



STATEWIDE BRIDGE & TUNNEL ENTERPRISE QUARTERLY REPORT



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This report is the 45th Quarterly Report published in support of the Statewide Bridge and Tunnel Enterprise (BTE). This Report outlines the progress and accomplishments associated with the BTE Program for work completed during April, May, and June of 2022; which coincides with the fourth quarter of the Colorado Department of Transportation's (CDOT) 2022 Fiscal Year (Q4 FY2022). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, Sustainability of the Transportation System (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 Q4 FY2022 BTE activities, some of which are discussed in further detail later in the report:

- Drafted and finalized the 44th Bridge and Tunnel Enterprise Quarterly Report (Q3 FY2022).
- Received Board approval for the 8th Budget Supplement of FY2022 to:
 - Increase the construction phase budget of US 285 over South Fork of the South Platte River (H-13-G) in Park County
 - Establish the miscellaneous phase budget for Package 2 of the Eastern Plains Timber Bridge Project (C-22-K & D-24-O) for long lead time procurement items
- Received Board approval for the 9th Budget Supplement of FY2022 to:
 - Increase the construction phase budget of the Central 70 Project in Denver County to include the previously approved contingency for Supervening events
- Received Board approval for the 10th Budget Supplement of FY2022 to:
 - Establish the construction phase budget for I-76 over Clear Creek (E-16-LT/LU) in Adams County
 - Establish the construction phase budget for the approach slab and drainage repair project on SH 71 over Arkansas River (L-22-LL) in Otero County
 - Establish the construction phase budget for I-70 WB over Polk Creek (F-12-AT) in Eagle County as part of the I-70 Vail Pass Safety & Operations Improvement Project
- Received Board approval of a resolution committing BTE matching funds for the FY2022 Multimodal Project Discretionary Grant program to replace five BTE eligible bridges as part of three separate CDOT 10-Year Plan projects.
 - Floyd Hill to Veterans Memorial tunnels Improvement Project (F-15-BL/BM)
 - I-76 Phase IV Safety & Mobility Reconstruction Project (C-22-AY/BG)
 - US 160 Safety & Mobility Project - Elmore's Corner (P-05-B)
- Received Board approval of a resolution committing \$100M in BTE funding to the CDOT 10-Year Plan projects which will address the outstanding repair and maintenance backlog at the Eisenhower Johnson Memorial Tunnels (EJMT) facility.
- Received Board approval of a resolution to adopt proposed revisions to Policy Directive BE16.0
- Received Board approval of a resolution to impose the bridge and tunnel fees authorized by SB21-260.
- Approved a resolution to formally acknowledge the following structures which have become assets of the Bridge & Tunnel Enterprise:
 - SH 71 over Highline Canal (M-22-NA)
 - US 24 ML over Draw (O24G331948BL)
 - SH 101 ML over Draw (M-24-AA)
 - SH 101 ML over Draw (M-24-IA)
 - US 34 ML over North Fork Republican River (D-27-H)
 - US 34 ML over Republican River (D-28-V)
- Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan.
- Updated the BTE Bridge Prioritization Plan based on the updated Staff Bridge Poor List (completed Q1 FY2023).
- Continued the process of modifying the Enterprise to include tunnel scope and prioritize CDOT 10-Year Plan projects in accordance with SB21-260.
- Supported CDOT with the ongoing development of the 10-Year Plan and evaluated strategies to leverage BTE funding to advance planned projects with BTE eligible scope items.
- Performed maintenance on the program baseline cost estimate including monitoring and planning for increased commodity, material, and labor price inflation and adjusting program forecasts as necessary.
- Performed status updates for various program metrics including: major achievements, total program financial performance, and status of FASTER eligible structures.
- Completed monthly updates to the program schedule for work completed in April, May, and June of 2022, 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.

PROGRAM HIGHLIGHTS

SB21-260 and the Statewide Bridge and Tunnel Enterprise

The modification of the Enterprise in accordance with SB21-260 continued throughout the fourth quarter of FY2022. During this quarter, staff presented several critical workshops and resolutions to the Board. The Board adopted proposed revisions to Policy Directive BE16.0 to provide direction on the appropriate use of the Enterprise's various funding streams and allow the Enterprise to complete tunnel projects and prioritize CDOT 10-Year Plan (10-Year Plan) Projects. Additionally, the Board approved a resolution to impose the bridge and tunnel impact fee and the bridge and tunnel retail delivery fee authorized by SB21-260. Significant progress towards advancing critical objectives of the SB21-260 legislation was also made with the Board's approval of a \$100M BTE funding commitment to address the outstanding repair and maintenance backlog at the Eisenhower Johnson Memorial Tunnels (EJMT) facility.

The bridge and tunnel fees are expected to start generating revenue for the program in early FY2023 and 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 this revenue to support the delivery of the 10-Year Plan by allocating 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. Additional information on the progress of BTE eligible strategic projects, such as the I-70 Floyd Hill to Veterans Memorial Tunnels Improvement Project, I-270 Safety and Mobility Project, and EJMT Repair Projects, can be found below.



Image 1. Hanging Lake Tunnels in Garfield County



Image 2. Veterans Memorial Tunnels in Clear Creek County

I-70 Vail Pass Safety and Operations Improvement Project

The I-70 Vail Pass Safety and Operations Improvement Project took another significant step forward this quarter after the BTE Board approved two separate but related resolutions to commit funding to the project. The first resolution increased the maximum BTE funding commitment to the project by \$31.9M to \$93.4M. The increase will fully fund the design and construction of both the eastbound and westbound I-70 structures over Polk Creek (F-12-AS & F-12-AT). Value engineering and various innovations were leveraged to achieve cost savings on project, however, cost escalation due to inflation resulted in a net increase to the estimated cost of the BTE eligible share of the project. The second resolution was a budget supplement to the establish construction phase budget required for Construction Package #3, which includes F-12-AT, to proceed to Construction Agreed Price (CAP) negotiations. The project team successfully completed CAP negotiations and the project is expected to start construction in Q1 of FY2023. More information on milestones and achievements can be found in the Program and Project Updates section on page 12 of this report.



Image 3 & 4. I-70 ML EB and WB over Polk Creek in Eagle County (F-12-AS & F-12-AT)

FY2022 Multimodal Project Discretionary Grant (MPDG)

In March 2022, the U.S. Department of Transportation (USDOT) released a Notice of Funding Opportunity (NOFO) for the MPDG. The MPDG combined three major federal discretionary grant programs under a common application to reduce the administrative burden for eligible applicants by making it possible to apply for all three grants at one time. CDOT staff, with BTE support, performed an evaluation to identify projects with the highest probability of award based on the selection criteria outlined in the NOFO. Through this process, the three 10-Year Plan projects detailed below were identified as top candidates for submission. All three projects include BTE eligible scope, were vetted by the executive management team, and are a high priority for CDOT, BTE, and numerous other project stakeholders.

Table 1. BTE Eligible Structures included in the MPDG Applications

Major Project	Bridge ID	Region	Facility Carried over Featured Intersection	County	Funding Committed
Floyd Hill	F-15-BL	1	I-70 ML WB over US 6, Clear Creek	Clear Creek	\$260 M
	F-15-BM		Ramp to US 6 ML over Clear Creek		
I-76 Phase IV	C-22-AY	4	I-76 ML WB over BNSF RR, Beaver Creek	Morgan	\$18 M
	C-22-BG		I-76 ML EB over US 34 Spur		
Elmore's Corner	P-05-B	5	US 160 ML over Florida River	La Plata	\$10 M



Floyd Hill to Veterans Memorial Tunnels Improvement Project

The Floyd Hill project will improve travel time reliability, mobility, safety, and address deficient infrastructure on a critical section of the I-70 mountain corridor. Major elements of the project include the replacement of two BTE eligible bridges, including the deficient WB I-70 bridge over Clear Creek and US 6, adding a third westbound lane, constructing a frontage road connection, adding an eastbound auxiliary lane, improving interchanges and intersections, improving the Clear Creek greenway, and implementing environmental mitigation for wildlife connectivity, air and water quality, and stream conditions.

Image 5. I-70 ML WB over US 6, Clear Creek (F-15-BL)



I-76 Phase IV Safety and Mobility Reconstruction Project

The I-76 Phase IV project will reconstruct 1.45 miles of I-76 east of the town of Brush. I-76 connects I-80 and I-70 and serves as a critical link for inter and intrastate commerce. Phase IV of the project will continue work on improving a critical freight corridor on I-76 between Fort Morgan and Brush and includes the replacement of two BTE eligible bridges. In recent years, there was a higher than average crash rate for this segment of I-76, when compared to highways with a similar level of service, and the project seeks to make the corridor safer for all users while also enhancing mobility for the freight industry.

Image 6. I-76 ML EB over US 34 Spur (C-22-BG)



US 160 Safety and Mobility Project - Elmore's Corner

The US 160 Elmore's Corner East project will correct operational and safety challenges that have been identified along US 160 from the intersection of US 160 and SH 172 to the intersection of US 160 and La Plata County Road 225. The general purpose of the project as outlined in the 2006 Final Environmental Impact Statement (EIS) is to increase travel efficiency/capacity to meet current and future needs, improve safety for the traveling public by reducing the number and severity of accidents, and to control access to the interstate. The total project length is approximately 2.6-miles. BTE eligible structure, P-05-B, is within the project limits and will be reconstructed in order to improve safety for the traveling public by addressing the substandard geometry of the existing bridge and incorporating a wildlife underpass as specified in the EIS.

Image 7. US 160 ML over Florida River (P-05-B)

PROGRAM PROGRESS UPDATES

In Q4 FY2022, staff continued to make progress addressing the state’s “Poor” bridge population and modifying the Enterprise in accordance with SB21-260. A summary of these activities and other program progress updates are provided below.

Funding was established for the long lead time procurement items associated with Package #2 of the Eastern Plains Timber Bridge Project. Package #2 of the project will replace both C-22-K in Morgan County and D-24-O in Washington County. The project is being delivered using construction manager/general contractor (CM/GC) delivery and the two structures will be replaced with precast concrete box culverts (CBCs). Due to the price escalation and limited availability of CBCs, purchasing the structures in advance of construction will help lower schedule risk and potentially reduce cost when compared to waiting for the project to negotiate the Construction Agreed Price (CAP) and procuring the CBCs.

Table 2. Structures Funded for Design in Q4 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
C-22-K	4	US 6 ML over UPRR; Platte; Beaver Canal	Morgan
D-24-O	4	US 34 ML over Draw	Washington



Image 8. US 6 ML over UPRR; Platte; Beaver Canal (C-22-K)



Image 9. US 34 ML over Draw (D-24-O)

During this period, the BTE Board approved a budget supplement to establish the construction phase for four structures, itemized below. The E-16-LU/LT budget supplement funded the second phase of a project to fully rehabilitate these structures; the scope of work for this phase includes the installation of scour countermeasures. The L-22-LL project includes repairs to address approach slab settlement and improve site drainage. For additional information on F-12-AT, see the I-70 Vail Pass Safety and Operations Improvement Project update on page 12.

Table 3. Structures Funded for Construction in Q4 FY2022

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-16-LT	1	I-76 ML EB over Clear Creek	Adams
E-16-LU	1	I-76 ML over Clear Creek	Adams
L-22-LL	2	SH 71 ML over Arkansas River	Otero
F-12-AT	3	I-70 ML WB over Polk Creek	Eagle



Image 10. I-76 ML EB over Clear Creek (E-16-LT)



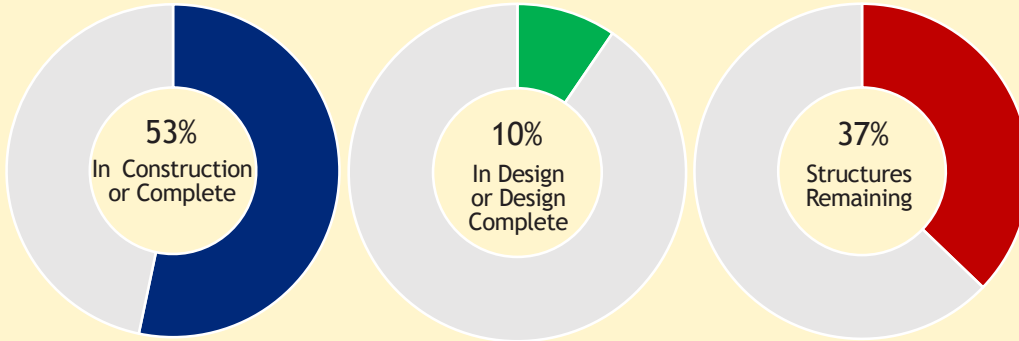
Image 11. SH 71 ML over Arkansas River (L-22-LL)

FASTER Eligible Bridge Structures

Q4 FY2022 Project Status Updates

- 1 structure started design as part of the Holyoke Bridge Bundle (B-27-A)
- 2 structures completed design (F-12-AT & N-17-AD)
- 20 structures started construction (E-17-GV/GW, H-13-G, & 17 structures in the Region 2 CBC Program)

Other relevant Q4 FY2022 FASTER eligible bridge statistics are as follows:



Project Status	Q4 FY2022 # of Structures ¹
Remaining	152
In Design	34
Design Complete	5
In Construction	43
Projects Complete	175
Total	409

Table 4. Project Status of FASTER Eligible Structures as of Q4 FY2022

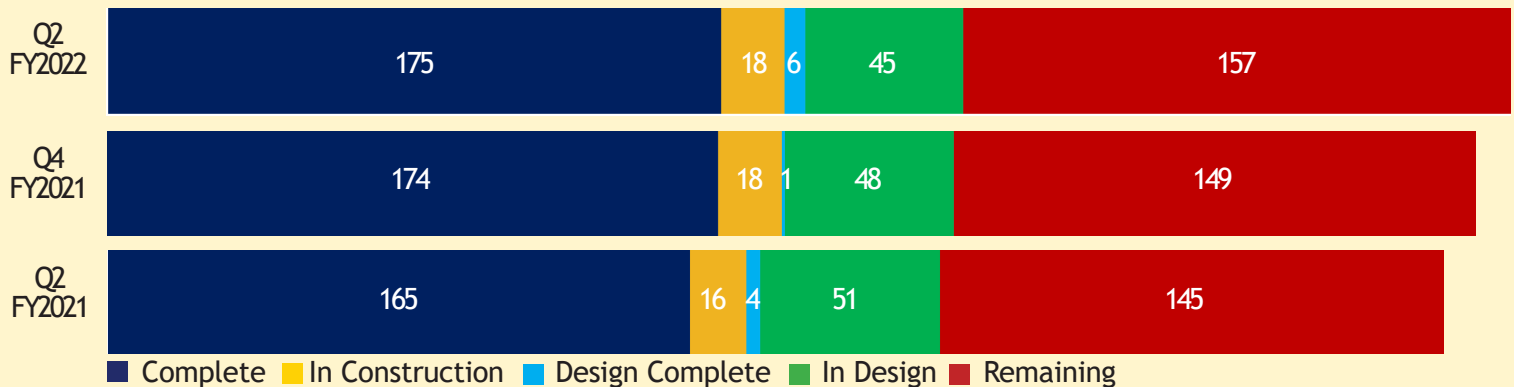
¹ Statistics updated to reflect progress of eight BTE eligible structures funded through external sources

- 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 33 bridge projects that will rehabilitate or replace 82 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.

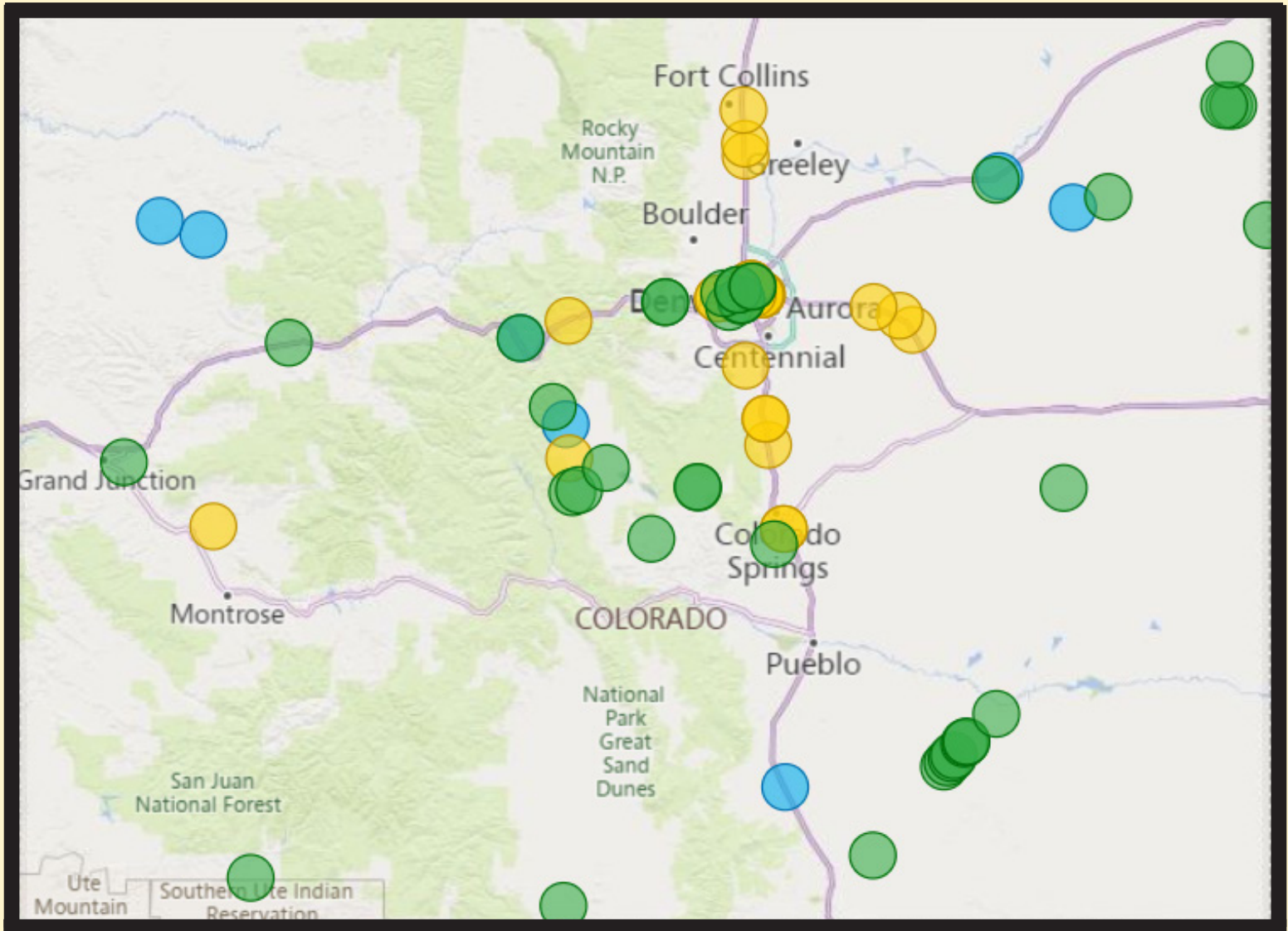


Image 12. BTE Active Project Portfolio

Status: ● In Design ● Design Complete ● In Construction

Program Schedule

The overall program Schedule Performance Index (SPI) for Q4 FY2022 remained constant at 1.00, primarily due to the performance of completed projects, while the active project SPI increased to 1.01. An active project SPI above 0.90 generally indicates that projects in the program's active project portfolio are being executed efficiently. These key performance indicators are 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 Q4 FY2022 is listed to the right.

Month	Overall SPI	Active SPI
April	1.00	0.98
May	1.00	1.00
June	1.00	1.01

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.

BTE Bridge Prioritization Plan

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan¹ in July 2022 based on the updated “poor” list released by CDOT Staff Bridge. This information was advanced to the Q4 FY2022 report for expedited distribution. Pursuant to this update, eight structures became eligible for the program and can be found in Table 6. 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 prioritized statewide projects.

The BTE bridge project prioritization process was developed to select projects from the statewide eligible bridge pool based on merit, rather than location, with the goal of obtaining the greatest benefit in increased bridge safety from available revenues. Although there is no regional distribution formula dictating the allocation of BTE funds, BTE staff proactively monitor equity at the regional and statewide level and consider equity when making programming decisions for structures of equivalent priority.

Table 6. New FASTER Eligible Structures

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-17-IJ	1	I-270 ML WB over Service Rd., BNSF RR	Adams
E-17-IG	1	I-270 ML EB over Ditch Rd., Burlington Canal	Adams
E-16-DP	1	SH 391 ML over Clear Creek	Jefferson
N-17-AC	2	I-25 ML NB over US 160, SH 10, RR Spur	Huerfano
K-27-A	2	US 385 ML over Draw	Kiowa
H-13-R	2	SH 9 ML over Middle Fork S. Platte River	Park
H-13-M	2	US 24 ML over Middle Fork S. Platte River	Park
L-11-C	5	SH 114 ML over Saguache Creek	Saguache

Adoption of Revisions to Policy Directive BE16.0

This quarter, the BTE Board adopted proposed revisions to Policy Directive BE16.0 to provide direction on the appropriate use of the Enterprise’s various funding streams, allow the Enterprise to complete tunnel projects, and prioritize 10-Year Plan Projects in accordance with SB21-260. The following is a summary of key substantive changes to the policy directive that were approved by the Board:

- Establish that a priority will be placed on funding 10-Year Plan projects when determining funding allocations for bridge and tunnel fee revenues in accordance with § 43-4-217(1)(g)(I), C.R.S.
- Update references to applicable state and federal statutes.
- Establish project eligibility criteria for tunnels using the FHWA tunnel definition to eliminate ambiguity and promote consistency in the effective use of available revenues.
- Establish that eligible tunnel projects are only authorized to receive funding through the bridge and tunnel impact fee and bridge and tunnel retail delivery fee.
- Establish that eligible bridge projects are authorized to receive funding through the bridge safety surcharge, bridge and tunnel impact fee, and bridge and tunnel retail delivery fee.
- Establish that the quantitative and qualitative analysis (as specified in Procedural Directive BE16.1) used to determine statewide bridge priorities for bridge safety surcharge funding allocations now includes the identification and prioritization of 10-Year Plan projects to further align the strategic direction of the Enterprise with CDOT.

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 were 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).

In Q4 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 occurred during this quarter:



Image 13. Construction on 46th Ave.



Image 14. Wall footing for the Swansea Park Playground



Image 15. EB I-70 Lowered Section Paving

- Continued work on bridge finishes for the I-70 bridge over Brighton Boulevard.
- Continued working on punch list items and remaining incomplete work in Milestone 1 and Milestone 2B.
- Continued construction of the City and County of Denver (CCD) portion of the Cover Building.
- Continued work on the Eastbound (EB) I-70 median barrier.
- Continued reconstruction of the Swansea parking lot and playground.
- Completed work on the UPRR bridge, including placing the last girders for the service bridge (Phase 6).
- Continued installation of the Intelligent Transportation Systems (ITS) devices east of Sand Creek and permanent fiber optic cabling from Node 1 to the Airport Road Node building.
- Continued garden roof assembly waterproofing on the Cover Top.
- Continued retaining walls and miscellaneous concrete work and began grading and amenity installation on the Cover Top.
- Finished construction of drainage, walls, utilities, roadway, and paving for future EB I-70 in anticipation of July 15 traffic switch.
- Continued construction of East 46th Avenue South, including roadway, walls, utilities, and drainage.
- Continued miscellaneous work in the Brighton East and West ponds.
- Completed placement of Mechanical, Electrical and Plumbing (MEP) systems at the Cover, including jet fans. System testing is completed and ready for commissioning in July prior to traffic switch.
- Finished construction on the Fire Control Center (FCC) room for the EB I-70 lanes.
- Completed soil mixing for drainage systems for EB I-70 lanes from Columbine Street to UPRR.
- Completed the placement of wall panels from Colorado Boulevard to Brighton in EB I-70 lowered section as walls are excavated.
- Continued working on various stormwater retention pond certifications from Brighton Boulevard to Peoria Street.
- Continued construction on the I-70 sign structures and roadway finishes west of Colorado Boulevard.
- Completed repairs to the York Street over I-70 bridge.
- Continued drainage crossing under the Regional Transportation District (RTD) and UPRR tracks at Colorado Boulevard.
- Continued remaining work at Safeway property adjacent to the Colorado Boulevard onramp to EB 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 16. US 24 ML over Draw in Teller County (I-15-AO)

Program Updates

- Notice-to-Proceed #2 was issued to the design-build team on June 29, 2022
- Design for 3 of 17 structures at or beyond FIR level (30% design), 1 structure nearing Release-for-Construction (100% design)
- Construction start anticipated in Q1 of FY2023
- Project completion scheduled for FY2025

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

Program Updates

- Package #1 is in construction (40% complete)
- 90% (FOR) level design was completed for Package #2
- 30% (FIR) level design is complete for Package #3
- Notice-to-proceed for construction of Package #2 is scheduled for Q2 FY2023
- Long lead time procurement is being leveraged as a proactive measure to avoid potential project delays and cost overruns due to supply chain disruptions and inflation

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, re-construction of a truck ramp, dynamic message signs, wildlife underpasses and fencing, and a variable speed limit system.



Image 18. I-70 EB over Polk Creek in Eagle County (F-12-AS)

Project Updates

- The BTE Board approved an increase to the maximum BTE funding commitment to add the westbound structure (F-12-AT) to the project scope
- The BTE Board approved a resolution to increase the maximum BTE funding commitment from \$61.5M to \$93.5M to account for cost escalation due to inflation
- Package #3 CAP negotiations were completed, and construction of F-12-AT is expected to start in Q1 FY2023 and run through December 2023.
- The eastbound bridge (F-12-AS) will be delivered in Package #5 and is scheduled to reach final design in July 2023, with construction scheduled to start in April 2024.



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 19. 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.
- Region 3 has completed environmental clearances for their pilot projects and anticipates project completion this fall.
- Regions 2 & 5 completed the repairs on their pilot structures with Region 5 ordering materials for the next rounds of repairs.
- Region 4 has started scoping efforts to effectively prioritize available funds.
- Section 7 maintenance developed several installation innovations, including skid-steer mounted rollers, a jack spreader, and shim install helpers that greatly streamlined installation.
- F-22-V, the original pilot structure, has been re-rated and can now carry permit loads. This section of corridor is now open for unrestricted freight traffic. A major project success!

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. The project scope includes plans to eliminate the historic westbound bottleneck at the top of Floyd Hill, curve flattening and safety improvements, interchange and greenway improvements, wildlife safety mitigation including wildlife crossings and fencing, and an east bound climbing lane for heavy commercial and slow-moving vehicles. CDOT has committed approximately \$135M in strategic funding to the project and the Enterprises (BTE and CTIO) estimate a combined funding contribution of \$325M, however, a significant funding gap still exists. In Q4 FY2022, CDOT submitted an application for the USDOT MPDG program requesting \$240M in federal assistance to fully fund the project. CDOT and the Enterprises are continuing the evaluation of other potential alternatives to eliminate the funding gap.



Image 20. I-70 over US 6 and Clear Creek in Clear Creek County (F-15-BL)

Project Updates

- CM/GC was approved by the Transportation Commission as the project delivery method
- \$10M in additional design phase funding was approved by the BTE Board in Q3 FY2022
- Construction manager (CM) and design consultant selection is complete
- Project kickoff was conducted
- Refinements to the preferred alternative are ongoing with input from the CM and designer
- A \$260M BTE funding commitment was approved by the Board, contingent on the award of a federal discretionary grant through the USDOT MPDG program

BUDGET AND ENCUMBRANCES

Bridge and 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 7 shows the encumbrance and budget balances as of June 30, 2022, 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 7. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	560,918	46,914	1	2
3	-	-	0	0
4	24,738	27,205	1	1
5	-	-	0	0
Total	585,656	74,119	2	3
% of Total Current Program	0.36%	0.06%	6.06%	4.92%
Previous Quarter (Q3 FY2022)	587,494	36,253		
Difference	-1,838	37,866		

One project, SH 60 over South Platte River has been closed and has come off the list. Since March 31, 2022 the budget and encumbrance balances have increased by \$36,028.

Removed/Closed Out	Additions
SH 60 over South Platte River (C-17-B)	None

FINANCIAL INFORMATION

The following is a program overview of financial statistics as of June 30, 2022.

- 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), bridge and tunnel fees authorized by SB21-260, 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 June 30, 2022, a total of approximately \$1,659.5M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,381.9M and \$129.4M (all funding sources), respectively. Reference Table 8 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q3 FY2022) are also reported in the far-right column.
- \$307.9M of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 8. Program Financial Statistics as of March 31, 2022 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	Bank of America Loan	Other Funds	Total Q4 FY2022	Total Q3 FY2022
Budget	\$307.9	\$1,211.8	\$40.7	\$99.1	\$1,659.5	\$1,573.9
Expenditures	\$307.9	\$965.1	\$40.7	\$68.2	\$1,381.9	\$1,355.9
Encumbrances	\$0.0	\$120.4	\$0.0	\$9.0	\$129.4	\$96.5

The Bridge and Tunnel Enterprise program currently consists of 200 funding-eligible bridges and tunnels; including 89 structures budgeted with bond funds. The structure count has increased by two since Q3 FY2022 due to the addition of projects for the Eisenhower Johnson Memorial Tunnels. The current programmed amount for these 200 structures is approximately \$1,933.0M. Table 9 below provides an itemization of current funding sources for the Bridge and Tunnel Enterprise program.

Table 9. Program Financial Statistics as of June 30, 2022 (\$ in Millions)

Build America Bonds	FASTER Bridge	Other Funds	Bond Interest	Tunnel Fees	Total
\$298.1	\$1,385.2	\$116.9	\$9.8	\$123.0	\$1,933.0

The Program Allocation Plan¹ 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 FY2023 through FY2026, and includes budget adjustments that have not been posted as of June 30, 2022. 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 \$1,933.0M, an increase of \$119.4M from the \$1,813.6M total liability reported on March 31, 2022. This is primarily the result of adding \$100.0M of Eisenhower Johnson Memorial Tunnel (EJMT) projects using the new bridge and tunnel fees.

The Four-Year Quarterly Cash Flow Projection² 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 increases at 2% per year. Also, the cash flow now includes the bridge and tunnel fees that were authorized 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 \$141.0M, mostly due to the Central 70 project during the period of the Four-Year Cash Flow (July 2022 through June 2026), down to \$40.3M. To date, Central 70 Milestone Payments 2A and 3, 2B, 4A, 4B and 5A 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 facilities progress.

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 payment schedule, the final milestone and substantial completion payments for Central 70 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. This was budgeted through a supplement at the May Board meeting. BTE will continue to monitor and update the model and incorporate the most current revenue, cash and drawdown forecasts.

¹ Reference Appendix A for the Program Allocation Plan

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



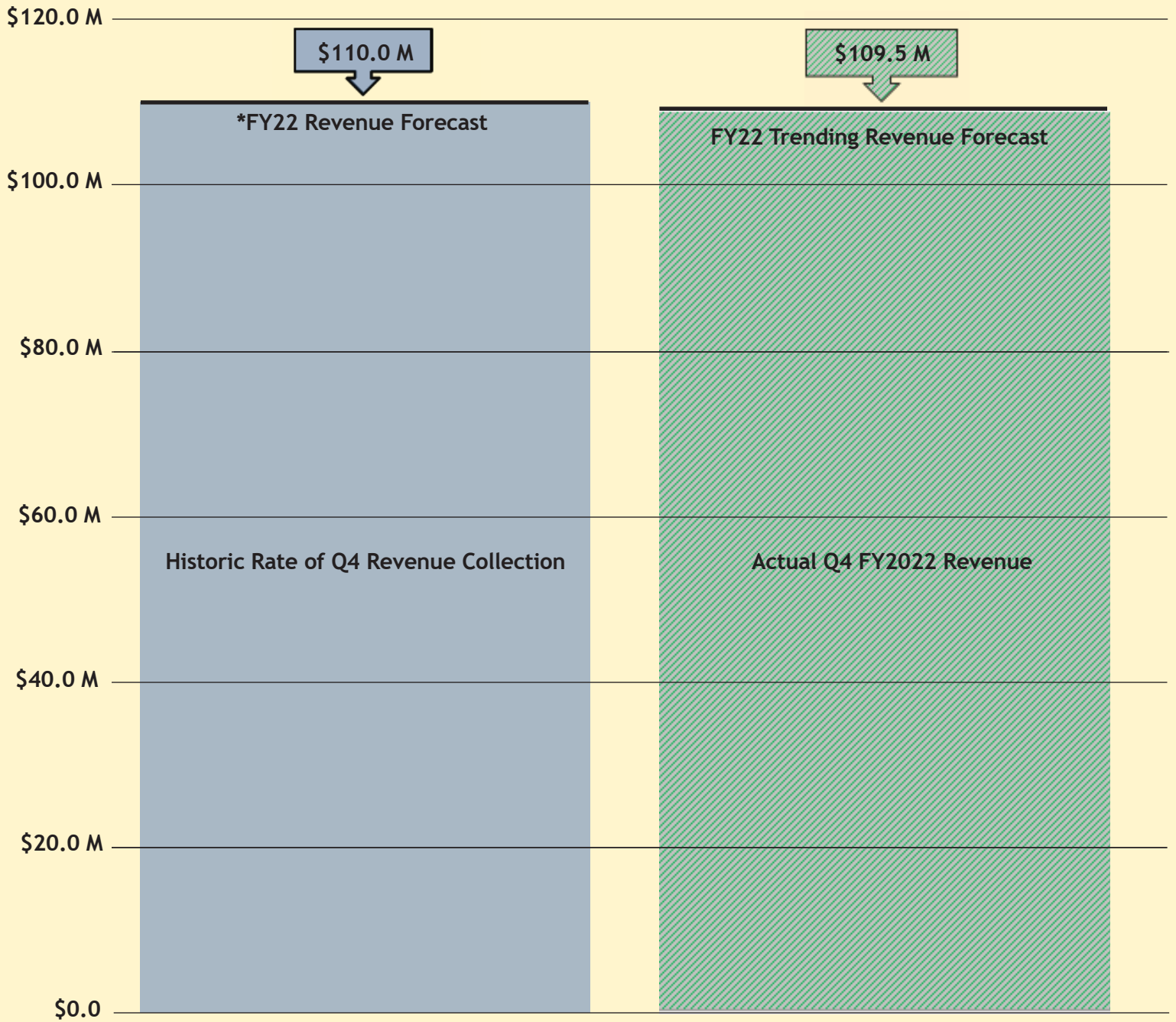
As of Q4 FY2022, actual YTD BTE revenues were \$109.5M, which is \$0.5M below the FY2022 revenue budget of \$110.0M. This information is shown below in Figure C.

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 \$1,421M on June 30, 2022, an increase of \$75M since March 31, 2022. Actual LTD expenditures as of June 30, 2022 are \$1,382M, as compared to \$1,356M on March 31, 2022, an increase of \$26M or 1.9%. The current encumbrance balance is \$129M, an increase of \$32M since March 31, 2022, primarily due to the encumbrance of forecast Central 70 expenditures in FY23.

Figure D. Total Program Financial Performance



COLORADO
 Department of Transportation
 Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise Program Performance
 ITD - As of June 30, 2022



APPENDIX A: (BRIDGE) PRIORITIZATION PLAN



COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan July 2022

■ Good
 ■ Better
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Top Tier							
Design Complete	D-04-G	3	SH 64 ML over STRAWBERRY CREEK				
Design Complete	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	A-27-A	4	US 385 ML over DRAW				
In Design	D-28-D	4	US 34 ML over REPUBLICAN RIVER				
In Design	F-15-BM	1	RAMP TO US 6 ML over CLEAR CREEK	•			
In Design	B-27-F	4	US 6 ML over DRAW				
In Design	B-27-A	4	US 6 ML over FRENCHMAN CREEK				
Design Complete	D-25-E	4	SH 61 ML over SURVEYOR CREEK				
In Design	F-12-AS	3	I 70 ML EBND over POLK CREEK	•			
Design Complete	N-17-AD	2	I 25 ML SBND over US 160 ML, RR SPUR				
In Design	F-16-O	1	US 6 ML over SH 121 ML	•			
In Design	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER	•			
In Design	E-17-IF	1	I 270 ML WBND over DITCH RD, BURLINGTON CANAL	•			
In Design	E-17-IG	1	I 270 ML EBND over DITCH RD, BURLINGTON CANAL	•			
In Design	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER	•			
In Design	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR	•			
In Design	E-17-IJ	1	I 270 ML WBND over SH 265 ML, UPRR, BNSF RR	•			
In Design	E-17-AT	1	SH 6 ML over SAND CREEK	•			
In Design	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK	•			
In Design	K-18-L	2	US 50 ML over FOUNTAIN CREEK	•			
In Design	C-22-BG	4	I 76 ML EBND over US 34 SPUR	•			
In Design	E-16-EO	1	SPEER BLVD SBND over I 25 ML	•			
In Design	E-16-JL	1	I 70 ML WBND over SH 72 ML	•			
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	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR	•			
Remaining	B-18-I	4	SH 14 ML over EATON DITCH				
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK				
Remaining	E-16-JJ	1	RAMP to I 70 EBND over I 70 ML	•			
In Design	E-16-GY	1	I 70 ML EBND over SH 391 ML	•			
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML	•			
Remaining	H-13-R	2	SH 9 ML over MIDDLE FK S. PLATTE RIVER				
Remaining	D-18-B	4	SH 52 ML over DENVER HUDSON CANAL				
Remaining	F-16-HK	1	I 70 ML WBND over WEST 20th AVE	•			
Remaining	G-17-AL	1	SH 105 ML over DRAW				
Remaining	M-16-D	2	SH 69 ML over DRAW				
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR				
Remaining	L-22-V	2	SH 109 ML over DRAW				
Remaining	F-18-AR	1	I-70 ML WBND over COUNTY ROADS 26N, 105				
Remaining	F-18-AS	1	I-70 ML EBND over COUNTY ROADS 26N, 105				
Remaining	F-18-AT	1	I-70 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	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-19-AL	1	I-70 ML WBND over COUNTY ROADS 31N, 125		Good	Good	Good
Remaining	F-19-AM	1	I-70 ML EBND over COUNTY ROADS 31N, 125		Good	Good	Good
Remaining	F-20-BA	1	I 70 ML EBND over US 40 FRONTAGE RD	•	Good	Good	Good
Remaining	F-20-BB	1	I 70 ML WBND over US 40 FRONTAGE RD	•	Good	Good	Good
Remaining	F-20-BI	1	I 70 ML EBND over COUNTY RD 197		Good	Good	Good
Remaining	E-17-HC	1	DAHLIA STREET over I-76 ML		Good	Good	Good
Remaining	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK SR	•	Good	Good	Good
Remaining	C-08-A_Minor	3	US 40 ML over SHELTON DITCH		Good	Good	Good
Remaining	E-16-JT	1	I 76 ML EBND over MARSHALL STREET		Good	Good	Good
Remaining	E-16-JU	1	I 76 ML WBND over MARSHALL STREET		Good	Good	Good
Remaining	E-16-JV	1	I 76 ML EBND RAMP to SH 121 ML		Good	Good	Good
Remaining	E-16-JW	1	I 76 ML WBND RAMP to SH 121 ML		Good	Good	Good
In Design	E-16-GX	1	I 70 ML WBND over SH 391 ML	•	Good	Good	Good
Remaining	F-17-GN	1	ALAMEDA AVE over I 225 ML		Good	Good	Good
Remaining	L-11-C	5	SH 114 ML over SAGUACHE CREEK		Good	Good	Good
Remaining	E-16-IT	1	I 76 ML WBND over CLEAR CREEK		Good	Good	Good
Remaining	E-16-IU	1	I 76 ML EBND over CLEAR CREEK		Good	Good	Good
Remaining	C-17-G	4	I 25 SERVICE RD over DRAW SR		Good	Good	Good
Remaining	F-11-AP	3	I 70 ML WBND over TIMBER CREEK	•	Good	Good	Good
Remaining	N-17-AC	2	I 25 ML NBND over US 160, SH 10 RR SPUR		Good	Good	Good
Remaining	F-16-HI	1	I 70 ML WBND over US 40 ML	•	Good	Good	Good
Remaining	F-22-V	4	US 36 ML over VEGA CREEK		Good	Good	Good
Remaining	F-08-D	3	I 70 SERVICE RD over UP RR SR		Good	Good	Good
Remaining	F-12-AL	3	I 70 ML WBND over COORAL CREEK		Good	Good	Good
Remaining	F-12-AO	3	I 70 ML EBND over GULLER GULCH		Good	Good	Good
Remaining	F-17-AA	1	SH 177 ML over LITTLE DRY CREEK	•	Good	Good	Good
Remaining	K-18-BT	2	SH 96 ML over UP RR, FOUNTAIN CRK		Good	Good	Good
Remaining	F-16-OG	1	RAMP to I-25 NBND over US 6 ML		Good	Good	Good
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK		Good	Good	Good
Second Tier							
Design Complete	H-03-BL	3	SH 141 ML over COLORADO RIVER		Better	Good	Good
In Design	F-06-A	3	US 6 ML over ELK CREEK		Better	Better	Good
In Design	B-27-D	4	US 6 ML over FRENCHMAN CREEK		Better	Better	Good
In Design	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	•	Better	Better	Good
In Design	F-16-DA	1	23RD AVENUE over I 25 ML	•	Better	Better	Good
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL		Better	Good	Good
Remaining	P-18-BS	2	COUNTY ROAD 18.9 over I 25 ML		Better	Good	Good
Remaining	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUSS RT	•	Better	Good	Good
Remaining	F-11-AT	3	I 70 ML WBND over BLACK GORE CREEK	•	Better	Good	Good
Remaining	I-17-H	2	US 24 BUSINESS RT over FOUNTAIN CREEK		Better	Good	Good
Remaining	D-15-AQ	4	SH 7 ML WBND over BOULDER CREEK		Better	Good	Good
Remaining	D-15-AZ	4	US 36 ML EBND over US 36 SPUR/BASELINE RD		Better	Good	Good
Remaining	H-11-AB	3	SH 300 ML over CALIFORNIA GULCH		Better	Good	Good
Remaining	K-19-W	2	US 50 SERVICE ROAD over BNSF RR		Better	Good	Good



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	E-14-S	1	US 40 ML over I 70 ML, CLEAR CREEK				
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML	•			
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR				
Remaining	C-23-F	4	I 76 ML EBND over TWENTY TWO SLOUGH				
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK	•			
Remaining	K-13-O	2	US 50 ML over DRAW				
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND				
Remaining	H-13-M	2	US 24 ML over MIDDLE FK S. PLATTE RIVER				
Remaining	O-18-BI	2	COUNTY ROAD over I 25 ML				
Remaining	F-20-F	1	US 40 ML over EAST BIJOU CREEK	•			
Remaining	L-26-M	2	US 50 ML over WILLOW CREEK				
Remaining	C-18-BO	4	US 85 ML NBND over CACHE LA POUFRE RIVER				
Remaining	F-17-CZ	1	US 285 ML over LITTLE DRY CREEK				
Remaining	C-18-AG	4	US 85 ML over SOUTH PLATTE RIVER	•			
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT				
Remaining	F-19-F	1	US 36 ML over DRAW	•			
Remaining	H-02-FI	3	I 70 FRONTAGE RD over ADOBE CREEK SR				
Remaining	C-17-DF	4	SH 392 ML over CACHE LA POUFRE RIVER				
Remaining	N-28-G	2	SH 116 ML over BEATY CREEK				
Remaining	N-28-H	2	SH 116 ML over BUFFALO CREEK				
Remaining	O-26-I	2	US 160 ML over DRAW				
Remaining	E-17-HD	1	SH 35 ML over SAND CREEK				
Remaining	D-11-N	3	SH 9 ML over UPRR				
Remaining	E-16-DP	1	SH 391 ML over CLEAR CREEK				
Remaining	E-16-HQ	1	MCINTYRE STREET over SH 58 ML				
Remaining	G-19-B	4	SH 86 ML over KIOWA CREEK				
Remaining	K-09-B	5	SH 114 ML over COCHETOPA CREEK				
Remaining	E-14-AV	1	I 70 ML over CLEAR CREEK				
Remaining	F-17-ES	1	I 225 ML over GOLDSMITH GULCH				
Remaining	G-11-T	3	US 24 ML over UP RR				
Remaining	K-19-V	2	ORDINANCE ROAD over US 50 ML				
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH				
Remaining	P-09-X	5	IRR# US 84 ML over COYOTE CREEK				
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR SPUR	•			
Remaining	H-16-M	2	SH 67 ML over LONG GULCH CREEK				
Remaining	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK				
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK				
Remaining	G-17-AG	1	HAPPY CANYON ROAD over I-25 ML	•			
Remaining	L-21-G	2	US 50 ML EBND over APISHAPA RIVER				
Remaining	F-16-GG	1	PERRY STREET over US 6 ML				
Remaining	K-27-A	2	US 385 over DRAW				
Remaining	I-17-O	2	I 25 SERVICE RD over PINE CREEK				
Remaining	M-16-Q	2	SH 69 ML over DRAW				



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1		Yellow	Orange	Orange
Remaining	C-16-W	4	US 34 ML WBND over BARNES INLET CANAL		Yellow	Orange	Orange
Remaining	L-22-C	2	SH 96 ML over MEREDITH CANAL		Yellow	Orange	Orange
Remaining	D-18-BN	4	COUNTY ROAD 4 over I 76 ML, BNSF RR		Yellow	Orange	Orange
Remaining	G-22-H	4	US 24 ML over DRAW		Yellow	Orange	Orange
Remaining	F-19-AJ	1	I 70 STRASBURG SPU over UP RR	•	Yellow	Orange	Orange
Remaining	H-03-AY	3	I 70 ML over US 6 ML, COLORADO RIVER		Yellow	Orange	Orange
Third Tier							
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	K-18-J	2	US 50 ML over I 25 ML	•	Orange	Yellow	Yellow
In Design	E-16-EW	1	SPEER BLVD NBND over I 25 ML	•	Orange	Yellow	Yellow
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER	•	Orange	Yellow	Yellow
In Design	E-17-IC	1	YORK STREET over I 270 ML	•	Orange	Yellow	Yellow
Remaining	G-04-R	3	US 6 ML over PARACHUTE CREEK SR		Orange	Orange	Orange
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML		Orange	Orange	Orange
Remaining	I-19-B	2	SH 94 ML over BIG SPRING CREEK		Orange	Orange	Orange
Remaining	E-13-F	3	US 40 ML over CROOKED CREEK		Orange	Orange	Orange
Remaining	F-11-AD	3	I 70 ML over US 6/24, RR, EAGLE RIVER		Orange	Orange	Orange
Remaining	H-03-E	3	US 6 ML over COLORADO RIVER		Orange	Orange	Orange
Remaining	F-15-Q	1	US 40 ML over BEAVER BROOK	•	Orange	Orange	Orange
Remaining	J-04-X	3	SH 348 ML over IRONSTONE CANAL		Orange	Orange	Orange
Remaining	J-12-AJ	5	US 285 ML over DRAW		Orange	Orange	Orange
Remaining	G-19-D	4	SH 86 ML over WEST BIJOU CREEK		Orange	Orange	Orange
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML		Orange	Orange	Orange
Remaining	P-19-G_MINOR	2	SH 239 ML over CANAL		Orange	Orange	Orange
Remaining	E-16-MO	1	44th AVE over I 25 ML		Orange	Orange	Orange
Remaining	P-07-S	5	IRR# SH 151 ML over STOLLSTEIMER CREEK		Orange	Orange	Orange
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK	•	Orange	Orange	Orange
Remaining	I-17-X	2	US 24 SERVICE RD over FOUNTAIN CREEK SR		Orange	Orange	Orange
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK		Orange	Orange	Orange
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER		Orange	Orange	Orange
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, EAGLE RIVER		Orange	Orange	Orange
Remaining	H-07-F	3	SH 133 ML over CRYSTAL RIVER		Orange	Orange	Orange
Remaining	F-15-BC	1	US 6 ML over CLEAR CREEK		Orange	Orange	Orange
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML		Orange	Orange	Orange
Remaining	K-15-G	2	US 50 ML over DRAW		Orange	Orange	Orange
Remaining	N-17-BG	2	I 25 ML NBND over SULL CREEK		Orange	Orange	Orange
Remaining	K-14-B	2	US 50 ML over OAK CREEK		Orange	Orange	Orange
Remaining	K-19-U	2	US 50 ML EBND over CHICO CREEK		Orange	Orange	Orange
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER		Orange	Orange	Orange
Remaining	F-20-G	1	I-70 SERVICE RD over MIDDLE BIJOU CREEK		Orange	Orange	Orange
Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL		Orange	Orange	Orange
Remaining	G-22-BB	4	SH 71 ML over I 70 ML		Orange	Orange	Orange



Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	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	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK				
Remaining	E-12-I	3	SH 9 ML over BLUE RIVER				
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER				
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH CREEK				
Remaining	P-09-L	5	US 84 ML over RIO BLANCO				
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				



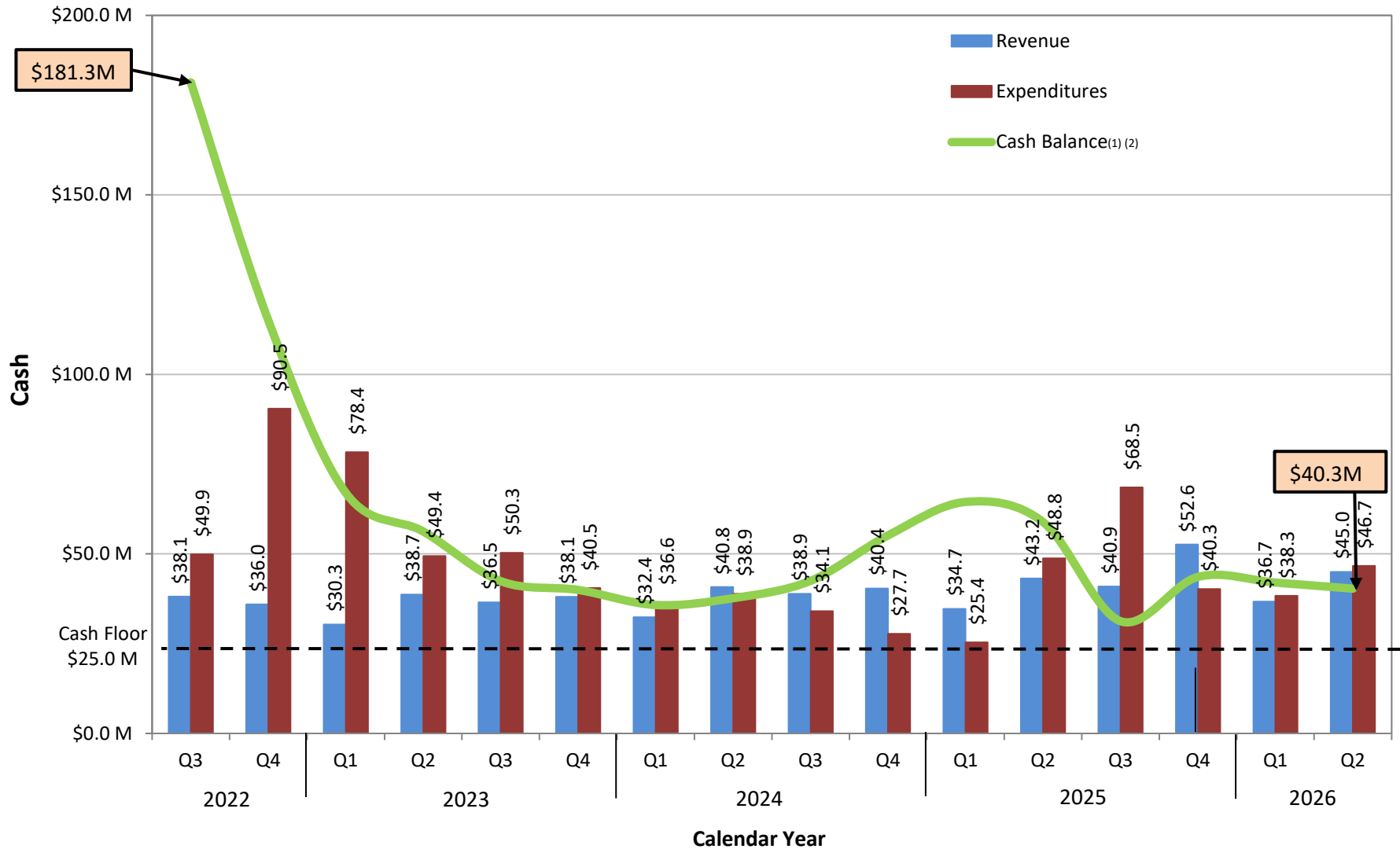
Program Funding by Source Summary											
Sources:	Pre-Construction					Construction					Total All Funds
	Other	FASTER	Bond	Bond Interest	Total	Other	FASTER	Bond	Bond Interest	Total	
Federal	\$ 7,236,019	\$ -	\$ -	\$ -	\$ 7,236,019	\$ 31,571,599	\$ -	\$ -	\$ -	\$ 31,571,599	\$ 38,807,618
State	\$ 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	\$ -	300,694,950	-	-	300,694,950	-	1,084,492,166	-	-	1,084,492,166	\$ 1,385,187,116
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
Bridge and Tunnel Fees	\$ -	-	-	-	-	122,957,340	-	-	-	122,957,340	\$ 122,957,340
Total	\$ 45,331,986	\$ 300,694,950	\$ 52,835,939	\$ 546,911	\$ 399,409,786	\$ 194,504,226	\$ 1,084,492,166	\$ 245,307,666	\$ 9,279,210	\$ 1,533,583,268	\$ 1,932,993,054

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