



**Bridge and Tunnel Enterprise
Q2 FY2024 Report**

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This report is the 51st 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 2023; which coincides with the second quarter of the Colorado Department of Transportation's (CDOT) 2024 Fiscal Year (Q2 FY2024). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, Sustainability of the Transportation System (SB21-260) legislation, HB23-1276: Scope of Bridge and Tunnel Enterprise legislation, program developments and activities, bond programs, previous significant milestones and achievements can be found in the Program Annual Newsletters and Quarterly Reports and are viewable on the Bridge and Tunnel Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>

The following is an itemization of significant Q2 FY2024 BTE activities, some of which are discussed in further detail later in the report:

- Continued the process of modifying the Enterprise's governing documents, policies, and procedures to reflect the passage of HB23-1276: Scope of Bridge and Tunnel Enterprise.
 - Received Board approval of the amended BTE Articles of Organization and Board Bylaws
- Drafted and finalized the 50th Bridge and Tunnel Enterprise Quarterly Report (Q1 FY2024).
- Received Board approval for the 2nd Budget Supplement of FY2024 to:
 - Increase the design phase budget for the I-70 Floyd Hill to Veterans Memorial Tunnels Improvement Project (F-15-BL, F-15-BM, & F-15-D)
 - Establish the construction phase budget for the replacement of US 40 ML over Draw (I-24-N) in Lincoln County
- Received Board approval for the 3rd Budget Supplement of FY2024 to:
 - Establish the construction phase budget for the repair of US 285 ML over Draw (J-12-AJ) in Chaffee County as part of a larger project to repair five culverts in Region 5.
- Received Board approval of a resolution committing \$100MM in BTE state matching funds for the USDOT FY2023-FY2024 USDOT Bridge Investment Program (BIP) Discretionary Grant application for the I-270 Corridor Improvement Project.
- Received Board approval of the FY2024-25 Proposed Annual Budget.
- Supported CDOT with the ongoing delivery of the 10-Year Plan and continued the evaluation of strategies to leverage BTE funding to advance planned projects with BTE eligible scope items.
 - Held three workshops with the BTE Board to review the Enterprise's 10-Year Plan financing strategy
 - Provided a draft of the financing parameters resolution for BTE Board review and comment.
 - Completed a first draft of the financing documents for the upcoming Series 2024A BTE bond issuance.
- Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan and identify safety critical bridges.
- Drafted and finalized the January 2024 BTE Bridge Prioritization Plan (advanced to the Q2 FY2024 Quarterly Report for expedited distribution).
- Performed maintenance on the program baseline cost estimates, including monitoring and planning for increased commodity, material, and labor price inflation and adjusting program forecasts as necessary.
- Performed status updates for various program metrics including: major achievements, total program financial performance, and status of BTE eligible structures.
- Completed monthly updates to the program schedule for work completed in October, November, and December of 2023, and conducted the regularly scheduled Schedule Change Control Board meetings.
- Continued efforts to de-budget excess funds on projects with completed phases and reallocate savings to other BTE projects.

BTE Resources Leveraged to Deliver the 10-Year Plan

In Q2 FY2024, BTE continued to support CDOT with the planning and delivery of the Department’s 10-Year Plan. During the quarter, BTE staff held three financing workshops with the BTE Board of Directors to review the Enterprise’s 10-Year Plan financing strategy. Currently, BTE anticipates financing an estimated \$400MM to \$500MM of BTE eligible 10-Year Plan scope in up to three tranches to address the Enterprise’s funding gap and allow for the timely completion of several strategic projects. The first financing is expected to occur in early 2024 and is currently estimated to be in the range of \$150MM to \$200MM. A key component of the financing strategy is ensuring that adequate pay-as-you-go program capacity is retained in future fiscal years for ongoing management of the state’s bridge and tunnel inventories. The images below show BTE funded FY2024-FY2027 projects in the 10-Year Plan, as well as the BTE structure count, the current total poor-rated bridge deck area, and the estimated BTE construction funding contribution for each project. Figure A provides key high-level updates regarding BTE’s ongoing participation in the 10-Year Plan. With the allocation of additional design funds to the I-70 Floyd Hill project, BTE has now allocated over \$250MM to CDOT’s 10-Year Plan. For additional information on the I-70 Floyd Hill project, please refer to the update below.

Key BTE-Funded FY2024-FY2027 10-Year Plan Projects (Images 1-7)





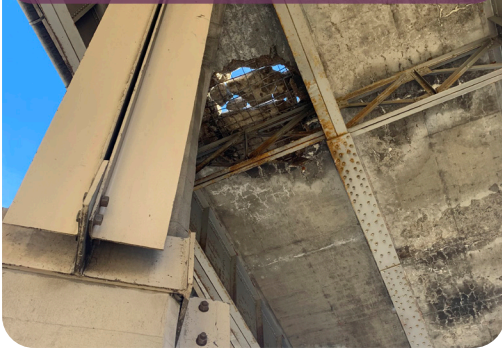

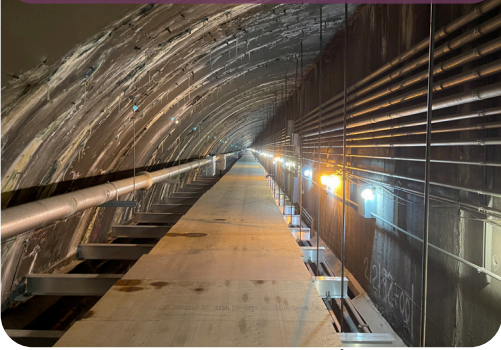
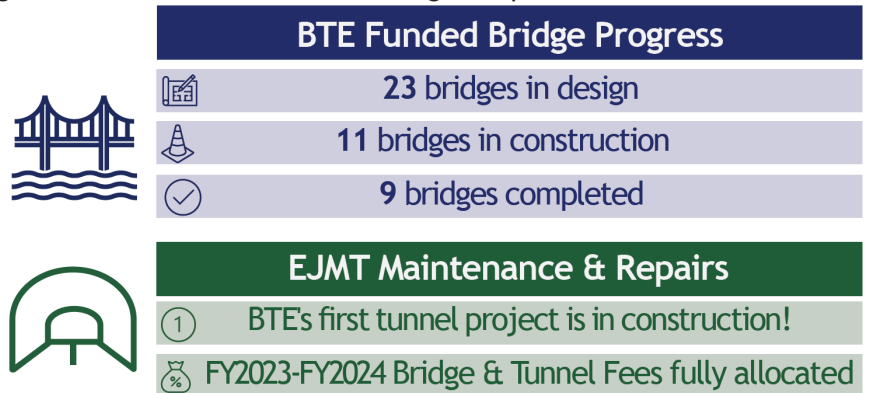
<p>Speer Blvd & 23rd Ave Reconstruction</p>  <p>3 structures 35,338 ft² \$60MM</p>	<p>US 6 and Wadsworth Blvd</p>  <p>1 structure 21,065 ft² \$25MM</p>	<p>I-70 Vail Pass Project</p>  <p>2 structures 61,505 ft² \$102MM</p>
<p>I-270 Critical Bridges</p>  <p>6 structures 71,417 ft² \$120MM</p>	<p>I-70 Floyd Hill Project</p>  <p>3 structures 27,826 ft² \$320MM</p>	<p>I-25/US 50 - New Pueblo Freeway Project</p>  <p>2 structures 39,829 ft² \$51MM</p>
<p>EJMT Maintenance & Repairs</p>  <p>2 structures N/A \$100MM</p>		

Figure A. BTE Funded 10-Year Plan Progress Update



Note: The estimated BTE construction funding contributions shown are from preliminary-level cost estimates. This information is provided for illustrative purposes only, and is subject to change.

FY2023-FY2024 USDOT Bridge Investment Program

In September 2023, the U.S. Department of Transportation (USDOT) released a rolling Notice of Funding Opportunity (NOFO) for the Large Bridge Project category (total project cost over \$100MM) of the Bridge Investment Program (BIP). The BIP provides grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges. 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 and the I-270 Corridor Improvement Project was ultimately submitted. During this quarter, the BTE Board pledged \$100MM in state funding match to be coupled with \$52.5MM in CDOT strategic funding to achieve the minimum 50% state funding match of \$152.5MM required for the application. The project, which has a total estimated cost of \$305MM, will be fully funded if the \$152.5MM BIP grant is awarded. Table 1 below provides a tabulation of the structures included in this project.

Table 1. Structures included in the I-270 Corridor Improvement Project

Bridge ID	Facility Carried over Featured Intersection	County	Deck Area (sq. ft.)	Condition Rating
E-17-IC	York Street over I-270 ML	Adams	17,390	Poor
E-17-ID*	I-270 ML WB over S. Platte River	Adams	12,478	Poor
E-17-IE*	I-270 ML EB over S. Platte River	Adams	12,466	Poor
E-17-IF*	I-270 ML WB over Burlington Canal	Adams	8,873	Poor
E-17-IG*	I-270 ML EB over Burlington Canal	Adams	8,910	Poor
E-17-IH*	I-270 ML WB over SH 265 ML & RR	Adams	14,917	Poor
E-17-II*	I-270 EBND over SH 265 ML, UP & BNSF RR	Adams	14,948	Fair
E-17-IJ*	I-270 WBND over Service Rd, & BNSF RR	Adams	13,693	Poor
E-17-IK*	I-270 EBND over Service Rd, & BNSF RR	Adams	14,116	Fair
E-17-IN	270 EBND over Dahlia Street	Adams	6,254	Poor
E-17-IO	270 WBND over Dahlia Street	Adams	4,838	Fair
E-17-AT	I-270 ML WB over Service Rd. & RR	Adams	44,177	Poor
Total:			173,060	

*Indicates bridges included in the I-270 Critical Bridges Project.
See BTE Funded Project Status Updates for additional information.

House Bill 23-1276 - Scope of the Bridge and Tunnel Enterprise

With Governor Jared Polis's signature of HB23-1276 (Scope Of Bridge And Tunnel Enterprise | Colorado General Assembly), the scope of the Enterprise has been expanded to allow BTE to fund preventative maintenance projects for "Good" and "Fair" rated bridges. Additionally, BTE is authorized to package rehabilitation or replacement work for "Fair" rated bridges into "Poor" rated bridge projects if including the "Fair" rated bridge is an efficient use of BTE resources and will result in cost savings or schedule acceleration for a project that will improve safety. For additional detailed information on this legislation, please refer to the Q4 FY2023 BTE Quarterly Report.

Currently, BTE staff is working with the BTE Board of Directors, the CDOT Executive Management Team, and Region & other stakeholders to strategically modify the Enterprise and allow for the expansion of its scope. During this quarter, the BTE Board approved amendments to the BTE Bylaws and Articles of Organization to reflect the passage of HB23-1276. Below is a summary of significant work products that staff continued to advance during this period, and the approximate progress on each effort to date.



SH 151 ML over Stollsteimer Creek Emergency Repair Project (P-07-S)

In Q3 of FY2023, CDOT maintenance was notified that the high spring runoff of Stollsteimer Creek was causing severe erosion around the intake side of a two cell 12.5-foot diameter corrugated metal pipe culvert on SH 151 near MP 28.15. This structure is a BTE eligible major structure that was previously rated in “Poor” condition due to deterioration of the culvert inverts (the inside bottom of the pipe). The most recent structure inspection report noted that there was 100% section loss in the invert of one of the pipes at both the inlet and the outlet. The section loss extended 20 feet from the inlet and 50 feet from the outlet, for a total of 70 feet, which is 70% of the total pipe length. Additionally, the walls of the pipe deflected inward approximately one foot due to the extent of invert deterioration.

Once the high spring runoff receded, CDOT Maintenance began temporary repair work on the structure. During the work, the crew observed that the flows were passing underneath the pipes. They also observed the side of one pipe collapsing inward. Additionally, road settlement at the location of the structure indicated that the pipes were collapsing as the scour continued to damage the structure. Although the structure had been temporarily stabilized, Region 5 determined that the pipes could not be repaired adequately and that they required immediate replacement due to the extent of the damage.

The BTE Board approved emergency funding for the design and replacement of the structure in Q4 of FY2023. In Q1 FY2024, the project completed procurement and entered construction. In this quarter, construction was completed and the roadway was fully opened to traffic. The successful completion of this emergency project on an accelerated timeline required extensive coordination between BTE and CDOT and demonstrates the criticality and continued need for the Enterprise’s pay-as-you-go program.



Image 8 & 9. Erosion and Settlement Around the Original Structure SH 151 ML over Stollsteimer Creek (P-07-S)



Image 10 & 11. New Structure SH 151 ML over Stollsteimer Creek (P-07-SA)

PROGRAM PERFORMANCE SUMMARY

In Q2 FY2024, staff continued to make progress addressing the state’s “Poor” bridge population and completing tunnel projects. A summary of the Enterprise’s activities and accomplishments for this period is provided below.

The BTE Board approved a budget supplement to increase the design phase funding for the I-70 Floyd Hill to Veterans Memorial Tunnels Improvement Project to advance the design from preliminary to final design and initiate the right of way phase. Construction funding was also approved to replace two BTE eligible structures.

Table 2. Structures with Design Funding in Q2 FY2024

Bridge ID	Region	Facility Carried over Featured Intersection	County
F-15-BL	1	I-70 ML WBND over US 6, Clear Creek	Clear Creek
F-15-BM	1	Ramp to US 6 ML over Clear Creek	Clear Creek
F-15-D	1	I-70 Frontage Rd over Clear Creek	Clear Creek



Image 12. I-70 ML over US 6, Clear Creek (F-15-BL)



Image 13. I-70 Frontage Road over Clear Creek (F-15-D)

Table 3. Structures with Construction Funding Established in Q2 FY2024

Bridge ID	Region	Facility Carried over Featured Intersection	County
I-24-N	4	US 40 ML over Draw	Lincoln
J-12-AJ	5	US 285 ML over Draw	Chaffee



Image 14. US 40 ML over Draw (I-24-N)



Image 15. US 285 ML over Draw (J-12-AJ)

Three structures completed construction, I-70 ML eastbound and westbound over West 32nd Ave and SH 151 ML over Stollsteimer Creek.

Table 4. Structures that Completed Construction in Q2 FY2024

New Structure ID	Bridge ID	Region	Facility Carried over Featured Intersection	County
E-16-HEA	E-16-HE	1	I-70 ML EBND over West 32nd Ave	Jefferson
E-16-HEF	E-16-HF	1	I-70 ML WBND over West 32nd Ave	Jefferson
P-07-SA	P-07-S	5	SH 151 ML over Stollsteimer Creek	Archuleta



Image 16. Original I-70 ML over W. 32nd Ave Structure



Image 17. Girder Installation for I-70 ML over W. 32nd Ave



Image 18. Ribbon Cutting of I-70 ML over W. 32nd Ave Structures



Image 19. Aerial of the New I-70 ML over W. 32nd Ave Structures

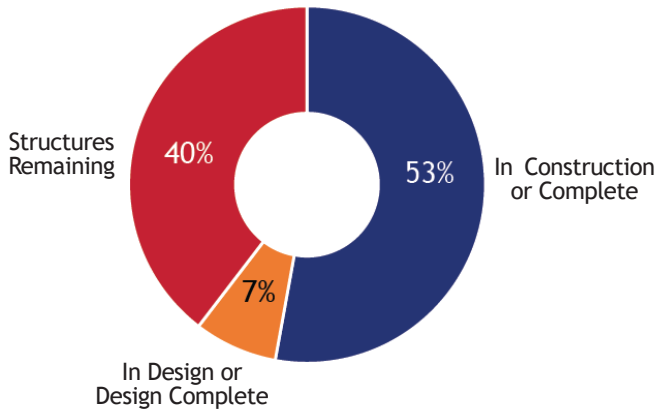


Image 20 & 21. New I-70 ML over W. 32nd Avenue Structures



BTE Eligible Poor Bridge Statistics

- 1 structures started design (F-16-HI)
- 2 structures completed design (D-28-D & I-24-N)
- 3 structures completed construction (E-16-HE/HF & P-07-S)
- 11 structures were added to the BTE eligible poor bridge population



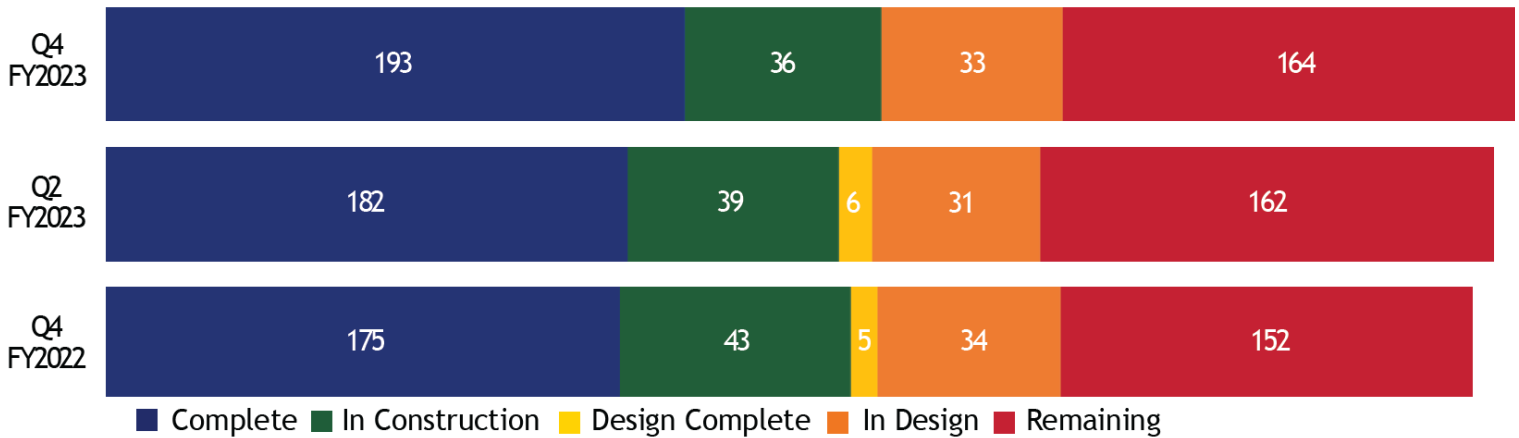
Project Status	Q2 FY2024 # of Structures
Remaining	173
In Design	31
Design Complete	2
In Construction	33
Complete	198
Total	437

Table 5. Project Status of BTE Eligible Poor Bridges as of Q2 FY2024

Figure B. Current Status of BTE Eligible Poor Bridges

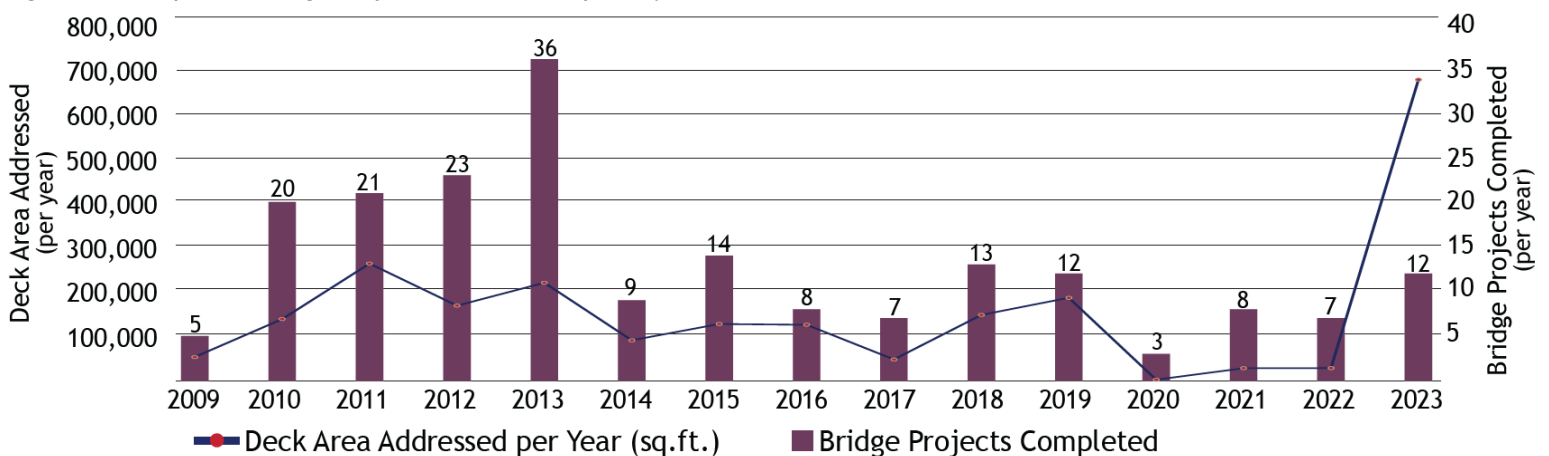


Figure C. Historic Status of BTE Eligible Poor Bridges



✓ 2.2 M square feet of poor-rated bridge deck area has been addressed statewide since program inception

Figure D. Completed Bridge Projects - Count & Sq.Ft. By Year



Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 27 bridge projects that will rehabilitate or replace 66 BTE eligible structures and address approximately half a million square feet of eligible poor-rated bridge deck area statewide. The map below provides the locations of all active BTE projects¹.

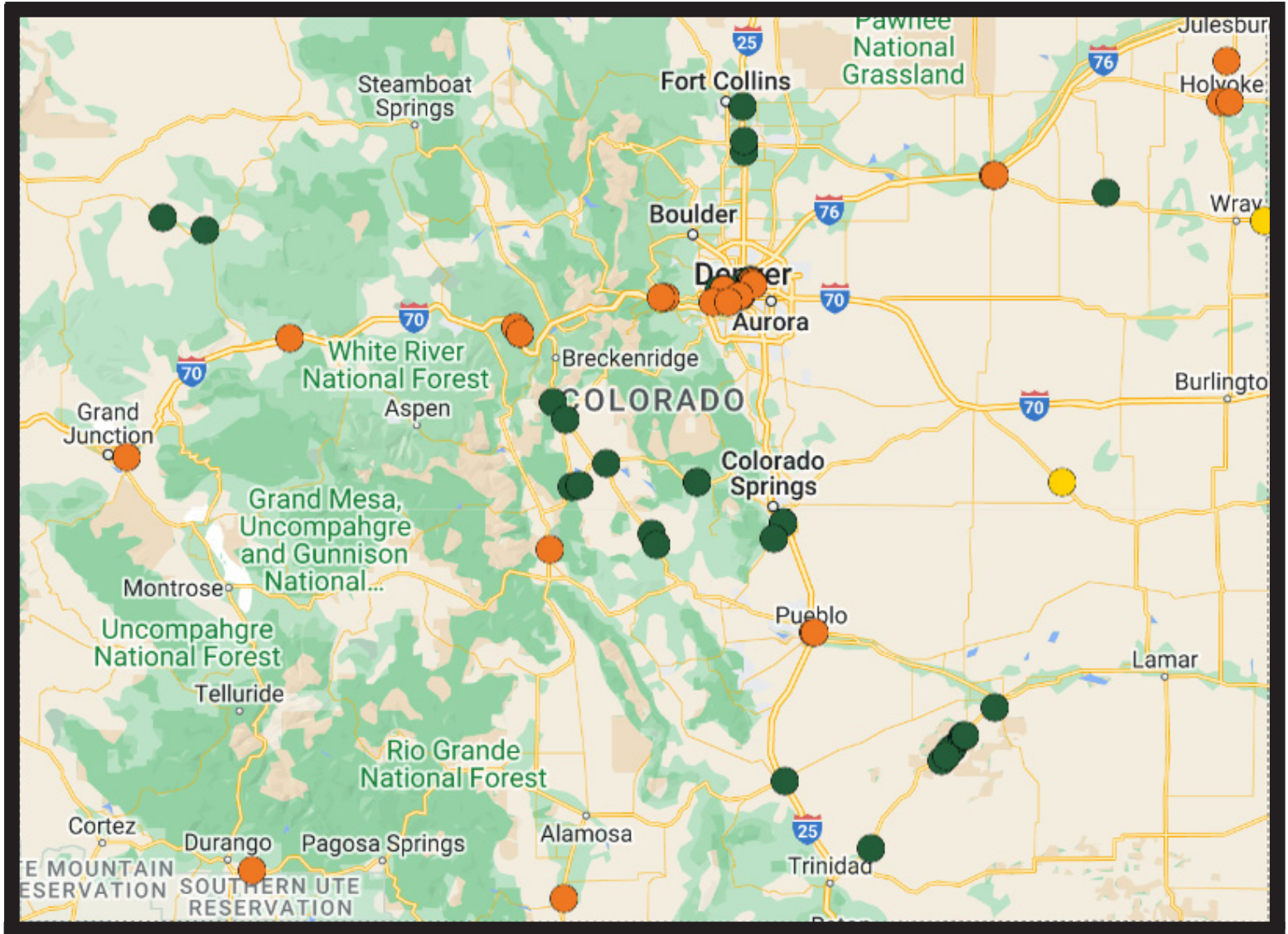


Image 22. BTE Active Project Portfolio

Status: ● In Design ● Design Complete ● In Construction

Program Controls

The overall program Schedule Performance Index (SPI) and active project SPI at the end of Q2 FY2024 was 1.01, down from 1.07 and 1.12 respectively at the end of Q1 FY2024. These key performance indicators are used by program staff to monitor projects that have the potential to fall behind their baseline schedule. An overall and active project SPI above 0.90 generally indicates that projects in the program’s project portfolio are being executed efficiently. The program overall and active monthly SPI for Q2 FY2024 is listed to the right.

Table 6. Overall and Active Project SPI by Month

Month	Overall SPI	Active SPI
October	1.06	1.10
November	1.04	1.05
December	1.01	1.01

The overall SPI for the BTE Program is 1.01, which is well above the 0.90 BTE Program goal.

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

Bridge Prioritiation Plan

BTE staff completed the bi-annual update of the (Bridge) Prioritization Plan² in January 2024 based on the updated "poor" list released by CDOT Staff Bridge. This information was advanced to the Q2 FY2024 report for expedited distribution. Pursuant to this update, 14 structures fell to poor condition and can be found in Table 7. Note that three structures: E-17-IC, F-11-AT, and F-15-BL, were previously poor, rehabilitated to fair condition, and have now fallen poor again. 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. Newly Poor Rated Bridge Structures

Bridge ID	Region	Facility Carried over Featured Intersection	Year Build	County
B-26-E	4	SH 59 ML over Six Mile Creek	1948	Phillips
B-26-F	4	SH 59 ML over Sandy Creek	1949	Phillips
D-24-E	4	SH 63 ML over Draw	1954	Washington
E-17-IC*	1	York Street over I-270 ML	1970	Adams
F-11-AT*	3	I-70 ML WBND over Black Gore Creek	1977	Eagle
F-12-AM	3	I-70 ML EBND over Smith Gulch	1977	Summit
F-15-BL*	1	I-70 ML WBND over US 6, Clear Creek	1959	Clear Creek
F-20-AX	1	I-70 ML WBND over County Road 201	1964	Arapahoe
F-20-AY	1	I-70 ML EBND over County Road 201	1964	Arapahoe
F-20-BC	1	I-70 ML EBND over I-70 Bus Rt	1965	Arapahoe
F-20-BG	1	I-70 ML WBND over County Road 197	1964	Arapahoe
G-18-BC	1	Sh 83 ML over West Cherry Creek	1968	Douglas
N-01-A	5	US 491 ML over Alkali Creek	1937	Dolores
O-03-J	5	US 160 Business Rt over Mancos River	1936	Montezuma

*Indicates previously eligible structures that were subsequently upgraded to "fair" condition and recently downgraded to "poor" condition.

² Reference Appendix B for the January 2024 Bridge Prioritization Plan

I-70 Floyd Hill

This corridor improvement project will rebuild a seven-mile stretch of I-70 from exit 248 northwest of Evergreen to exit 241 in eastern Idaho Springs and will eliminate a bottleneck on one of the most congested stretches of the I-70 Mountain Corridor. BTE is committed to funding the replacement of three eligible structures located within the project limits, including I-70 WBND over Clear Creek and US6 at the base of Floyd Hill (F-15-BL), the US 6 offramp from I-70 WBND (F-15-BM), and the I-70 Frontage Road over Clear Creek (F-15-D).

The project scope also contains non-BTE eligible elements including plans for curve flattening and safety improvements, interchange and greenway improvements, wildlife safety mitigation including wildlife crossings and fencing, and an east bound climbing lane for heavy commercial and slow-moving vehicles. During Q1 FY2023, FHWA announced that CDOT and the Floyd Hill Project were awarded a \$100MM grant through the Infrastructure for Rebuilding America (INFRA) program. The project is now fully funded through the grant, strategic funding, and innovative financing by BTE and CTIO.



Image 23. Rendering of the Future I-70 Floyd Hill Project

Project Updates

- On January 12th, 2023, CDOT and FHWA signed a “Finding of No Significant Impact” for the project. This process officially completes the NEPA phase of the project and selects the final preferred alternative.
- Design for the Site Access Package (CP#3), which will primarily be funded by BTE, is scheduled to reach 90% completion in Q3 FY2024.
- Design for the Central Segment Package (CP#4), which contains the majority of BTE eligible elements on the project, is scheduled to reach 60% completion in Q4 FY2024.
- The Site Access Package and Central Segment Package are scheduled to start construction in summer 2024 and winter 2025, respectively.


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.

Program Update by Package

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

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

 Package 3 D-25-E	
Design Status: 100% complete	Construction Status: 70% complete

 Package 4 D-28-C*, D-28-D	
Design Status: 100% complete	Construction Status: Starting April 2024

* Indicates non-BTE eligible structures

I-70 Vail Pass Safety and Operations Improvement

CDOT/BTE was awarded \$60.7MM 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 24. New Bridge Deck of the future I-70 WB over Polk Creek

Project Updates

- Construction of westbound bridge (F-12-AT) in Construction Package (CP) #3 is nearly complete; the new structure was opened to traffic in Q2 FY2024.
- The eastbound bridge (F-12-AS) will be delivered in CP#5; the project has reached final design and construction agreed price (CAP) negotiations are scheduled for Q3 FY2024.
- Construction of CP#5 is scheduled to start in Q4 FY2024 if CAP negotiations are successful.

I-270 Critical Bridges Project

The I-270 Critical Bridges project will accelerate the replacement of eight total bridges, six of which are BTE eligible, on the I-270 corridor between York Street and Vasquez Boulevard in advance of the larger I-270 Improvement and Congestion Relief 10-Year Plan project. The bridges have been in service for more than 50 years and are beyond their intended service lives. CDOT and the BTE have placed a high priority on replacing these eight structures on an accelerated timeline due to the increasing frequency and severity of planned and unplanned bridge deck repairs. These deck repairs create disruptions to the traveling public due to the lane closures needed to perform the repair projects and are a major safety concern. Since 2006, there have been over 300 documented bridge repairs along this corridor, totaling over \$1 million in repair costs.

Project Updates

- CDOT is advancing the Environmental Impact Statement (EIS) for the larger corridor improvement project, which will serve as the clearance document for I-270 Critical Bridges.
- CM/GC project delivery was approved by the Transportation Commission June 2022.
- The BTE Board approved preliminary design funding in Q3 FY2023 for the six eligible bridges.
- Design is scheduled to reach 30% completion in Q3 FY2024.
- A CDOT (non-BTE) construction contract to repair the bridges and keep them operating safely until they are replaced is scheduled to complete construction in 2024.



Image 25. Emergency Repairs on I-270

Region 2 Concrete Box Culvert Program

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

The project is scheduled to be completed in Q4 FY2024; progress to date is summarized below.



Design 100% complete
17 of 17 structures @ RFC



Construction 70% complete
12 structures substantially complete
5 structures in construction

I-25 and US 50B Interchange Reconstruction Project - part of the New Pueblo Freeway Project

The New Pueblo Freeway (NPF) corridor project will bring I-25 through Pueblo up to current Federal Highway Administration (FHWA) standards for interstate highways by addressing geometric deficiencies and provide improved mobility. In November 2011, FHWA and CDOT published the initial Environmental Impact Statement (EIS) for I-25 improvements through Pueblo as part of the NPF. Since that time progress has made improving the interstate through various projects, including the Ilex project, which leveraged BTE funding for the replacement or rehabilitation of eight bridges in Pueblo. The next phase of the NPF will be the I-25 and US 50B Interchange Reconstruction Project.

Per the recommended alternative in the NPF Alternative Analysis Report developed in 2021, the alignment of US 50 will shift north and a modified diverging diamond will replace the existing interchange. The interchange is being shifted to the north to accommodate the construction, increase traffic safety, and accommodate oversized trailers used to transport locally manufactured long wind turbine blades. The BTE eligible component of the project includes the replacement of two BTE eligible structures, US 50 over I-25 (K-18-J) and US 50 over Fountain Creek (K-18-L). The project is expected to begin construction in Q1 FY2025.



Image 26. US 50 ML over I-25 ML (K-18-J)



Image 27. US 50 ML over Fountain Creek (K-18-L)

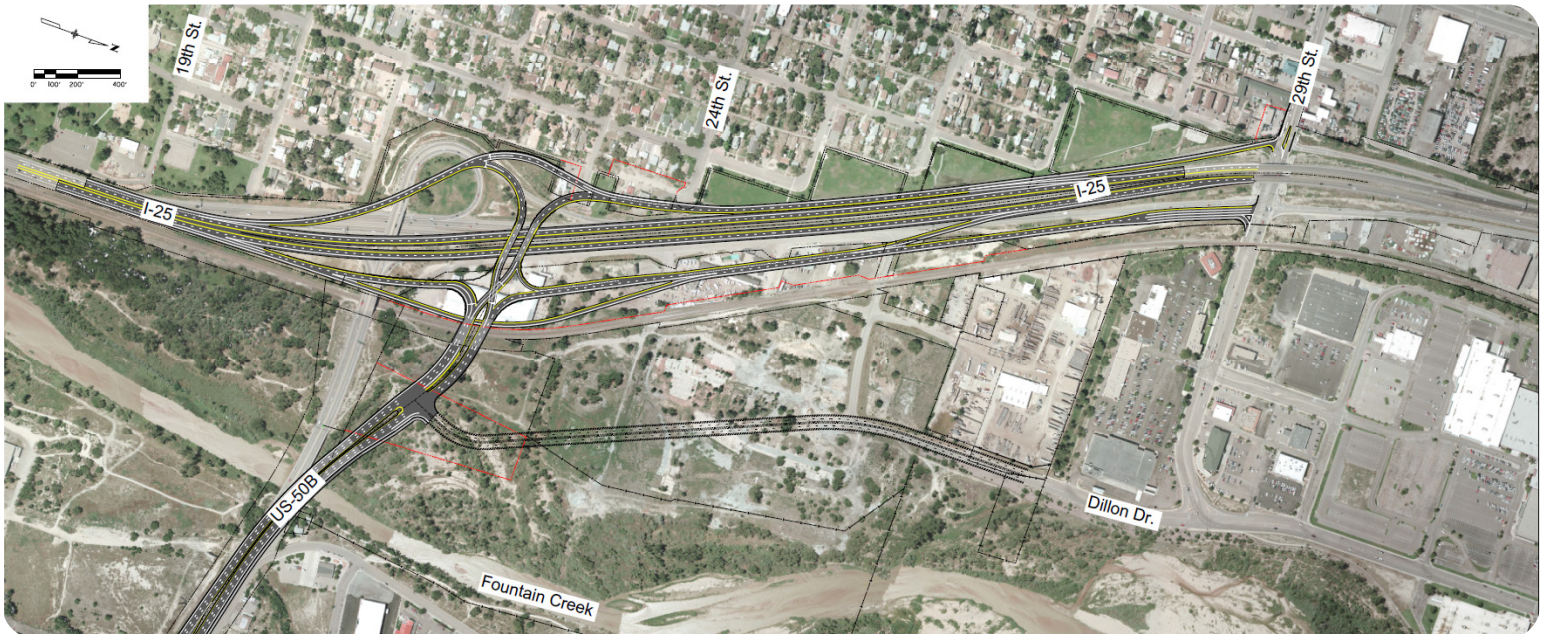


Image 28. Rendering of the Future I-25 and US 50B Interchange Reconstruction

Bridge and Tunnel Enterprise staff continues to coordinate with the CDOT Region staff to de-budget projects that are substantially complete in accordance with SB 16-122. Table 8 shows the encumbrance and budget balances as of December 31, 2023, by Region, for projects that have been substantially complete for more than six months. On April 24, 2020, the Chief Engineer and Chief Financial Officer announced guidance regarding project de-budget and closure. This guidance has defined substantial completion as project final acceptance.

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

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	-	-	0	0
2	9,758	230,754	1	1
3	-	-	0	0
4	9,186	14,101	1	1
5	-	-	0	0
Total	18,944	244,855	2	2
% of Total Current Program	0.3%	0.25%	4.9%	2.8%
Previous Quarter (Q1 FY2024)	1,007,483	366,511		
Difference	(988,539)	(121,656)		

There was one project removed from the report. One of the two existing projects being reported has completed the dispute process and is anticipated to be closed during the next quarter. The other project is awaiting the completion and approval of a Letter of Map Revision (LOMR). Since September 30, 2023, the budget and encumbrance balances have decreased by \$1,110,195, due to project closures and projects preparing to be closed in Q3 FY2024.

Removed/Closed Out	Additions
I-25 over CO RD 640-10, Butte Creek	None

FINANCIAL INFORMATION

The following is a program overview of financial statistics as of December 31, 2023.

- 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), SB21-260 Bridge and Tunnel Impact and Retail Delivery Fees, 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, 2023, a total of approximately \$1,809.1MM has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,630.4MM and \$71.3MM (all funding sources), respectively. Reference Table 9 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q1 FY2024) are reported in the far-right column.
- \$307.9MM of 2010 BABs Bond proceeds and interest earnings available have been expended.

Table 9. Program Financial Statistics as of December 31, 2023 (\$ in Millions)

	Build America Bonds 2010 A Proceeds	FASTER Bridge	SB21-260	Other Funds	Total Q2 FY2024	Total Q1 FY2024
Budget	\$307.9	\$1,333.3	\$51.0	\$116.9	\$1,809.1	\$1,795.7
Expenditures	\$307.9	\$1,189.3	\$16.3	\$116.9	\$1,630.4	\$1,579.3
Encumbrances	\$0.0	\$56.8	\$14.5	\$0.0	\$71.3	\$105.8

The Bridge and Tunnel Enterprise program currently consists of 212 bridge and 2 tunnel funding-eligible structures; including 89 structures budgeted with bond funds. The structure count has increased by four since Q1 FY2024. The current programmed amount for these 212 structures is approximately \$2,554.8MM. Table 10 below provides an itemization of current funding sources for the Bridge Enterprise program.

Table 10. Current Allocation Plan as of December 31, 2023 (\$ in Millions)

Build America Bonds	FASTER Bridge	SB21-260	Other Funds	Future Bond Issuance	Total Q2 FY2024	Total Q1 FY2024
\$307.9	\$1,446.9	\$211.6	\$116.9	\$471.5	\$2,554.8	\$2,399.7

The Program Allocation Plan³ 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 FY2024 through FY2027, and includes budget adjustments that have not been posted as of December 31, 2023. The program life-to-date (LTD) total liabilities for the BTE program are \$2,554.8MM, an increase of \$155.1MM from the \$2,399.7MM total liability reported on September 30, 2023. Four new structures were added to the Allocation Plan since last quarter.

The Four-Year Quarterly Cash Flow Projection⁴ depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. Included in the forecast are three anticipated bond tranches to finance several CDOT Ten-Year projects, the drawdowns associated with these projects that are forecast during this four-year period, and estimated debt service for the bond issuances. The cash flow also includes Bridge and Tunnel fees that were established by SB21-260. More information on these fees and a revenue forecast is provided below.

BTE is actively managing project schedules and evaluating financing for CDOT 10-Year plan projects to maintain a \$25MM cash floor. The current cash flow forecast indicates that the cash balance will remain above the \$25MM cash floor during the four-year period when the anticipated future bond issuances are included. The forecast \$39.2MM cash balance at the end Q4 of CY2027 is expected to be expended on CDOT 10-Year Plan projects that will fall outside this four-year cash flow. BTE will closely monitor estimates, project timing and revenues and will adjust the programmed projects to maintain a positive cash balance.

³ Reference Appendix C for the Program Allocation Plan

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

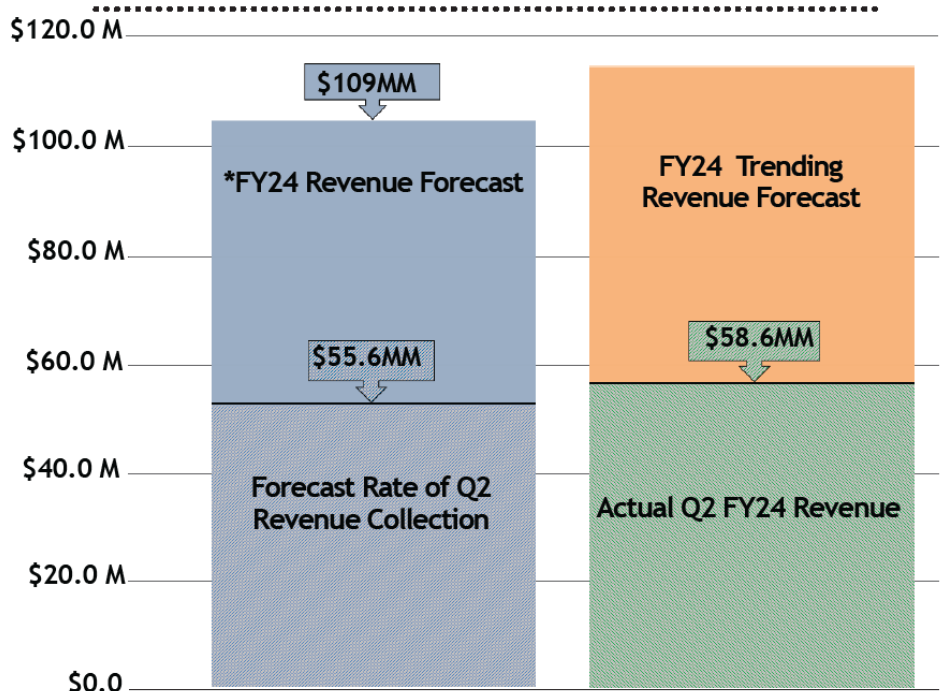
In 2009, Funding Advancement for Surface Transportation and Economic Recovery, otherwise known as FASTER, was signed into law. The legislation authorized BTE to collect a bridge safety surcharge dedicated to funding projects to address on-system, poor-rated bridges. The surcharge ranges from \$13 to \$32, based on vehicle weight, and is collected annually when vehicles are registered in the state. BTE determines the allocation of these revenues using the BTE Bridge Prioritization Plan, which is a tiered list of BTE-eligible bridges statewide that are ranked using Board-approved prioritization criteria related to safety, risk, mobility, and economic factors. It should also be noted that the Enterprise prioritizes projects included in CDOT'S 10-year Vision Plan in accordance with its policy and procedural directives.

As of Q2 FY2024, BTE FASTER revenues were \$58.6MM which is \$3.0MM above the historical rate of collection of \$55.6MM, when applied to the FY2024 revenue budget of \$109.0MM. The information is shown to the right in Figure E.

In 2021, SB21-260, also known as Sustainability of the Transportation System, modified the scope of the Enterprise to include tunnel projects and authorized it to impose a Bridge and Tunnel Impact fee on special fuel and a Bridge and Tunnel Retail Delivery fee. The Bridge and Tunnel Impact fee is a per gallon special fuel fee that will be phased in from FY2023 to FY2032. The Bridge and Tunnel dedicated portion of the Retail Delivery Fee is a flat fee of 2.7 cents that is placed on all retail deliveries. These fees are indexed to the National Highway Construction Cost Index (NHCCI) after FY2032 and FY2023, respectively. These revenues are directly used to fund projects to mitigate the impact of vehicles utilizing the state's bridges and tunnels. In accordance with the statute, BTE prioritizes projects included in the CDOT 10-year Vision Plan when allocating these revenues.

As of Q2 FY2024, actual YTD SB21-260 revenues were \$14.8MM, which is \$1.1MM above the historical collection of \$13.7MM, when applied to the FY2024 revenue budget of \$27.3MM. This information is shown to the right in Figure F.

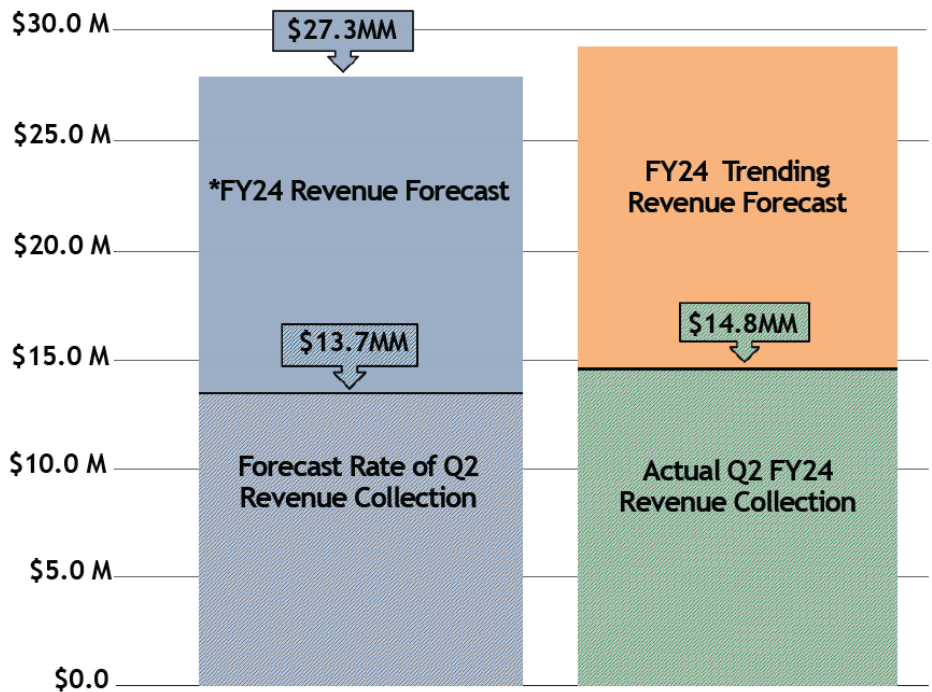
Figure E. Forecast vs Actual FASTER Revenue Comparison
Statewide Bridge & Tunnel Enterprise
Forecast vs Actual FASTER Revenue Comparison



*Information Provided by the Office of Financial Management and Budget

Figure F. Forecast vs Actual SB21-260 Revenue Comparison

Statewide Bridge & Tunnel Enterprise
Forecast vs Actual SB21-260 Revenue Comparison



*Information Provided by the Office of Financial Management and Budget

The total program financial performance graph (Figure G) depicts actual expenditures and encumbrances against projected expenditures, inception to date (ITD). Projected expenditures are forecast at \$1,662MM on December 31, 2023, an increase of \$20MM since September 30, 2023. Actual LTD expenditures as of December 31, 2023 are \$1,630MM, as compared to \$1,579MM on September 30, 2023, an increase of \$51MM or 3.2%. The current encumbrance balance is \$71MM, a decrease of \$35MM since September 30, 2023.

Figure G. Statewide Bridge & Tunnel Enterprise Program Performance
 Statewide Bridge & Tunnel Enterprise Program Performance
 ITD - As of December 31, 2023



Appendix A - Active Projects Portfolio

Original Bridge Number	New Bridge Number	Facility Carried over Featured Intersection	Region	County	Major Project/Bundle	Project Status
E-16-EO	Not Assigned	SPEER BLVD SBND OVER I 25 ML	1	DENVER	Speer & 23rd	In Design
E-16-EW	Not Assigned	SPEER BLVD NBND OVER I 25 ML	1	DENVER	Speer & 23rd	In Design
E-16-FZ	E-16-FZA	I 70 ML OVER HARLAN STREET	1	JEFFERSON		In Construction
E-16-GX	Not Assigned	I 70 ML WBND OVER SH 391 ML	1	JEFFERSON	I-70/Kipling Interchange	In Design
E-16-GY	Not Assigned	I 70 ML EBND OVER SH 391 ML	1	JEFFERSON	I-70/Kipling Interchange	In Design
E-16-JL	E-16-JA	I 70 ML WBND OVER SH 72 ML	1	JEFFERSON		In Construction
E-17-GV	E-17-GX	I 76 ML WBND OVER YORK STREET	1	ADAMS		In Construction
E-17-GW	E-17-GX	I 76 ML EBND OVER YORK STREET	1	ADAMS		In Construction
E-17-ID	Not Assigned	I 270 ML WBND OVER SOUTH PLATTE RIVER	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IE	Not Assigned	I 270 ML EBND OVER SOUTH PLATTE RIVER	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IF	Not Assigned	I 270 ML WBND OVER DITCH RD,BURLINGTON CANAL	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IG	Not Assigned	I 270 ML EBND OVER DITCH RD,BURLINGTON CANAL	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IH	Not Assigned	I 270 ML WBND OVER SH 265 ML,UP RR,BNSF RR	1	ADAMS	I-270 Critical Bridges	In Design
E-17-IJ	Not Assigned	I 270 ML WBND OVER SERVICE RD, BNSF RR	1	ADAMS	I-270 Critical Bridges	In Design
F-15-BL	F-15-BLA	I 70 ML WBND OVER US 6, CLEAR CREEK	1	CLEAR CREEK	Floyd Hill	In Design
F-15-BM	F-15-BMA	RAMP TO US 6 ML OVER CLEAR CREEK	1	CLEAR CREEK	Floyd Hill	In Design
F-15-D	F-15-DR	I 70 FRONTAGE RD OVER CLEAR CREEK	1	CLEAR CREEK	Floyd Hill	In Design
F-16-DA	Not Assigned	23RD AVENUE OVER I 25 ML	1	DENVER	Speer & 23rd	In Design
F-16-HI	F-16-HIA	I 70 ML WBND OVER US 40 ML	1	JEFFERSON		In Design
F-16-O	Not Assigned	US 6 ML OVER SH 121 ML	1	JEFFERSON		In Design
G-12-C	G-12-U	SH 9 ML OVER PLATTE GULCH	2	PARK	Region 2 Bundle	In Construction
H-13-A	H-13-J	US 285 ML OVER MIDDLE FK S.PLATTE RVR	2	PARK		In Construction
H-13-N	H-13-O	US 24 ML OVER DRAW	2	PARK	Region 2 Bundle	In Construction
I-13-G	I-13-GA	US 24 ML OVER DRAW	2	PARK	Region 2 Bundle	In Construction
I-13-H	I-13-HA	US 24 ML OVER DRAW	2	PARK	Region 2 Bundle	In Construction
I-15-AO	I-15-D	US 24 ML OVER DRAW	2	TELLER	Region 2 Bundle	In Construction
I-15-T	I-15-C	US 24 ML OVER DRAW	2	TELLER	Region 2 Bundle	In Construction
I-17-GQ	I-17-GS	I 25 ML NBND OVER ACADEMY BLVD	2	EL PASO		In Construction
I-17-GR	I-17-GS	I 25 ML SBND OVER ACADEMY BLVD	2	EL PASO		In Construction
J-14-C	J-14-CA	SH 9 ML OVER LOUIS GULCH	2	PARK	Region 2 Bundle	In Construction
J-15-G	J-15-GA	SH 9 ML OVER MACK GULCH	2	FREMONT	Region 2 Bundle	In Construction
J-17-X	J-17-XA	SH 115 ML OVER ROCK CREEK	2	EL PASO		In Construction
K-18-J	K-18-JA, K-18-JB	US 50 ML OVER I 25 ML	2	PUEBLO	New Pueblo	In Design
K-18-L	K-18-LA	US 50 ML OVER FOUNTAIN CREEK	2	PUEBLO	New Pueblo	In Design
M-21-B	M-21-K	US 350 ML OVER LONE TREE ARROYO	2	OTERO	Region 2 Bundle	In Construction
M-21-C	M-21-CA	US 350 ML OVER HOE RANCH ARROYO	2	OTERO	Region 2 Bundle	In Construction
M-21-I	M-21-IA	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
M-21-J	M-21-JA	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
M-22-U	M-22-UA	US 350 ML OVER OTERO DITCH	2	OTERO	Region 2 Bundle	In Construction
M-22-Y	N/A	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
N-17-AD	N-17-ADA	I 25 ML SBND OVER US 160, SH 10, RR SPUR	2	HUERFANO		In Construction
N-21-C	Minor 350AO47131BR	US 350 ML OVER DRAW	2	OTERO	Region 2 Bundle	In Construction
N-21-F	N-21-FA	US 350 ML OVER SHEEP CANYON ARROYO	2	OTERO	Region 2 Bundle	In Construction
O-19-D	Minor 350AO10296BL	US 350 ML OVER LUNNING ARROYO	2	LAS ANIMAS	Region 2 Bundle	In Construction
D-03-A	D-03-AA	SH 64 ML OVER WHITE RIVER	3	RIO BLANCO		In Construction
D-04-G	D-04-GA	SH 64 ML OVER STRAWBERRY CREEK	3	RIO BLANCO		In Construction
F-06-A	Not Assigned	US 6 ML OVER ELK CREEK	3	GARFIELD		In Design

Appendix A - Active Projects Portfolio

Original Bridge Number	New Bridge Number	Facility Carried over Featured Intersection	Region	County	Major Project/Bundle	Project Status
F-12-AS	F-12-ASA	I 70 ML EBND OVER POLK CREEK	3	EAGLE	Vail Pass	In Design
F-12-AT	F-12-ATA	I 70 ML WBND OVER POLK CREEK	3	EAGLE	Vail Pass	In Construction
H-03-BL	Rehab	SH 141 ML OVER COLORADO RIVER	3	MESA		In Design
A-27-A	A-27-AA	US 385 ML OVER DRAW	4	SEDGWICK	Holyoke Bundle	In Design
B-16-AM	B-16-AMA	PROSPECT ROAD OVER I 25 ML	4	LARIMER	North I-25 Seg. 7 & 8	In Construction
B-27-A	B-27-AA	US 6 ML OVER FRENCHMAN CREEK	4	PHILLIPS	Holyoke Bundle	In Design
B-27-D	B-27-DA	US 6 ML OVER FRENCHMAN CREEK	4	PHILLIPS	Holyoke Bundle	In Design
B-27-F	B-27-FA	US 6 ML OVER DRAW	4	PHILLIPS	Holyoke Bundle	In Design
C-17-EL	C-17-ELA	I 25 ML OVER DRAW	4	LARIMER	North I-25 Seg. 7 & 8	In Construction
C-17-EO	C-17-GJ	I 25 ML SBND OVER UP RR	4	LARIMER	North I-25 Seg. 7 & 8	In Construction
C-22-AY	Not Assigned	I 76 ML WBND OVER BNSF RR, BEAVER CREEK	4	MORGAN	I-76 Phase IV	In Design
C-22-BG	Not Assigned	I 76 ML EBND OVER US 34 SPUR	4	MORGAN	I-76 Phase IV	In Design
D-25-E	D-25-EA	SH 61 ML OVER SURVEYOR CREEK	4	WASHINGTON	Eastern Plains Bundle - Pkg 3	In Construction
D-28-D	D-28-DA	US 34 ML OVER REPUBLICAN RIVER	4	YUMA	Eastern Plains Bundle - Pkg 4	Design Complete
I-24-N	I-24-Z	US 40 ML OVER DRAW	4	LINCOLN		Design Complete
J-12-AJ	Rehab	US 285 ML OVER DRAW	5	CHAFFEE		In Design
P-05-B	P-05-BC	US 160 ML OVER FLORIDA RIVER	5	LA PLATA	US 160 Safety and Mobility	In Design
P-12-A	P-12-AA	US 285 ML OVER CONEJOS RIV.OVERFLOW	5	CONEJOS		In Design

APPENDIX B - Bridge Prioritization Plan

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan January 2024

■ Good
 ■ Better
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Top Tier							
In Design	A-27-A	4	US 385 ML over DRAW				
In Design	B-27-F	4	US 6 ML over DRAW				
Design Complete	F-12-AS	3	I 70 ML EBND over POLK CREEK	●			
In Design	B-27-A	4	US 6 ML over FRENCHMAN CREEK				
In Design	F-16-O	1	US 6 ML over SH 121 ML	●			
In Design	E-17-IE	1	I 270 ML EBND over SOUTH PLATTE RIVER	●			
In Design	E-17-IF	1	I 270 ML WBND over DITCH RD, BURLINGTON CANAL	●			
In Design	E-17-IG	1	I 270 ML EBND over DITCH RD, BURLINGTON CANAL	●			
In Design	F-15-D	1	I 70 FRONTAGE RD over CLEAR CREEK (SR)	●			
In Design	E-17-ID	1	I 270 ML WBND over SOUTH PLATTE RIVER	●			
In Design	E-17-IH	1	I 270 ML WBND over SH 265 ML, UP RR, BNSF RR	●			
In Design	E-17-IJ	1	I 270 ML WBND over SERVICE RD, BNFD RR	●			
In Design	F-15-BM	1	RAMP TO US 6 ML over CLEAR CREEK	●			
In Design	K-18-L	2	US 50 ML over FOUNTAIN CREEK	●			
In Design	F-15-BL	1	I 70 ML WBND over US 6, CLEAR CREEK	●			
In Design	C-22-AY	4	I 76 ML WBND over BNSF RR, BEAVER CREEK	●			
In Design	C-22-BG	4	I 76 ML EBND over US 34 SPUR	●			
In Design	F-16-HI	1	I 70 ML WBND over US 40 ML				
In Design	E-16-JU	1	I 76 ML WBND over MARSHALL STREET				
In Design	E-16-JV	1	I 76 ML EBND RAMP TO SH 121 ML				
In Design	E-16-JW	1	I 76 ML WBND RAMP TO SH 121 ML				
Remaining	E-17-IN	1	I 270 ML WBND over DAHLIA STREET	●			
Remaining	E-17-AT	1	SH 6 ML over SAND CREEK	●			
In Design	P-12-A	5	US 285 ML over CONEJOS RIVER OVERFLOW				
Remaining	C-08-A_Minor	3	US 40 ML over SHELTON DITCH				
Remaining	L-11-C	5	SH 114 ML over SAGUACHE CREEK				
Remaining	G-19-B	4	SH 86 ML over KIOWA CREEK				
In Design	E-16-EO	1	SPEER BLVD SBND over I 25 ML	●			
Remaining	N-17-AC	2	I 25 ML NBND over US 160, SH10 RR SPUR				
In Design	F-16-DA	1	23RD AVENUE over I 25 ML	●			
Remaining	E-17-EP	1	SH6 DITCH RIDER RD over BURLINGTON CANAL SR				
Remaining	F-20-C	1	I 70 SERVICE RD over RATTLESNAKE CREEK SR				
Remaining	L-20-C	2	US 50 ML over FARMERS OXFORD DITCH				
Remaining	B-26-E	4	SH 59 ML over SIX MILE CREEK				
Remaining	B-18-I	4	SH 14 ML over EATON DITCH				
Remaining	F-16-OG	1	RAMP to I 25 NBND over US 6 ML				
In Design	E-16-GY	1	I 70 ML EBND over SH 391 ML	●			
Remaining	E-16-JJ	1	RAMP to I 70 EBND over I 70 ML				
Remaining	E-16-JX	1	I-76 ML EBND over I-70 ML WBND				
Remaining	G-17-AC	1	CR107 (Liggett RD) over I 25 ML				

APPENDIX B - Bridge Prioritization Plan

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan January 2024

■ Good
 ■ Better
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	C-26-A	4	SH 59 ML over COYOTE CREEK		Good	Good	Good
Remaining	F-16-HK	1	I 70 ML WBND over WEST 20th AVE		Good	Good	Good
Remaining	F-18-AR	1	I-70 ML WBND over COUNTY ROADS 26N, 105		Good	Good	Good
Remaining	F-18-AS	1	I-70 ML EBND over COUNTY ROADS 26N, 105		Good	Good	Good
Remaining	F-18-AT	1	I-70 ML WBND over COUNTY ROADS 28N, 113		Good	Good	Good
Remaining	F-18-AV	1	I-70 ML EBND over COUNTY ROADS 28N, 113		Good	Good	Good
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	H-13-M	2	US 24 ML over MIDDLE FK S. PLATTE RIVER		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	F-20-AX	1	I 70 ML WBND over COUTY ROAD 201		Good	Good	Good
Remaining	F-20-AY	1	I 70 ML EBND over COUNTY ROAD 201		Good	Good	Good
Remaining	F-20-BA	1	I 70 ML EBND over US 40 FRONTAGE ROAD		Good	Good	Good
Remaining	F-20-BB	1	I 70 ML WBND over US 40 FRONTAGE ROAD		Good	Good	Good
Remaining	F-20-BG	1	I 70 ML WBND over COUNTY ROAD 197		Good	Good	Good
Remaining	F-20-BI	1	I 70 ML EBND over COUNTY ROAD 197		Good	Good	Good
Remaining	D-19-A	4	I 76 SERVICE RD over LOST CREEK SR		Good	Good	Good
Remaining	H-11-U	3	SH 300 ML over LAKE FORK CREEK		Good	Good	Good
In Design	E-16-GX	1	I 70 ML WBND over SH 391 ML	●	Good	Good	Good
Remaining	B-26-F	4	SH 59 ML over SANDY CREEK		Good	Good	Good
Remaining	G-17-AL	1	SH 105 ML over DRAW		Good	Good	Good
Remaining	M-16-D	2	SH 69 ML over DRAW		Good	Good	Good
Remaining	L-22-V	2	SH 109 ML over DRAW		Good	Good	Good
Remaining	F-11-AP	3	I 70 ML WBND over TIMBER CREEK	●	Good	Good	Good
In Design	F-11-AT	3	I 70 ML WBND over BLACK GORE CREEK	●	Good	Good	Good
Remaining	F-16-HO	1	I 70 ML EBND over MOSS STREET, W 7TH AVE		Good	Good	Good
Remaining	F-20-BC	1	I 70 ML EBND over I 70 BUS RT		Good	Good	Good
Remaining	F-17-GN	1	ALAMEDA AVE over I 225 ML		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	D-15-AQ	4	SH 7 ML WBND over BOULDER CREEK		Good	Good	Good
Remaining	K-18-BT	2	SH 96 ML over UP RR, FOUNTAIN CRK		Good	Good	Good
Remaining	K-18-AD	2	SH 96 ML over BIG DRY CREEK		Good	Good	Good
Remaining	F-22-V	4	US 36 ML over VEGA CREEK		Good	Good	Good
Remaining	J-18-M	2	US 85 ML over FOUNTAIN CREEK		Good	Good	Good
Remaining	F-08-D	3	I 70 ML over UP RR (SR)		Good	Good	Good
Remaining	F-17-AA	1	SH 177 ML over LITTLE DRY CREEK		Good	Good	Good
Remaining	C-18-AP	4	WB 34 RMP to SB 85 over US 85 BUSS RT	●	Good	Good	Good
Remaining	D-24-E	4	SH 63 ML over DRAW		Good	Good	Good
Remaining	P-17-K	2	SH 12 ML over DRAW		Good	Good	Good

APPENDIX B - Bridge Prioritization Plan

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan January 2024

■ Good
 ■ Better
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Second Tier							
In Design	B-27-D	4	US 6 ML over FRENCHMAN CREEK				
In Design	J-12-AJ	5	US 285 ML over DRAW				
In Design	H-03-BL	3	SH 141 ML over COLORADO RIVER				
In Design	F-06-A	3	US 6 ML over ELK CREEK				
In Design	E-16-JT	1	I 76 ML EBND over MARSHALL STREET				
Remaining	E-17-IC	1	YORK STREET over I 270 ML	●			
Remaining	K-09-B	5	SH 114 ML over COCHETOPA CREEK				
Remaining	F-12-AM	3	I 70 ML EBND over SMITH GULCH				
Remaining	H-11-AB	3	SH300 ML over CALIFORNIA GULCH				
Remaining	C-23-E	4	I 76 ML EBND over TWENTY TWO SLOUGH				
Remaining	L-26-M	2	US 50 ML over WILLOW CREEK				
Remaining	C-18-AV	4	US 34 ML EBND over RAMP to US 85 SBND	●			
Remaining	F-20-D	1	US 36 ML over EAST BIJOU CREEK				
Remaining	L-19-G	2	SH 96 ML over BOB CREEK CANAL				
Remaining	F-19-AF	1	COUNTY ROAD over I 70 ML				
Remaining	K-15-G	2	US 50 ML over DRAW				
Remaining	K-19-W	2	US 50 SERVICE RD over BNSF RR AR				
Remaining	F-16-BC	1	SH 88 ML over BEAR CREEK				
Remaining	N-28-G	2	SH 116 ML over BEATY CREEK				
Remaining	N-28-H	2	SH 116 ML over BUFFALO CREEK				
Remaining	O-03-J	5	US 160 BUSINESS RT over MANCOS RIVER				
Remaining	E-14-AV	1	I 70 ML over CLEAR CREEK				
Remaining	F-08-AH	3	I 70 ML EBND over ACCESS RD, COLORADO RIVER				
Remaining	F-08-BA	3	I 70 ML EBND over COLORADO RIVER				
Remaining	C-09-Q	3	SH 131 ML over UPRR				
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	O-18-BI	2	COUNTY ROAD over I 25 ML				
Remaining	E-14-S	1	US 40 ML over I 70 ML, CLEAR CREEK				
Remaining	F-20-F	1	US 40 ML over EAST BIJOU CREEK				
Remaining	G-11-T	3	US 24 ML over UP RR				
Remaining	J-04-X	3	SH 348 ML over IRONSTONE CANAL				
Remaining	C-18-AG	4	US 85 ML SBND over SOUTH PLATTE RIVER				
Remaining	C-18-BK	4	US 85 BYPASS SBND over US 85 BUS RT				
Remaining	P-19-G	2	US 160 ML over RR SPUR				
Remaining	E-16-DP	1	SH 391 ML over CLEAR CREEK				
Remaining	E-17-HC	1	DAHLIA STREET over I-76 ML				
Remaining	I-17-CO	2	US 85 ML over I 25 ML	●			
Remaining	O-26-I	2	US 160 ML over DRAW				
Remaining	C-17-DF	4	SH 392 ML over CACHE LA POUFRE RIVER				

APPENDIX B - Bridge Prioritization Plan

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan January 2024

■ Good
 ■ Better
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	D-11-N	3	SH 9 ML over UPRR		Yellow	Orange	Orange
Remaining	E-17-HD	1	SH 35 ML over SAND CREEK		Yellow	Orange	Orange
Remaining	F-17-ES	1	I 225 ML over GOLDSMITH GULCH		Yellow	Orange	Orange
Remaining	F-19-F	1	US 36 ML over DRAW		Yellow	Orange	Orange
Remaining	L-05-C	5	FARM ACCESS to 550 over COW CREEK AR		Yellow	Orange	Orange
Remaining	G-18-BC	1	SH 83 ML over WEST CHERRY CREEK		Yellow	Orange	Orange
Remaining	C-15-M	4	US 34 ML over DEVILS GULCH		Yellow	Orange	Orange
Remaining	E-16-HQ	1	MCINTYRE STREET over SH 58 ML		Yellow	Orange	Orange
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR SPUR		Yellow	Orange	Orange
Remaining	G-17-AG	1	HAPPY CANYON ROAD over I 25 ML		Yellow	Orange	Orange
Remaining	K-16-B	2	US 50 ML WBND over SIX MILE CRK		Yellow	Orange	Orange
Remaining	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	N-17-L	2	I-25 BUS RT over BEAR CREEK		Yellow	Orange	Orange
Remaining	C-16-W	4	US 34 ML WBND over BARNES INLET CANAL		Yellow	Orange	Orange
Remaining	H-16-M	2	SH 67 ML over LONG GULCH CREEK		Yellow	Orange	Orange
Remaining	D-18-B	4	SH 52 ML over DENVER HUDSON CANAL		Yellow	Orange	Orange
Remaining	H-02-FI	3	I 70 FRONTAGE RD over ADOBE CREEK SR		Yellow	Orange	Orange
Remaining	L-19-A	2	US 50 BUSINESS over SIX MILE CREEK		Yellow	Orange	Orange
Remaining	P-09-X	5	IRR# US 84 ML over COYOTE CREEK		Yellow	Orange	Orange
Third Tier							
Design Complete	I-24-N	4	US 40 ML over DRAW		Orange	Green	Green
In Design	K-18-J	2	US 50 ML over I 25 ML	●	Orange	Yellow	Green
In Design	P-05-B	5	US 160 ML over FLORIDA RIVER	●	Orange	Yellow	Yellow
In Design	E-16-EW	1	SPEER BLVD NBND over I 25 ML	●	Orange	Yellow	Yellow
Remaining	F-16-GG	1	PERRY STREET over US 6 ML;W of FEDERAL		Orange	Orange	Orange
Remaining	H-03-AY	3	I 70 ML over US 6 ML, COLORADO RIVER		Orange	Orange	Orange
Remaining	B-07-S	3	SH 13 ML over FORTIFICATION CREEK		Orange	Orange	Orange
Remaining	F-11-AD	3	I 70 ML over US 6/24, RR, EAGLE RIVER		Orange	Orange	Orange
Remaining	K-27-A	2	US 385 ML over DRAW		Orange	Orange	Orange
Remaining	F-08-R	3	I-70 ML WBND over COLORADO RIVER		Orange	Orange	Orange
Remaining	H-13-R	2	SH 9 ML over MIDDLE FK S. PLATTE RIVER		Orange	Orange	Orange
Remaining	B-24-A	4	US 6 ML EBND over STERLING CANAL NO 1		Orange	Orange	Orange
Remaining	D-18-BN	4	COUNTY ROAD 4 over I 76 ML, BNSF RR		Orange	Orange	Orange
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, EAGLE RIVER		Orange	Orange	Orange
Remaining	G-04-R	3	US 6 ML over PARACHUTE CREEK SR		Orange	Orange	Orange
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML		Orange	Orange	Orange
Remaining	G-22-H	4	US 24 ML over DRAW		Orange	Orange	Orange
Remaining	E-13-F	3	US 40 ML over CROOKED CREEK		Orange	Orange	Orange
Remaining	H-16-L	2	SH 67 ML over DRAW		Orange	Orange	Orange
Remaining	F-11-AO	3	I 70 ML EBND over TIMBER CREEK	●	Orange	Orange	Orange

APPENDIX B - Bridge Prioritization Plan

Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan January 2024

■ Good
 ■ Better
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT Ten-Year Plan Project	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-19-AJ	1	I 70 STRASBURG SPU over UP RR				
Remaining	N-01-A	5	US 491 ML over ALKALI CREEK				
Remaining	G-21-Y	4	I 70 BUSINESS SPUR over I 70 ML				
Remaining	H-03-E	3	US 6 ML over COLORADO RIVER				
Remaining	I-17-O	2	I 25 SERVICE RD over PINE CREEK;S of JCT SH 56				
Remaining	I-19-B	2	SH 94 ML over BIG SPRING CREEK				
Remaining	M-16-Q	2	SH 69 ML over DRAW				
Remaining	F-15-Q	1	US 40 ML over BEAVER BROOK				
Remaining	G-19-D	4	SH 86 ML over WEST BIJOU CREEK				
Remaining	E-16-MO	1	44th AVE over I 25 ML				
Remaining	D-13-V	3	US 34 ML over STILLWATER CREEK				
Remaining	F-06-Z	3	I 70 ML WBND over COLORADO RIVER				
Remaining	H-07-F	3	SH 133 ML over CRYSTAL RIVER				
Remaining	P-19-G_MINOR	2	SH 239 ML over CANAL				
Remaining	I-17-X	2	US 24 SERVICE RD over FOUNTAIN CREEK SR				
Remaining	F-15-BC	1	US 6 ML over CLEAR CREEK				
Remaining	K-13-O	2	US 50 ML over DRAW				
Remaining	N-17-BG	2	I 25 ML NBND over SULL CREEK				
Remaining	K-14-B	2	US 50 ML over OAK CREEK				
Remaining	D-15-AZ	4	US 36 ML EBND over US 36 SPUR/BASELINE RD				
Remaining	K-19-U	2	US 50 ML EBND over CHICO CREEK				
Remaining	F-16-KW	1	SH 470 ML WBND over I70 ML				
Remaining	F-20-G	1	I-70 SERVICE RD over MIDDLE BIJOU CRREK				
Remaining	N-11-C	5	SH 112 ML over RIO GRANDE CANAL				
Remaining	O-12-AD	5	SH 371 ML over ALAMOSA RIVER				
Remaining	G-22-BB	4	SH 71 ML over I 70 ML				
Remaining	L-22-C	2	SH 96 ML over MEREDITH CANAL				
Remaining	K-19-A	2	SH 231 ML over ARKANSAS RIVER				
Remaining	K-18-EL	2	BONFORTE BLVD over SH 47 ML				
Remaining	D-16-CV	4	SH 157 over BNSF RR				
Remaining	K-18-FF	2	US 50 BUS. RTE over ARKANSAS RIVER				
Remaining	L-19-F	2	US 50 BUS. RT over DRAW				
Remaining	H-22-A	4	SH 71 ML over NORTH RUSH CREEK				
Remaining	I-17-IL	2	MAXWELL STREET AR over DRAW AR	•			
Remaining	F-19-C	1	US 36 ML over LITTLE COMANCHE CREEK				
Remaining	E-12-I	3	SH 9 ML over BLUE RIVER				
Remaining	P-13-D	5	SH 142 ML over RIO SAN ANTONIO				
Remaining	C-18-J	4	US 34 BUSINESS over SOUTH PLATTE RIVER				
Remaining	P-09-L	5	US 84 ML OVER RIO BLANCO				
Remaining	P-18-AD	2	COUNTRY CLUB ROAD over I 25 ML				
Remaining	E-15-AA	4	SH 170 ML over COMMUNITY DITCH AR				

Statewide Bridge and Tunnel Enterprise
 Program Allocation Plan - Quarterly Update
 As of December 31, 2023 (FY24 -Q2)

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction					Construction					Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date	
					Total Other Funds	Total FASTER Funds	Total Future Bond Issuance*	Total Series 2010A Bonds	Total SB-260	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	Total Future Bond Issuance*	Total Series 2010A Bonds						Total SB-260
I-70 over 32nd AVE EBND I-70 over 32nd AVE WBND	23673	1	E-16-HE	1	-	1,761,093	-	-	-	1,761,093	-	14,379,418	-	-	14,379,418	16,140,511	11/25/20	11/07/21	02/14/22	12/15/23
I-76 over YORK ST.	23681	1	E-17-GW	1	-	589,981	-	-	-	589,981	-	12,595,057	-	-	12,595,057	13,185,038	05/14/20	02/28/22	05/31/22	10/01/24
I-270 Critical Bridges	24947	1	E-17-ID	1	-	9,698,150	-	-	-	9,698,150	-	-	-	-	9,698,150	9,698,150	09/01/22	04/25/24	-	-
I-270 Critical Bridges	26125	0	various	1	-	-	-	-	-	-	-	20,000,000	100,000,000	-	120,000,000	120,000,000	-	-	04/30/24	05/12/27
US 6 over SH 121 Wadsworth	26208	1	F-16-O	1	-	-	-	-	-	-	-	25,000,000	-	-	25,000,000	25,000,000	-	-	-	-
SH 96 Mlover Draw and Black Draw	17668	1	L-22-F	2	149,300	757	-	-	-	150,057	3,561,371	205,306	-	-	3,766,677	3,916,734	-	-	-	-
SH 69 over Turkey Creek	17669	1	K-23-C	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 67over Draw	17675	1	K-23-B	2	93,864	7,222	-	-	-	101,086	2,077,266	23,859	-	-	2,101,125	2,202,211	-	-	-	-
I-25 ML NB over Missouri Creek	18115	1	K-24-A	2	219,669	-	-	-	-	219,669	2,418,297	-	-	-	2,418,297	2,637,966	-	-	-	-
SH 9 ML over CURRANT CREEK	18059	1	H-16-K	2	-	-	-	-	-	-	-	1,725,376	-	-	1,725,376	1,725,376	-	-	-	-
SH 89 ML over ARKANSAS RIVER	18131	1	I-17-AE	2	180,766	-	-	-	-	180,766	1,675,834	1	-	-	1,675,835	1,856,601	12/09/10	05/04/11	10/31/11	-
SH 9 ML over BUCKSKIN GULCH	17681	1	I-15-Y	2	177,535	63,267	-	-	-	240,802	-	-	6,129,155	-	6,129,155	6,369,957	06/01/10	12/30/10	02/18/11	04/30/12
I-25 ML NBND over DRAW	18414	1	G-12-L	2	133,913	-	-	-	-	133,913	111,688	-	76,865	-	188,553	322,466	01/04/10	06/09/11	09/05/11	12/29/11
SH 120 ML over RR, ARKANSAS RIVER	18013	1	J-18-S	2	-	-	-	-	-	-	-	-	1,043,384	-	1,043,384	1,043,384	09/01/10	10/13/11	02/20/12	09/17/12
US 350 ML over DRAW	18177	1	J-18-T	2	468,198	-	-	-	-	468,198	-	653,545	-	-	4,833,271	5,955,014	07/09/10	05/25/12	10/08/12	06/27/14
US 24 ML over BLACK SQUIRREL CREEK	18203	1	M-21-D	2	449,681	-	-	-	-	449,681	-	-	-	-	1,509,477	1,959,158	02/01/11	08/25/11	10/19/11	05/18/12
CUCHARAS	18250	1	H-18-A	2	288,894	-	-	-	-	288,894	-	-	-	-	2,993,733	3,282,627	06/01/10	09/09/11	11/15/11	08/17/12
SH 12 PURGATOIRE RIVER	18251	1	O-16-A	2	176,063	-	-	-	-	176,063	-	-	-	-	-	176,063	12/01/10	-	-	-
CUCHARAS & SH 12 PURGATOIRE RIVER COMBINED CONST.	18640	0	P-17-H	2	150,662	-	-	-	-	150,662	-	-	-	-	-	150,662	12/01/10	-	-	-
US 160 ML over CAT CREEK	18321	1	O-16-A & P-17-H	2	-	-	-	-	-	-	-	-	2,132,692	-	2,132,692	2,132,692	-	10/20/11	02/24/12	11/15/12
US 160 ML over DRAW	18178	1	O-26-L	2	340,422	-	-	868	-	341,290	-	12,034	-	-	3,543,166	3,896,490	02/01/11	12/15/11	03/29/12	12/13/12
US 160 ML over N FK Sand Arroyo	18178	1	O-25-I	2	268,899	-	-	-	-	268,899	-	-	-	-	-	268,899	02/01/11	-	-	-
SH 101 ML over DRAW	18435	1	O-25-H	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH 101 ML over Purgatoire River - R2	18435	1	M-24-B	2	-	-	-	132,413	-	132,413	-	-	-	-	-	132,413	02/01/11	-	-	-
COMBINED CONST. SH 101 ML over DRAW and over PURGATOIRE RIVER	18722	0	L-24-F	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH 266 ML over HOLBROOK CANAL	18179	1	M-24-B & L-24-F	2	-	-	-	-	-	-	-	-	3,731,491	-	3,731,491	3,731,491	-	11/23/11	03/29/12	10/31/12
FT. LYON STORAGE CANAL	18179	1	L-22-O	2	722,726	-	-	-	-	722,726	-	-	-	-	-	722,726	12/01/10	-	-	-
SH 71 ML over FT. LYON CANAL	18440	1	L-22-E	2	200	-	-	-	-	-	-	-	-	-	-	-	12/01/10	-	-	-
COMBINED CONST. HOLBROOK & FT. LYON CANAL & STORAGE CANAL	18627	0	L-22-K	2	-	-	-	743,798	-	743,998	-	-	-	-	-	743,998	07/15/11	-	-	-
US 50 ML over BNSF RR	18155	1	L-22-O, E & K	2	-	-	-	799,497	-	799,497	-	32,953	-	5,486,885	5,519,838	6,319,335	-	09/22/11	08/20/12	03/07/13
US 50 ML over DRAW	18155	1	L-28-C	2	1,553,259	-	-	106,079	-	1,659,338	-	6,166,545	-	1	6,166,546	7,825,884	02/01/11	07/17/14	02/23/15	07/01/16
US 350 ML over DRAW	18461	1	L-27-S	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH 239 ML OVER IRRIGATION CANAL	18461	1	O-19-J	2	-	-	-	299,217	-	299,217	-	-	-	2,105,844	2,105,844	2,405,061	10/15/10	09/20/12	12/03/12	06/18/13
US 350 ML over PURGATOIRE RIVER	18208	1	P-19-AD	2	493,712	-	-	-	-	493,712	-	34,143	-	-	3,187,804	3,681,516	10/15/10	02/21/13	04/29/13	04/11/14

*Future Bond Issuance amounts are estimates based on current financing analysis for BTE eligible projects in the CDOT 10-Year Plan, and are subject to change.

Statewide Bridge and Tunnel Enterprise
 Program Allocation Plan - Quarterly Update
 As of December 31, 2023 (FY24 -Q2)

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction					Construction					Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
					Total Other Funds	Total FASTER Funds	Total Future Bond Issuance*	Total Series 2010A Bonds	Total SB-260	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	Total Future Bond Issuance*	Total Series 2010A Bonds						Total SB-260	Total Construction All Funds
SH 120 ML over DRAW, UP RR	18370	1	K-16-S	2	-	505,078	-	755,829	-	1,260,907	-	4,106,291	-	312,427	-	4,418,718	5,679,625	03/15/11	06/19/14	10/28/14	01/08/16
I-25 ML over Indiana Ave.	19206	0	L-18-M & L-18-W	2	-	123,988	-	108,191	-	232,179	-	-	-	-	-	-	232,179	10/15/12	-	-	-
Northern Ave. over I-25 ML	19207	0	L-18-AQ	2	-	132,619	-	2,000	-	134,619	-	-	-	-	-	-	134,619	10/15/12	-	-	-
I-25 over Ilex, RR, Bennet	17666	0	K-18-CL	2	7,547,800	599,222	-	1,908,484	-	10,055,506	-	-	-	-	-	-	10,055,506	06/01/11	-	-	-
I-25 over Ilex, RR, Bennet		0	K-18-CK	2																	
I-25 ML over Indiana Ave.	19205	1	L-18-M	2	-	-	-	-	-	-	-	3,271,797	-	10,000	-	3,281,797	3,281,797	-	03/06/14	04/01/15	09/07/17
I-25 ML over Indiana Ave.		1	L-18-W	2	-	-	-	-	-	-	-	771,562	-	10,000	-	781,562	781,562	-	03/06/14	04/01/15	09/07/27
Northern Ave. over I-25 ML		1	L-18-AQ	2	-	-	-	-	-	-	-	3,918,686	-	10,000	-	3,928,686	3,928,686	-	03/06/14	04/01/15	01/17/19
Mesa Ave over I-25 ML		1	L-18-AU	2	-	-	-	-	-	-	-	3,527,195	-	10,000	-	3,537,195	3,537,195	-	03/06/14	04/01/15	07/21/17
I-25 ML NBND over US 50 ML		1	K-18-AX	2	-	-	-	-	-	-	-	3,469,192	-	10,000	-	3,479,192	3,479,192	-	03/06/14	02/10/15	10/01/18
US 50 BUS EBND over Arkansas River		1	K-18-R	2	-	-	-	-	-	-	-	5,000,941	-	11,983	-	5,012,924	5,012,924	-	03/06/14	02/10/15	01/17/19
I-25 over Ilex, RR, Bennet		1	K-18-CL	2	-	-	-	-	-	-	1,300,757	38,489,977	-	100,000	-	39,890,734	39,890,734	-	03/06/14	02/10/15	07/31/19
I-25 over Ilex, RR, Bennet	1	K-18-CK	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03/06/14	02/10/15	07/31/19
I-25 Frontage Road over Pine Creek	19123	1	I-17-O	2	-	-	-	168,125	-	168,125	-	-	-	-	-	-	168,125	10/15/12	-	-	-
US50 ML over Draw Cotopaxi-Texas Creek	19304	1	K-14-J	2	-	-	-	342,596	-	342,596	-	1,452,992	-	-	-	1,452,992	1,795,588	10/30/12	06/12/14	03/01/15	08/15/15
SH69 ML over Milligan Arroyo	19055	1	M-16-P	2	-	3,460	-	385,840	-	389,300	-	-	-	-	-	-	389,300	12/19/12	03/01/18	05/29/18	06/26/19
	22320				-	37,260	-	-	-	-	-	-	3,598,764	-	-	-	-	3,598,764	3,636,024		
I-25 Bus Route over Sull Creek	19054	1	N-17-C	2	-	3,876	-	558,109	-	561,985	-	-	1,910,242	-	1,910,242	2,472,227	12/19/12	10/24/13	02/17/14	09/03/14	
SH160 ML over Smith Canyon	19053	1	P-23-A	2	-	-	-	373,691	-	373,691	-	1,775,780	-	-	-	1,775,780	2,149,471	12/19/12	02/05/15	05/26/15	10/30/15
SH71 over ARKANSAS RIVER	21012	1	L-22-L	2	-	254,704	-	-	-	254,704	-	6,517,636	-	-	-	6,517,636	6,772,340	05/13/15	08/30/18	12/10/18	11/15/19
SH 96 over Rush Creek	21011	1	K-17-F	2	-	344,896	-	-	-	344,896	-	2,275,375	-	-	-	2,275,375	2,620,271	07/29/15	03/29/18	07/16/18	12/14/18
I-25 over CO RD640, Butte Creek	20407	1	N-17-BN	2	-	541,169	-	-	-	541,169	-	10,537,639	-	-	-	10,537,639	11,078,808	10/23/17	08/03/18	10/15/18	12/08/20
I-25 over CO RD 103, Butte Creek		1	N-17-S																		
I-25 over US 160 ML, RR Spur	22350	1	N-17-AD	2	-	1,524,138	-	-	-	1,524,138	-	25,687,439	-	-	-	25,687,439	27,211,577	11/06/17	10/20/22	03/23/23	09/30/24
I-25 SB over Draw	22823	1	K-18-U	2	-	102,980	-	-	-	102,980	-	2,531,140	-	-	-	2,531,140	2,634,120	11/05/18	12/05/19	04/07/20	10/30/20
US 285 over South Fork South Platte River	22865	1	H-13-G	2	-	473,405	-	-	-	473,405	-	4,757,550	-	-	-	4,757,550	5,230,955	01/01/19	03/16/21	06/13/22	12/09/22
SH 71 over HIGHLINE CANAL	23005	1	M-22-N	2	-	333,687	-	-	-	333,687	-	1,667,723	-	-	-	1,667,723	2,001,410	06/01/19	05/07/20	02/23/21	11/30/21
SH 101 over DRAW	23006	1	M-24-A	2	-	235,942	-	-	-	235,942	-	2,457,119	-	-	-	2,457,119	2,693,061	06/01/19	07/31/20	11/02/20	05/05/21
SH 101 over DRAW	23007	1	M-24-I	2	-	190,050	-	-	-	190,050	-	-	-	-	-	190,050	190,050	06/01/19	05/07/20	09/17/20	03/04/21
US 24 over DRAW	22995	1	H-19-C	2	-	215,998	-	-	-	215,998	-	1,883,031	-	-	-	1,883,031	2,099,029	03/29/19	10/01/20	01/01/21	09/30/21
I-25 SB over S. ACADEMY BLVD.	23605	1	I-17-GR	2	-	1,541,172	-	-	-	1,541,172	-	24,527,474	-	-	-	24,527,474	26,068,646	10/01/19	01/14/21	11/29/21	08/31/24
I-25 NB over S. ACADEMY BLVD.		1	I-17-GQ																		
R2 CHBP Grant (R2B2)	23558	1	G-12-C	2	1,885,292	524,426	-	-	-	2,409,718	10,589,708	42,152,740	-	-	-	52,742,448	55,152,166	08/19/20	07/31/21	04/18/22	01/22/25
		1	H-13-N																		
		1	I-13-G																		
		1	J-15-AO																		
		1	I-15-T																		
		1	J-14-C																		
		1	J-15-G																		
		1	M-21-B																		
		1	M-21-C																		
		1	M-21-J																		
1	M-22-U																				
1	M-22-Y																				
1	N-21-C																				
1	N-21-F																				

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Statewide Bridge and Tunnel Enterprise
 Program Allocation Plan - Quarterly Update
 As of December 31, 2023 (FY24 -Q2)

Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction					Construction					Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date		
					Total Other Funds	Total FASTER Funds	Total Future Bond Issuance*	Total Series 2010A Bonds	Total SB-260	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	Total Future Bond Issuance*	Total Series 2010A Bonds						Total SB-260	Total Construction All Funds
US 285 at SH 9	24052	1	H-13-A	2	-	-	-	-	-	-	-	6,283,505	-	-	-	6,283,505	6,283,505			05/01/23	09/12/24
I-25/US 50 Interchange (New Pueblo Freeway)	23535	1	K-18-J	2	-	-	-	-	-	-	-	-	51,000,000	-	-	51,000,000	51,000,000				
US 50 over Fountain Creek (New Pueblo Freeway)		1	K-18-L																		
US 24 ML over UPRR	17672	1	G-11-F	3	409,711	3,500	-	-	-	413,211	5,279,983	350,000	-	-	-	5,629,983	6,043,194				
US 6 ML over EAGLE RIVER	18160	1	F-09-H	3	155,656	150,986	-	-	-	306,642	-	-	-	4,201,213	-	4,201,213	4,507,855	09/28/10	05/19/11	07/20/11	05/18/12
US 50 SERVICE RD over GUNNISON RVR SR	18193	1	J-09-C	3	143,514	-	-	203,584	-	347,098	-	-	-	2,369,188	-	2,369,188	2,716,286	06/01/10	06/23/11	08/29/11	08/31/12
I 70 SERVICE RD over COLORADO RIVER SR	18162	1	F-08-F	3	146,819	-	-	1,805,747	-	1,952,566	-	-	-	7,966,405	-	7,966,405	9,918,971	04/06/11	09/02/12	09/04/12	09/30/13
Historic Eagle County Bridges Book	19325	0	F-08-F	3	-	22,062	-	-	-	22,062	-	-	-	-	-	-	22,062	-	-	-	-
US 40 ML over E FORK ELK RIVER	18138	1	C-09-C	3	-	-	-	1,517,178	-	1,517,178	-	-	-	4,117,918	-	4,117,918	5,635,096	04/01/11	12/13/12	02/28/13	11/19/13
I 70 ML EBND over US 6, RR, EAGLE RIVER	18159	1	F-11-AC	3	1	-	-	1,779,324	-	1,779,325	-	12,457,996	-	500,000	-	12,957,996	14,737,321	04/01/11	03/06/14	07/19/14	05/05/17
I 70 ML WBND over US 6, RR, EAGLE RIVER		1	F-11-AB																		
SH 82 ML over I70 ML COLORADO RVR,RR	18158	1	F-07-A	3	75,569	30,684,256	-	10,537,357	-	41,297,182	1,853,821	57,561,362	-	-	-	59,415,183	100,712,365	05/11/11	07/01/15	01/01/16	10/30/18
PEDESTRIAN BRIDGE over COLORADO RVR	21122	0	-	3	-	-	-	-	-	-	5,492,960	9,298,894	-	-	-	14,791,854	14,791,854	05/11/11	07/01/15	01/01/16	10/30/18
US 34 over NORTH FORK COLORADO RIVER	21010	1	D-13-A	3	-	872,718	-	-	-	872,718	-	5,954,412	-	-	-	5,954,412	6,827,130	06/08/17	11/07/18	04/01/19	09/15/20
I-70 WBND over Colorado River	21007	1	F-05-L	3	231,182	26,919	-	-	-	258,101	-	-	-	-	-	258,101	258,101	08/12/15	02/01/18	04/02/18	12/15/18
	22359				-	40,876	-	-	-	40,876	-	3,077,349	-	-	-	3,077,349	3,118,225				
I-70 EBND over US6,RR, Eagle River	21008	1	F-10-L	3	225,184	26,104	-	-	-	251,288	-	-	-	-	-	251,288	251,288	08/12/15	01/11/18	03/16/18	08/20/18
	22360				-	50,226	-	-	-	50,226	-	3,145,365	-	-	-	3,145,365	3,195,591				
I-70 WBND over Colorado River Overflow	21009	1	G-03-Q	3	410,959	47,567	-	-	-	458,526	-	-	-	-	-	458,526	458,526	08/12/15	01/04/18	03/26/18	08/15/18
	22170				-	63,961	-	-	-	63,961	-	3,200,030	-	-	-	3,200,030	3,263,991				
US 6 ML over CASTLE CREEK	22576	1	F-09-K	3	-	44,910	-	-	-	44,910	-	3,824,079	-	-	-	3,824,079	3,868,989	07/01/19	05/02/19	07/22/19	12/14/19
I-70 over FOREST SERVICE ROAD	22712	1	F-13-S	3	-	1,843,855	-	-	-	1,843,855	-	14,470,575	-	-	-	14,470,575	16,314,430	08/09/18	02/10/21	04/28/21	07/22/22
SH 92 ML over GUNNISON RIVER	22943	1	I-05-V	3	-	834,536	-	-	-	834,536	-	12,723,532	-	-	-	12,723,532	13,558,068	03/18/19	10/22/20	11/04/21	02/04/23
SH 64 over STRAWBERY CREEK	23061	1	D-04-G	3	-	596,930	-	-	-	596,930	-	14,177,536	-	-	-	14,177,536	14,774,466	07/01/19	09/30/22	03/20/23	06/04/24
SH 64 over WHITE RIVER		1	D-03-A																		
I-70 over US 6,US 24, RR, EAGLE RIVER	23217	1	F-11-AD	3	-	435,013	-	-	-	435,013	-	-	-	-	-	435,013	435,013				
I-70 VAIL PASS Design	23929	0	F-12-AS/AT	3	-	6,887,500	-	-	-	6,887,500	-	-	-	-	-	6,887,500	6,887,500	12/01/20			
I-70 EBND VAIL PASS	24896	1	F-12-AS	3	-	-	-	-	-	-	-	53,380,086	-	-	-	53,380,086	53,380,086		9/21/23	4/21/24	12/20/25
I-70 WBND VAIL PASS	24894	1	F-12-AT	3	-	-	-	-	-	-	-	25,385,379	-	22,957,340	-	48,342,719	48,342,719	12/01/20	06/27/22	08/12/22	12/20/24
US 6 over Elk Creek	24493	1	F-06-A	3	-	995,800	-	-	-	995,800	-	3,777,257	-	-	-	3,777,257	4,773,057	05/11/22		02/17/25	10/30/25
US 138 over Ditch	17674	1	A-24-C	4	27,785	-	-	-	-	27,785	842,610	276	-	-	-	842,886	870,671				
US 138 over Draw		1	A-26-F																		
US 24 ML over DRAW	18003	1	G-22-J	4	-	-	-	-	-	-	799,863	-	-	244,857	-	1,044,720	1,044,720	04/01/08	12/16/10	05/02/11	08/24/11
US 287 ML over DRAW	17804	1	B-16-AE	4	1,401,692	85,153	-	139,160	-	1,626,005	-	-	-	2,338,640	-	2,338,640	3,964,645	04/15/10	05/12/11	07/25/11	05/01/12
SH 14 ML over COALBANK CREEK	18451	1	B-17-L	4	-	1,398,233	-	249,641	-	1,647,874	-	-	-	3,358,015	-	3,358,015	5,005,889	12/16/10	11/01/12	04/01/14	09/30/15
I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	18053	1	C-17-BN	4	941,887	-	-	-	-	941,887	-	-	-	1,782,003	-	1,782,003	2,723,890	02/01/11	04/05/12	09/04/12	04/12/13
US 34 ML over N FRK REPUBLICAN RIVER	18432	1	D-28-B	4	-	781,069	-	-	-	781,069	-	-	-	2,693,477	-	2,693,477	3,474,546	11/23/10	04/26/12	06/25/12	12/14/12
SH 66 ML over ST VRRAIN River	18224	1	D-17-AK	4	-	-	-	1,311,071	-	1,311,071	-	-	-	4,228,779	-	4,228,779	5,539,850	02/01/11	09/06/12	11/05/12	06/18/14
I-70 FRONTAGE ROAD over DRAW	18610	1	G-21-B	4	-	-	-	348,714	-	348,714	-	-	-	1,012,700	-	1,012,700	1,361,414	09/05/11	11/16/12	01/28/13	05/23/13
SH 14 ML over CACHE LA POUVRE RIVER	18085	1	B-16-D	4	1,395,490	351,787	-	753,947	-	2,501,224	611,742	9,946,160	-	800,000	-	11,357,902	13,859,126	07/14/09	06/19/14	09/22/14	11/20/15
US 85 ML over UPRR Nunn Bridge	18669	1	B-17-C	4	-	-	-	1,254,778	-	1,254,778	-	3,053	-	6,009,722	-	6,012,775	7,267,553	06/24/11	01/10/13	03/17/13	06/13/14
SH60 over SOUTH PLATTE RIVER	21146	1	C-17-B	4	-	1,109,585	-	-	-	1,109,585	-	8,500,249	-	-	-	8,500,249	9,609,834	06/17/15	06/21/18	10/01/18	11/01/19
I-25 ML over County Road 48	20999	1	B-16-EU	4	-	943,689	-	-	-	943,689	-	6,464,893	-	-	-	6,464,893	7,408,582	06/01/16	02/14/19	05/22/19	1/27/20
Prospect Road over I-25	22248	1	B-16-AM	4	-	3,030,553	-	-	-	3,030,553	-	18,514,622	-	-	-	18,514,622	21,545,175	05/21/18	10/10/18	09/29/23	
I-25 ML over DRAW (Hillsboro)	22482	1	C-17-EL	4	-	19,054	-	-	-	19,054	-	3,585,646	-	-	-	3,585,646	3,604,700	05/21/18	06/27/18	11/30/24	
SH59 over I-70 (Emergency)	22566	1	G-25-K	4	-	270,966	-	-	-	270,966	-	6,235,225	-	-	-	6,235,225	6,506,191	04/16/18	04/27/18	01/16/19	
US 34 ML over N FRK REPUBLICAN RIVER	22962	1	D-27-G	4	-	561,694	-	-	-	561,694	-	3,002,218	-	-	-	3,002,218	3,563,912	03/01/19	04/01/20	06/29/20	11/18/20
US 34 OVER REPUBLICAN RIVER	22963	1	D-28-P	4	-	-	-	-	-	-	-	3,712,057	-	-	-	3,712,057	3,712,057		04/27/20	06/14/21	
TIMBER BRIDGE EASTERN PLAINS	23010	0	Various			4,759,957	-	-	-	4,759,957	-	-	-	-	-	4,759,957	4,759,957	04/30/21			
TIMBER BRIDGE EASTERN PLAINS: PKG 1	24367	1	F-19-E	4	-	-	-	-	-	-	-	9,341,799	-	-	-	9,341,799	9,341,799		11/01/21	02/28/22	11/30/22
		1	F-20-J																		
		1	F-20-L																		
TIMBER BRIDGE EASTERN PLAINS: PKG 2	24405	1	C-22-K	4	-	-	-	-	-	-	-	4,364,175	-	-	-	4,364,175	4,364,175		08/09/22	10/25/22	10/27/23
		1	D-24-O																		

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Location	Project Accounting Number	Count	Original Bridge Number	Region	Pre-Construction					Construction					Project Total All Funds	Pre-Construction Start Date	Ad Date	Construction Start Date	Completion Date			
					Total Other Funds	Total FASTER Funds	Total Future Bond Issuance*	Total Series 2010A Bonds	Total SB-260	Total Pre-Construction All Funds	Total Other Funds	Total FASTER Funds	Total Future Bond Issuance*	Total Series 2010A Bonds						Total SB-260	Total Construction All Funds	
TIMBER BRIDGE EASTERN PLAINS: PKG 3	25447	1	D-25-E	4	-	-	-	-	-	-	-	5,364,793	-	-	-	5,364,793	5,364,793	09/01/22	03/29/23	10/23/23	10/30/24	
TIMBER BRIDGE EASTERN PLAINS: PKG 4	25866	1	D-28-D	4	-	-	-	-	-	-	-	5,488,482	-	-	-	5,488,482	5,488,482	10/24/23		04/11/24	10/18/24	
US 40 ML over DRAW	24224	1	I-24-N	4	-	549,510	-	-	-	549,510	-	8,352,110	-	-	-	8,352,110	8,901,620	01/01/21				
Holyoke Bundle	22529	1	B-27-A	4	-	2,049,153	-	-	-	2,049,153	-	20,000,000	-	-	-	20,000,000	22,049,153	10/05/22	04/05/24	07/01/24	04/30/26	
		1	B-27-D																			
		1	B-27-F																			
		1	A-27-A																			
SH 86 over Kiowa Creek	26083	1	G-18-B	4	-	707,643	-	-	-	707,643	-	10,600,000	-	-	-	10,600,000	11,307,643					
I-76 WB over BNSF, Beaver Creek	TBD	1	C-22-AY	4	-	-	-	-	-	-	-	18,000,000	-	-	-	18,000,000	18,000,000					
US 550 ML over Bear Creek	17670	1	L-06-A	5	117,113	6,388	-	-	123,501	4,756,830	-	1,805	-	-	-	4,758,635	4,882,136					
SH 145 ML over LEOPARD CREEK	18231	1	L-04-B	5	-	-	-	506,177	506,177	47,559	-	-	-	3,301,616	-	3,349,175	3,855,352	02/01/11	03/15/12	05/15/12	05/30/13	
SH 62 ML over UNCOMPAHGRE RIVER	18323	1	L-05-B	5	-	1,012,619	-	268,923	1,281,542	3,380	-	-	6,519,674	-	6,523,054	7,804,596	02/01/11	02/09/12	04/24/12	05/30/13		
SH90 over DOLORES RIVER	20817	1	K-01-C	5	-	965,694	-	-	965,694	-	-	4,977,169	-	-	4,977,169	5,942,863	01/30/15	11/09/15	12/05/16	08/18/17		
US 50 over AGATE CREEK	22436	1	K-11-G	5	-	-	-	-	-	-	-	1,526,757	-	-	1,526,757	1,526,757	03/29/18	03/29/18	06/18/18	10/08/18		
US 285 over RIO CONEJOS OVERFLOW	23069	1	P-12-A	5	-	192,900	-	-	192,900	-	-	5,240,000	-	-	5,240,000	5,432,900	04/17/19	01/01/24	01/01/24	03/01/24		
SH151 ML (Culvert Failure)	25737	1	P-07-S	5	-	159,400	-	-	159,400	-	-	4,372,783	-	-	4,372,783	4,532,183	04/24/23	06/15/23	08/14/23	12/22/23		
US 285 ML over DRAW	26105	1	J-12-AJ	5	-	-	-	-	-	-	-	586,067	-	-	586,067	586,067			04/25/24	11/15/24		
US 160 over Florida	TBD	1	P-05-B	5	-	-	-	-	-	-	-	-	-	14,000,000	14,000,000	14,000,000						
Design for Future Years					-	-	-	-	-	-	-	-	-	-	-	-	-					
Total Capital Bridge Projects		210			45,088,239	312,348,885	-	53,382,849	-	410,819,973	71,790,633	1,133,538,885	471,508,993	254,586,876	96,957,340	2,028,382,727	2,439,202,700					
Tunnels:																						
EJMT Tunnel Projects		1	F-13-Y	1	-	-	-	-	-	-	-	-	-	-	-	86,350,000	86,350,000	86,350,000				
		1	F-13-X																			
Plenum Liner	25881	0	F-13-Y	1	-	-	-	-	-	-	-	-	-	-	-	28,009,084	28,009,084	28,009,084		07/10/23	04/17/25	
		0	F-13-X																			
Total Tunnel Projects		2			-	-	-	-	-	-	-	-	-	-	-	114,359,084	114,359,084	114,359,084				
Preventative Maintenance:																						
SH71 over ARKANSAS RIVER	24738	0	L-22-LL	2	-	18,918	-	-	18,918	-	-	953,208	-	-	-	953,208	972,126	04/12/22		10/04/22	06/15/23	
I-70 MP 211 Repair	26060	0	F-13-V	3	-	25,000	-	-	25,000	-	-	40,000	-	-	-	40,000	65,000					
Total Preventative Maintenance					-	43,918	-	-	43,918	-	-	993,208	-	-	-	993,208	1,037,126					
Total		212			\$ 45,088,239	\$ 312,392,803	\$ -	\$ 53,382,849	\$ -	\$ 410,863,891	\$ 71,790,633	\$ 1,134,532,093	\$ 471,508,993	\$ 254,586,876	\$ 211,316,424	\$ 2,143,735,019	\$ 2,554,598,910	Total Program Impact all Projects all funds				

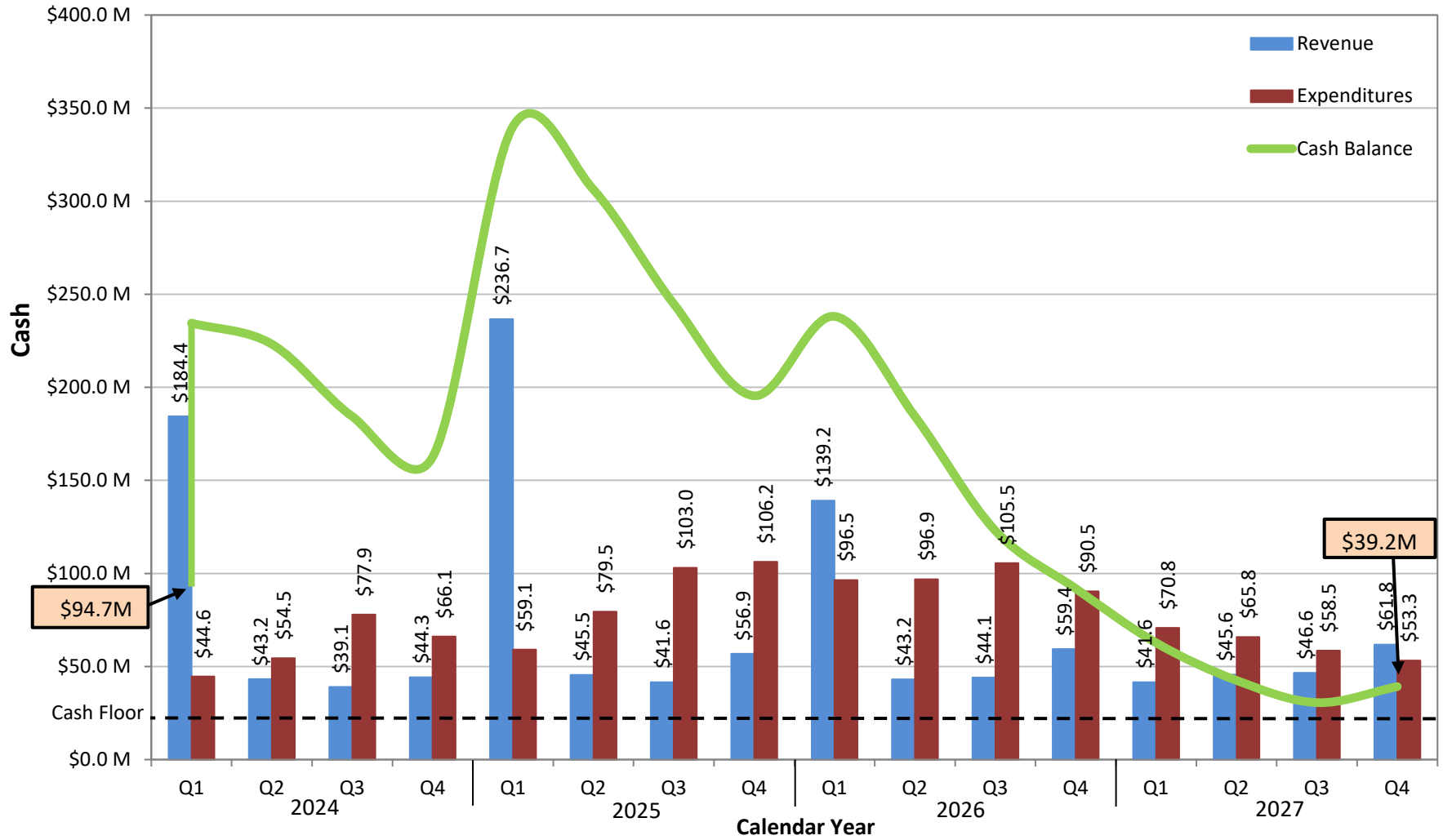
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Statewide Bridge and Tunnel Enterprise
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Program Funding by Source Summary													
Sources:	Pre-Construction						Construction						Total All Funds
	Other	FASTER	Future Bond Issuance*	Series 2010A Bonds	SB 260	Total	Other	FASTER	Future Bond Issuance*	Series 2010A Bonds	SB 260	Total	
Federal	\$ 6,992,269	\$ -	\$ -	\$ -	\$ -	\$ 6,992,269	\$ 31,815,348	\$ -	\$ -	\$ -	\$ -	\$ 31,815,348	\$ 38,807,617
State	925,518	-	-	-	-	925,518	143,827	-	-	-	-	143,827	\$ 1,069,345
Local	25,139,801	-	-	-	-	25,139,801	11,163,134	-	-	-	-	11,163,134	\$ 36,302,935
FASTER	-	312,392,803	-	-	-	312,392,803	-	1,134,532,093	-	-	-	1,134,532,093	\$ 1,446,924,896
Bank of America Loan	12,030,650	-	-	-	-	12,030,650	28,668,324	-	-	-	-	28,668,324	\$ 40,698,974
Series 2010A Bonds	-	-	-	52,835,938	-	52,835,938	-	-	-	245,307,666	-	245,307,666	\$ 298,143,604
Bond Interest	-	-	-	546,911	-	546,911	-	-	-	9,279,210	-	9,279,210	\$ 9,826,121
SB 260 Bridge and Tunnel Fees	-	-	-	-	-	-	-	-	-	-	211,316,424	211,316,424	\$ 211,316,424
Future Bond Issuance	-	-	-	-	-	-	-	-	471,508,993	-	-	471,508,993	\$ 471,508,993
Total	\$ 45,088,238	\$ 312,392,803	\$ -	\$ 53,382,849	\$ -	\$ 410,863,890	\$ 71,790,633	\$ 1,134,532,093	\$ 471,508,993	\$ 254,586,876	\$ 211,316,424	\$ 2,143,735,019	\$ 2,554,598,909

*Future Bond Issuance amounts are estimates based on current financing analysis for BTE eligible projects in the CDOT 10-Year Plan, and are subject to change.

Statewide Bridge and Tunnel Enterprise Four Year Quarterly Cash Flow Projection



*The spikes in cash balances in the first quarter of 2024, 2025 & 2026 are the result of the forecast bond issuances of \$150M, \$200M and \$100M respectively.