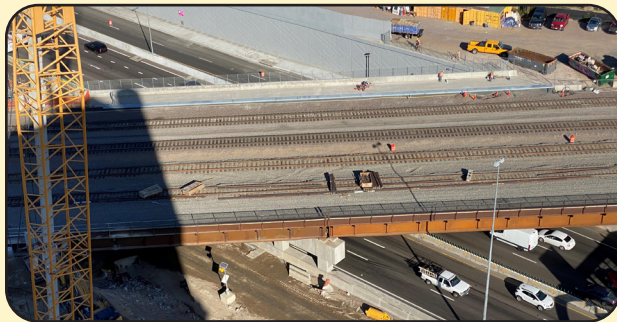
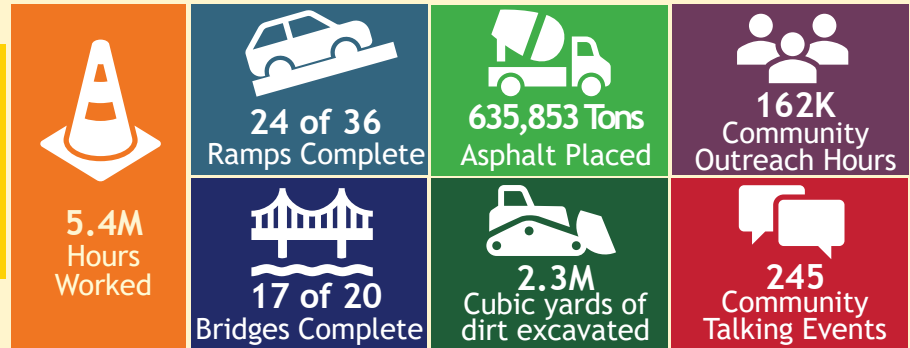


Image 24. Aerial View of the UPRR Structure



Image 25. Setting the Girders for the Lowered Eastbound I-70 Lanes



Image 26. Construction of the Lowered Eastbound I-70 Lanes

In Q2 FY2022, BTE staff continued to coordinate with the Central 70 project team to refine the BTE program models and track project progress. The following were completed during this quarter:

- Temporary ramp to Steele Street opened to traffic from Eastbound (EB) I-70.
- Completed the concrete pour for the I-70 bridge deck over Brighton Boulevard.
- Continue working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Completed the construction of the box culvert from York Street to Union Pacific Railroad (UPRR).
- Placed UPRR in final track configuration on the bridge over I-70.
- York Street/UPRR crossing was reopened to traffic.
- Began soil cement and asphalt paving in the new EB I-70 mainline lanes from Colorado Boulevard to Brighton Boulevard.
- Completed the placement of Cover girders over the future EB I-70 lanes.
- Began placement of Mechanical, Electrical and Plumbing (MEP) systems at the EB Cover.
- Began construction on the Fire Control Center (FCC) room for the EB I-70 lanes.
- Began soil mixing for EB I-70 lanes from Clayton Street to UPRR for drainage and Fixed Firefighting System (FFFS) system drainage.
- Completed the majority of the east end concrete panel and repairs from Peoria Street to Pena Boulevard.
- Began construction on the far west end sign structures and roadway finishes.
- Opened EB Colorado Boulevard Off-Ramp from I-70.

Region 2 CBC Program

In Q1 FY2020, CDOT/BTE was awarded a \$12.5M discretionary grant through the USDOT Competitive Highway Bridge Program (CHBP) for the replacement of 14 BTE eligible structures. The Region 2 Concrete Box Culvert and Corrugated Metal Pipe Program (R2B2) is a design-build project that will address the original 14 BTE eligible structures that were included in the grant application as well as three additional nearby BTE eligible structures in rural areas of southern Colorado. The structures are located along key corridors and their replacement will assist with rural mobility as well as enhance statewide connections to interstate commerce, particularly for the movement of agricultural goods and access to tourist destinations through the elimination of load restricted routes.



Image 27. US 24 ML over Draw in Teller County (I-15-AO)

Program Updates

- Construction funding was established in April 2021.
- FHWA approval of the final project Addendum was received in August 2021.
- Construction Management (CM) services consultant selection was completed.
- Notice of award was provided to the Design-Build team and contract negotiations are ongoing.

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 28. 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 for Package #1 were completed.
- Project will be delivered in three packages with 60% design for Package #2 expected in Q3 FY2022.

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, CTIO, and CDOT are evaluating potential alternatives to eliminate the funding gap.



Image 29. I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)

Project 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 Environmental Assessment (EA) was released for the 60 day public comment period in August 2021.
- Preliminary design is complete.
- Selection of a construction manager and final design consultant is expected in Q3 FY2022.

I-70 Vail Pass Safety and Operations Improvement

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



Image 30. I-70 EB over Polk Creek in Eagle County (F-12-AS)

Project 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 approved to advance F-12-AT through final design in December 2021.
- Construction of F-12-AT is scheduled to begin in Q4 FY2022.

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

Program Updates

- Pilot projects for the regions have been identified and funding has been distributed to regional pools.
- All materials have been delivered for the pilot repair projects in Regions 2,3, and 5.
- Region 3 is working through environmental clearances.
- Regions 2 & 5 completed the repairs on their pilot structures.
- Section 7 maintenance developed several installation innovations, including skid-steer mounted rollers, a jack spreader, and shim install helpers that greatly streamlined installation.

BUDGET AND ENCUMBRANCES

Bridge and Tunnel Enterprise staff continues to coordinate with the CDOT Region staff to de-budget projects that are substantially complete in accordance with the SB 16-122. Table 8 shows the encumbrance and budget balances as of December 31, 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 8. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	646,914	22,692	1	2
3	-	-	0	0
4	7,215	102	1	1
5	-	-	0	0
Total	654,129	22,794	2	3
% of Total Current Program	0.58%	0.02%	6.45%	4.9%
Previous Quarter (Q4 FY2021)	701,319	28,107		
Difference	-47,190	-5,313		

Since September 30, 2021 the budget and encumbrance balances have decreased by \$52,503.

Removed/Closed Out	Additions
None	None

FINANCIAL INFORMATION

The following is a program overview of financial statistics as of December 31, 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 December 31, 2021, a total of approximately \$1,559.1M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,312.6M and \$136.8M (all funding sources), respectively. Reference Table 9 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q1 FY2022) are also reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 9. Program Financial Statistics as of December 31, 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	\$1,134.3	\$40.7	\$76.2	\$1,559.1	\$1,520.9
Expenditures	\$307.9	\$897.9	\$40.7	\$66.1	\$1,312.6	\$1,212.4
Encumbrances	\$0.0	\$126.3	\$0.0	\$10.5	\$136.8	\$84.7

The Bridge and 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, Q1 FY2022. The current programmed amount for these 193 structures is approximately \$1,759.1M. Table 7 below provides an itemization of current funding sources for the Bridge and Tunnel Enterprise program.

Table 10. Program Financial Statistics as of December 31, 2021 (\$ in Millions)

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Total
\$298.1	\$1,334.3	\$116.9	\$9.8	\$1,759.1

The Program Allocation Plan² 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 FY2022 through FY2025, and includes budget adjustments that have not been posted as of December 31, 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 BE program are \$1,759.1M, an increase of \$11.5M from the \$1,747.6M total liability reported on September 30, 2021. This is primarily the result of updated estimates and budget actions.

The Four-Year Quarterly Cash Flow Projection³ 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 also considers Resolution BE 15-8-2 which sets parameters for the use of BTE 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 Bridge and Tunnel fees that were established by 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 \$144.4M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (January 2022 through December 2025), down to \$57.2M. To date, Central 70 Milestone Payments 2A, and 3, 2B, 4A and 4B have been made. 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 the tunnel projects for the Eisenhower/Johnson Memorial Tunnel and other CDOT 10-year Plan projects progress.

² Reference Appendix B for the Program Allocation Plan

³ Reference Appendix C for the Four-Year Quarterly 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.

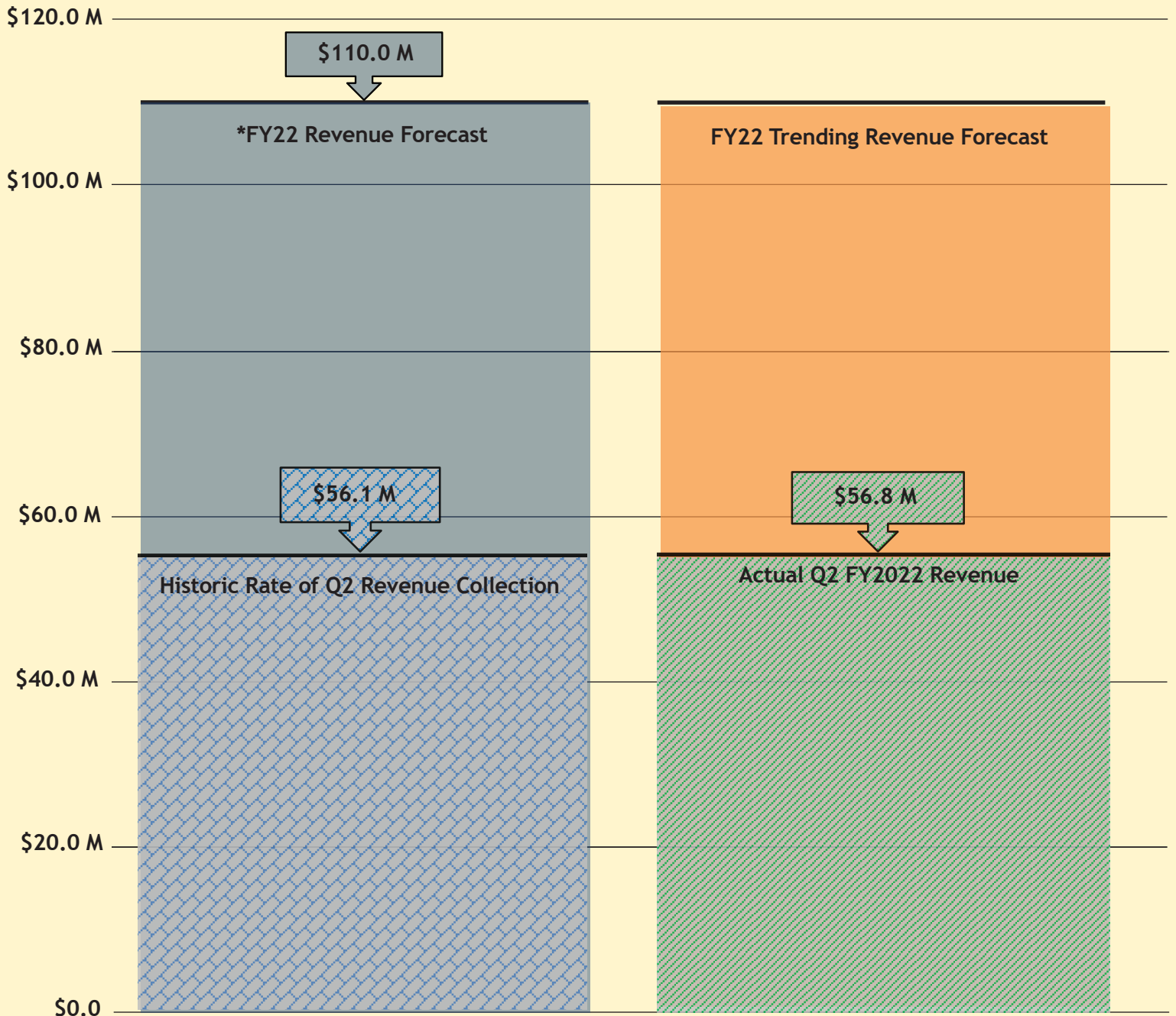
As of Q2 FY2022, actual YTD BTE revenues were \$56.8M, which is \$0.7M above the historical rate of collection when applied to the FY2022 revenue budget of \$110.0M. This information is shown below in Figure C.

Figure C. Forecast vs Actual FASTER Revenue Comparison



COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise
 Forecast vs Actual Revenue Comparison



*Information Provided by OFMB



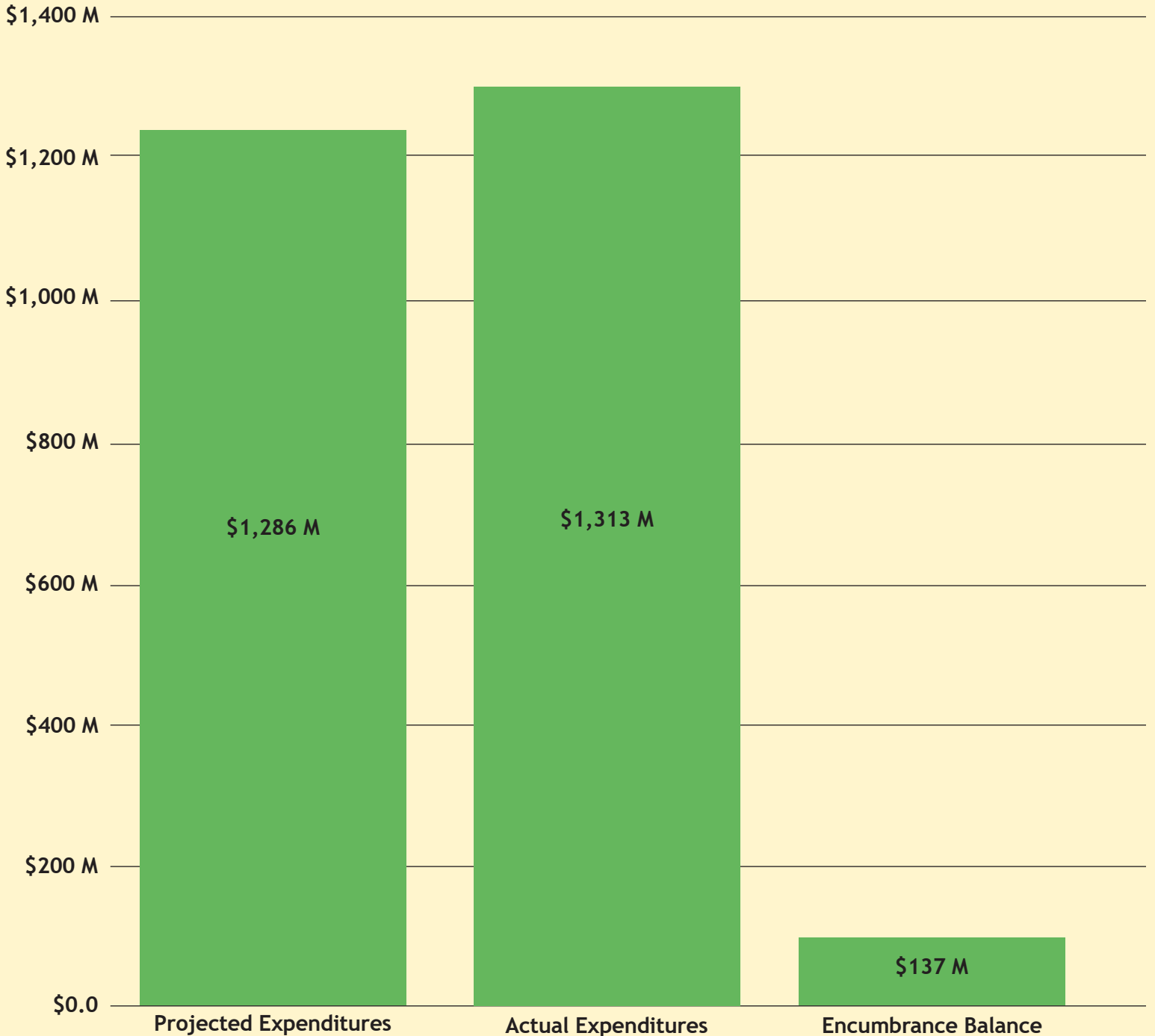
The total program financial performance graph (Figure D) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,286M on December 31, 2021, an increase of \$72M since September 30, 2021. Actual LTD expenditures as of December 31, 2021 are \$1,313M as compared to \$1,212M on September 30, 2021, an increase of \$101M or 8.3%. This primarily due to the Central 70 Milestone Payments 2B, 4A and 4B. The current encumbrance balance is \$137M, an increase of \$52M since September 30, 2021, primarily due to projects that have been awarded.

Figure D. Total Program Financial Performance



COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise Program Performance
 ITD - As of December 31, 2021



APPENDIX A: BRIDGE PRIORITIZATION PLAN



COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan February 2022

■ Good
 ■ Better
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Top Tier						
In Design	D-04-G	3	SH 64 ML over STRAWBERRY CREEK			
In Design	D-03-A	3	SH 64 ML over WHITE RIVER			
In Design	P-12-A	5	US 285 ML over CONEJOS RIVER OVERFLOW			
In Design	D-24-O	4	US 34 ML over DRAW			
In Design	D-28-D	4	US 34 ML over REPUBLICAN RIVER			
In Design	C-22-K	4	US 6 ML over UPRR, PLATTE, BEAVER CANAL			
In Design	D-25-E	4	SH 61 ML over SURVEYOR CREEK			
In Design	F-12-AS	3	I 70 ML EBND over POLK CREEK			
In Design	F-15-BM	1	RAMP TO US 6 ML over CLEAR CREEK			
In Design	F-12-AT	3	I 70 ML WBND over POLK CREEK			
In Design	F-16-O	1	US 6 ML over SH 121 ML			
In Design	E-16-EO	1	SPEER BLVD SBND over I 25 ML			
In Design	E-16-FZ	1	I 70 ML over HARLAN STREET			
In Design	A-27-A	4	US 385 ML over DRAW			
In Design	B-27-F	4	US 6 ML over DRAW			
Remaining	B-27-A	4	US 6 ML over FRENCHMAN CREEK			
Remaining	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR			
Remaining	E-16-JJ	1	RAMP to I 70 EBND over I 70 ML			
Remaining	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER			
In Design	E-16-GY	1	I 70 ML EBND over SH 391 ML			
Remaining	E-17-IF	1	I 270 ML WBND over DITCH RD, BURLINGTON CANAL			
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML			
In Design	K-18-L	2	US 50 ML over FOUNTAIN CREEK			
Remaining	E-17-AT	1	SH 6 ML over SAND CREEK			
Remaining	F-20-BA	1	I 70 ML EBND over US 40 FRONTAGE RD			
Remaining	F-20-BB	1	I 70 ML WBND over US 40 FRONTAGE RD			
Remaining	E-16-JL	1	I 70 ML WBND over SH 72 ML			
Remaining	F-16-HK	1	I 70 ML WBND over WEST 20th AVE			
Remaining	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK			
In Design	E-16-GX	1	I 70 ML WBND over SH 391 ML			
Remaining	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER			
Remaining	C-22-BG	4	I 76 ML EBND over US 34 SPUR			
Remaining	F-11-AP	3	I 70 ML WBND over TIMBER CREEK			
Remaining	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK SR			
Remaining	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR			
Remaining	F-16-HI	1	I 70 ML WBND over US 40 ML			
Remaining	F-17-AA	1	SH 177 ML over LITTLE DRY CREEK			
Remaining	L-20-C	2	US 50 ML over FARMERS OXFORD DITCH			
Remaining	E-17-EP	1	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR			
Remaining	B-18-I	4	SH 14 ML over EATON DITCH			
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK			
Remaining	F-18-AS	1	I-70 ML EBND over COUNTY ROADS 26N, 105			
Remaining	D-18-B	4	SH 52 ML over DENVER HUDSON CANAL			
Remaining	G-17-AL	1	SH 105 ML over DRAW			
Remaining	M-16-D	2	SH 69 ML over DRAW			
Remaining	F-18-AR	1	I-70 ML WBND over COUNTY ROADS 26N, 105			
Remaining	F-18-AT	1	I-70 WBND over COUNTY ROADS 28N, 113			
Remaining	F-18-AV	1	I-70 EBND over COUNTY ROADS 28N, 113			



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
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	L-22-V	2	SH 109 ML over DRAW	Green	Orange	Orange
Remaining	F-20-BI	1	I 70 ML EBND over COUNTY RD 197	Green	Orange	Orange
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR	Green	Orange	Orange
Remaining	C-08-A_Minor	3	US 40 ML over SHELTON DITCH	Green	Orange	Orange
Remaining	E-16-JT	1	I 76 ML EBND over MARSHALL STREET	Green	Orange	Orange
Remaining	E-16-JV	1	I 76 ML EBND RAMP to SH 121 ML	Green	Orange	Orange
Remaining	F-17-GN	1	ALAMEDA AVE over I 225 ML	Green	Orange	Orange
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-JU	1	I 76 ML WBND over MARSHALL STREET	Green	Orange	Orange
Remaining	E-16-JW	1	I 76 ML WBND RAMP to SH 121 ML	Green	Orange	Orange
Remaining	F-22-V	4	US 36 ML over VEGA CREEK	Green	Orange	Orange
Remaining	E-14-S	1	US 40 ML over I 70 ML, CLEAR CREEK	Green	Orange	Orange
Remaining	F-12-AO	3	I 70 ML EBND over GULLER GULCH	Green	Orange	Orange
Remaining	F-16-OG	1	RAMP to I-25 NBND over US 6 ML	Green	Orange	Orange
Remaining	C-17-G	4	I 25 SERVICE RD over DRAW SR	Green	Orange	Orange
Remaining	D-15-AQ	4	SH 7 ML WBND over BOULDER CREEK	Green	Orange	Orange
Remaining	F-12-AL	3	I 70 ML WBND over COORAL CREEK	Green	Orange	Orange
Remaining	K-18-BT	2	SH 96 ML over UP RR, FOUNTAIN CRK	Green	Orange	Orange
Remaining	D-15-AZ	4	US 36 ML EBND over US 36 SPUR/BASELINE RD	Green	Orange	Orange
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR	Green	Orange	Orange
Remaining	H-11-AB	3	SH 300 ML over CALIFORNIA GULCH	Green	Orange	Orange
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK	Green	Orange	Orange
Second Tier						
Design Complete	H-03-BL	3	SH 141 ML over COLORADO RIVER	Yellow	Green	Orange
In Design	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR	Yellow	Yellow	Green
In Design	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	Yellow	Yellow	Green
In Design	F-16-DA	1	23RD AVENUE over I 25 ML	Yellow	Yellow	Yellow
In Design	J-17-X	2	SH 115 ML over ROCK CREEK	Yellow	Yellow	Yellow
Remaining	F-06-A	3	US 6 ML over ELK CREEK	Yellow	Orange	Green
In Design	B-27-D	4	US 6 ML over FRENCHMAN CREEK	Yellow	Orange	Green
Remaining	F-11-AT	3	I 70 ML WBND over BLACK GORE CREEK	Yellow	Orange	Yellow
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK	Yellow	Orange	Yellow
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML	Yellow	Orange	Yellow
Remaining	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUSS RT	Yellow	Orange	Yellow
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND	Yellow	Orange	Yellow
Remaining	F-20-F	1	US 40 ML over EAST BIJOU CREEK	Yellow	Orange	Yellow
Remaining	F-19-F	1	US 36 ML over DRAW	Yellow	Orange	Yellow
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR SPUR	Yellow	Orange	Yellow
Remaining	F-19-AJ	1	I 70 STRASBURG SPU over UP RR	Yellow	Orange	Yellow
Remaining	G-17-AG	1	HAPPY CANYON ROAD over I-25 ML	Yellow	Orange	Yellow
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL	Yellow	Orange	Yellow
Remaining	P-18-BS	2	COUNTY ROAD 18.9 over I 25 ML	Yellow	Orange	Yellow
Remaining	F-15-BC	1	US 6 ML over CLEAR CREEK	Yellow	Orange	Yellow
Remaining	I-17-H	2	US 24 BUSINESS RT over FOUNTAIN CREEK	Yellow	Orange	Yellow
Remaining	C-18-BO	4	US 85 ML NBND over CACHE LA POUVRE RIVER	Yellow	Orange	Yellow
Remaining	C-18-AG	4	US 85 ML over SOUTH PLATTE RIVER	Yellow	Orange	Yellow



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	C-23-F	4	I 76 ML EBND over TWENTY TWO SLOUGH	Yellow	Orange	Orange
Remaining	O-18-BI	2	COUNTY ROAD over I 25 ML	Yellow	Orange	Orange
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT	Yellow	Orange	Orange
Remaining	K-13-O	2	US 50 ML over DRAW	Yellow	Orange	Orange
Remaining	L-26-M	2	US 50 ML over WILLOW CREEK	Yellow	Orange	Orange
Remaining	F-17-CZ	1	US 285 ML over LITTLE DRY CREEK	Yellow	Orange	Orange
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR	Yellow	Orange	Orange
Remaining	E-17-HC	1	DAHLIA STREET over I-76 ML	Yellow	Orange	Orange
Remaining	K-19-W	2	US 50 SERVICE ROAD over BNSF RR	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-26-I	2	US 160 ML over DRAW	Yellow	Orange	Orange
Remaining	E-14-AV	1	I 70 ML over CLEAR CREEK	Yellow	Orange	Orange
Remaining	E-17-HD	1	SH 35 ML over SAND CREEK	Yellow	Orange	Orange
Remaining	G-11-T	3	US 24 ML over UP RR	Yellow	Orange	Orange
Remaining	D-11-N	3	SH 9 ML over UPRR	Yellow	Orange	Orange
Remaining	E-16-HQ	1	MCINTYRE STREET over SH 58 ML	Yellow	Orange	Orange
Remaining	K-09-B	5	SH 114 ML over COCHETOPA CREEK	Yellow	Orange	Orange
Remaining	C-17-DF	4	SH 392 ML over CACHE LA POUVRE RIVER	Yellow	Orange	Orange
Remaining	F-17-ES	1	I 225 ML over GOLDSMITH GULCH	Yellow	Orange	Orange
Remaining	H-16-M	2	SH 67 ML over LONG GULCH CREEK	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	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK	Yellow	Orange	Orange
Remaining	M-16-Q	2	SH 69 ML over DRAW	Yellow	Orange	Orange
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK	Yellow	Orange	Orange
Remaining	H-02-FI	3	I 70 FRONTAGE RD over ADOBE CREEK SR	Yellow	Orange	Orange
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1	Yellow	Orange	Orange
Remaining	F-16-GG	1	PERRY STREET over US 6 ML	Yellow	Orange	Orange
Remaining	G-19-B	4	SH 86 ML over KIOWA CREEK	Yellow	Orange	Orange
Remaining	I-19-B	2	SH 94 ML over BIG SPRING CREEK	Yellow	Orange	Orange
Remaining	L-22-C	2	SH 96 ML over MEREDITH CANAL	Yellow	Orange	Orange
Remaining	P-09-X	5	IRR# US 84 ML over COYOTE CREEK	Yellow	Orange	Orange
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH	Yellow	Orange	Orange
Remaining	D-18-BN	4	COUNTY ROAD 4 over I 76 ML, BNSF RR	Yellow	Orange	Orange
Remaining	H-03-AY	3	I 70 ML over US 6 ML, COLORADO RIVER	Yellow	Orange	Orange
Third Tier						
In Design	E-16-LT	1	I 76 ML EBND over CLEAR CREEK	Orange	Green	Green
In Design	E-16-LU	1	I 76 ML WBND over CLEAR CREEK	Orange	Green	Green
Design Complete	H-13-A	2	US 285 ML over MIDDLE FK S PLATTE RIVER	Orange	Green	Green
In Design	I-24-N	4	US 40 ML over DRAW	Orange	Yellow	Green
In Design	E-16-EW	1	SPEER BLVD NBND over I 25 ML	Orange	Yellow	Yellow
Remaining	F-15-Q	1	US 40 ML over BEAVER BROOK	Orange	Orange	Yellow
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK	Orange	Orange	Yellow
In Design	K-18-J	2	US 50 ML over I 25 ML	Orange	Orange	Yellow
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER	Orange	Orange	Yellow
Remaining	E-17-IC	1	YORK STREET over I 270 ML	Orange	Orange	Yellow
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML	Orange	Orange	Yellow



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	G-22-H	4	US 24 ML over DRAW			
Remaining	E-13-F	3	US 40 ML over CROOKED CREEK			
Remaining	F-11-AD	3	I 70 ML over US 6/24, RR, EAGLE RIVER			
Remaining	H-03-E	3	US 6 ML over COLORADO RIVER			
Remaining	J-04-X	3	SH 348 ML over IRONSTONE CANAL			
Remaining	J-12-AJ	5	US 285 ML over DRAW			
Remaining	P-19-G_MINOR	2	SH 239 ML over CANAL			
Remaining	G-04-R	3	US 6 ML over PARACHUTE CREEK SR			
Remaining	G-19-D	4	SH 86 ML over WEST BIJOU CREEK			
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML			
Remaining	I-17-O	2	I 25 SERVICE RD over PINE CREEK			
Remaining	E-16-MO	1	44th AVE over I 25 ML			
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, EAGLE RIVER			
Remaining	P-07-S	5	IRR# SH 151 ML over STOLLSTEIMER CREEK			
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK			
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER			
Remaining	I-17-X	2	US 24 SERVICE RD over FOUNTAIN CREEK SR			
Remaining	H-07-F	3	SH 133 ML over CRYSTAL RIVER			
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML			
Remaining	N-17-BG	2	I 25 ML NBND over SULL CREEK			
Remaining	K-15-G	2	US 50 ML over DRAW			
Remaining	K-19-U	2	US 50 ML EBND over CHICO CREEK			
Remaining	K-14-B	2	US 50 ML over OAK CREEK			
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER			
Remaining	F-20-G	1	I-70 SERVICE RD over MIDDLE BIJOU CREEK			
Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL			
Remaining	G-22-BB	4	SH 71 ML over I 70 ML			
Remaining	K-19-A	2	SH 231 ML over ARKANSAS RIVER			
Remaining	K-18-EL	2	BONFORTE BLVD over SH 47 ML			
Remaining	L-19-F	2	US 50 BUS RT. over DRAW			
Remaining	D-16-CV	4	SH 157 ML over BNSF RR			
Remaining	P-13-D	5	SH 142 ML over RIO SAN ANTONIO			
Remaining	E-12-I	3	SH 9 ML over BLUE RIVER			
Remaining	P-09-L	5	US 84 ML over RIO BLANCO			
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER			
Remaining	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK			
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH CREEK			
Remaining	I-17-IL	2	MAXWELL STREET AR over DRAW AR			
Remaining	P-18-AD	2	COUNTRY CLUB ROAD over I 25 ML			
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR			



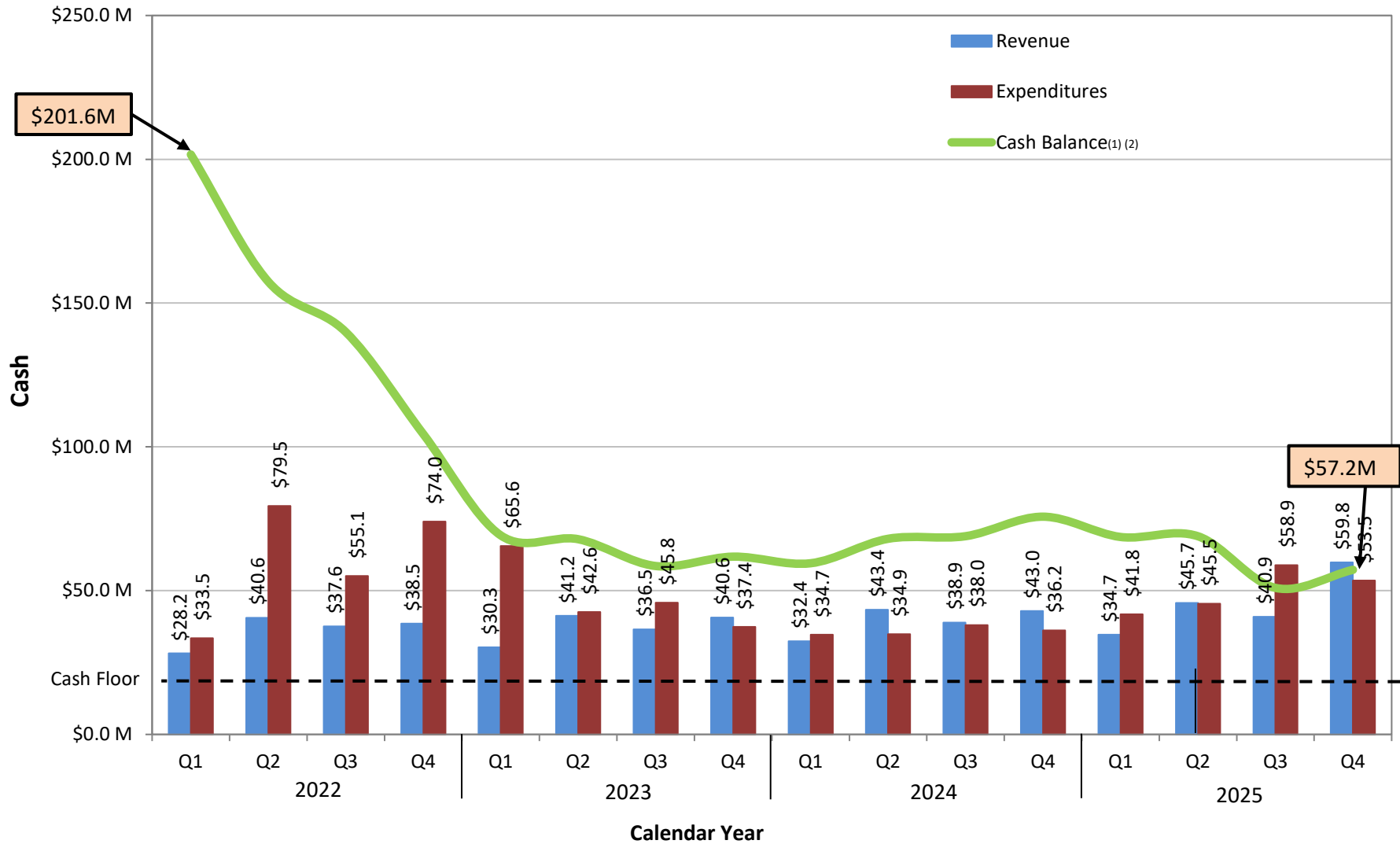
Program Funding by Source Summary											
Sources:	Pre-Construction					Construction					Total All Funds
	Other	FASTER	Bond	Bond Interest	Total	Other	FASTER	Bond	Bond Interest	Total	
Federal	\$ 7,236,019	\$ -	\$ -	\$ -	\$ 7,236,019	\$ 31,571,599	\$ -	\$ -	\$ -	\$ 31,571,599	\$ 38,807,618
State	\$ 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	\$ -	299,468,417	-	-	299,468,417	-	1,034,828,821	-	-	1,034,828,821	\$ 1,334,297,238
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	\$ 299,468,417	\$ 52,835,939	\$ 546,911	\$ 398,183,253	\$ 71,546,886	\$ 1,034,828,821	\$ 245,307,666	\$ 9,279,210	\$ 1,360,962,583	\$ 1,759,145,836

APPENDIX C: 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