



COLORADO

Department of Transportation

Bridge and Tunnel Enterprise Board of Directors Memorandum

To: The Bridge and Tunnel Enterprise Board of Directors

From: Patrick Holinda, Bridge and Tunnel Enterprise Managing Director

Date: September 18, 2025

Subject: Bridge and Tunnel Enterprise Fiscal Year 2025 Annual Newsletter

Purpose

The Bridge and Tunnel Enterprise (BTE) staff has prepared a fiscal year end newsletter to update the BTE Board of Directors (Board) of significant program highlights and achievements for FY2025.

Action

This newsletter is for informational purposes only; no action is requested from the Board.

Background

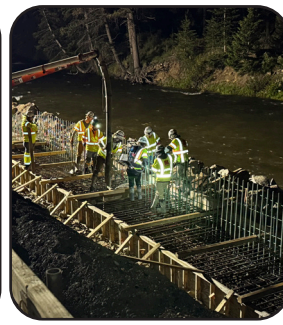
In May 2017, Senate Bill (SB) 17-231, “Concerning the Scheduled Repeal of Reports by the Department of Transportation” was passed, repealing a part of SB 09-108 (FASTER) relating to the annual reporting requirement (43-4-805 (6)). The new legislation took effect in August 2017, eliminating the requirement to present the Board with an annual report.

In September 2017, BTE staff presented the Board with a recommendation to switch from a calendar year annual report to a fiscal year end newsletter presented to the Board by October of each year and received concurrence. BTE Staff will continue to present four quarterly reports per fiscal year to the Board which contain detailed information on program progress and financial status.

Attachments

Attachment A: Bridge & Tunnel Enterprise FY2025 Annual Newsletter

Statewide Bridge and Tunnel Enterprise FY 2025 Annual Newsletter



I-70 Floyd Hill

In Q4 FY 2025, the fourth and final construction package (CP #4) of the I-70 Floyd Hill project broke ground. This milestone was achieved in part due to the BTE Board of Directors approval of the \$218.75 million Bridge and Tunnel Enterprise (BTE) Senior Infrastructure Revenue Bond Series 2025A transaction that closed in May 2025 and a \$240 million construction phase budget supplement for CP #4. To date, the Board has approved a total of approximately \$300 million for this key strategic 10-Year Plan project to address three poor rated bridges and the aging, deficient infrastructure adjacent to the bridges. The project is now fully funded through innovative financing by BTE and Colorado Transportation Investment Office, CDOT strategic funds, and an Infrastructure for Rebuilding America (INFRA) grant.

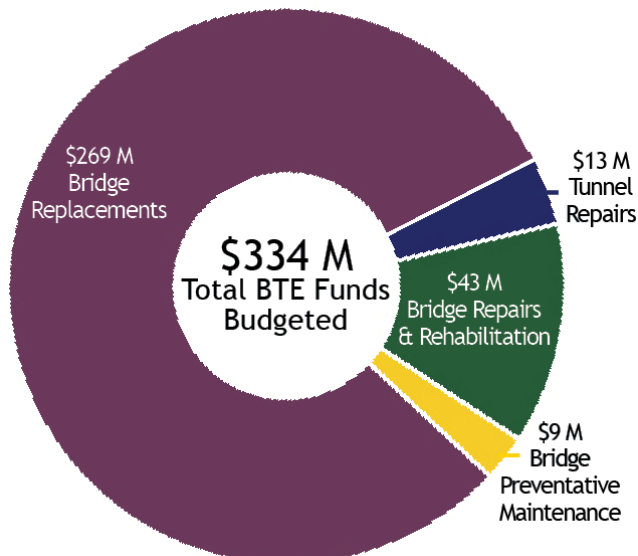
US 50 Blue Mesa Bridges Emergency Response Project

In April 2024, cracks were found in the steel girders carrying a fracture critical span of the US 50 bridge over Blue Mesa Reservoir (K-07-B) between Gunnison and Montrose, leading to emergency closure of the bridge. Shortly afterwards, it was determined that the US 50 over Lake Fork (K-07-A) bridge to the west of this location also required repair. In response to this emergency, the BTE Board of Directors acted quickly to approve \$81 million for bridge repairs to K-07-B and K-07-A. An additional \$15 million was approved in September 2024 due to more extensive repairs being required than originally anticipated.

Critical repairs, that involved fixing cracks on K-07-B that posed an imminent risk to structural integrity, were completed and the bridge opened to limited traffic on July 3rd 2024. Permanent repairs to K-07-B and K-07-A, to reopen the bridges to full traffic, were completed in December 2024. Ultimately, the bridges received structural retrofits that included a combined 410 tons of steel and 51,504 new bolts with final repairs concluding in summer 2025.

In June 2025, the State Legislature passed and the Governor signed Senate Bill 25-320, "Concerning Commercial Motor Vehicle Transportation", which accelerates the phasing in of the Bridge and Tunnel Impact Fee. The fee will increase to \$0.07 per gallon for FY 2026 and FY 2027 and to \$0.08 per gallon for FY 2028. Overall, this legislation is anticipated to increase BTE impact fee revenue by approximately \$28.4 million over the next three years.

BTE Delivers Near Historic Levels in FY2025



I-70 Glenwood Canyon Bridge Preventative Maintenance

12 structures | 17 mile corridor | \$9 million



The construction phase for BTE's first Bridge Preventative Maintenance project, the I-70 Glenwood Canyon Bridge & Rail Improvements Project, was funded in Q2 FY 2025. This project includes rehabilitation work on twelve bridges in Region 3, located on Interstate 70 within Glenwood Canyon, and was made possible by the increased BTE scope and funding flexibility authorized by the passage of House Bill 23-1276. The project will replace 856 linear feet of expansion joints and replace 1,180 linear feet of bridge rail. Repairs address joint deterioration that left untreated would accelerate damage to bearings, girder ends, and substructures. The improvements will extend the service life of these bridges and ensure safe, reliable travel through one of Colorado's busiest mountain corridors.



Region 2 Bridge Bundle Project

In Q1 FY 2025, BTE and CDOT Region 2 successfully completed the Region 2 Bridge Bundle Project four months ahead of schedule and \$2.2 million under budget. The project, which was awarded a \$12.5 million federal discretionary grant in FY 2020, replaced 17 structures in rural areas of southern and central Colorado. These new structures improve rural mobility, strengthen statewide connections to interstate commerce, and support the movement of agricultural goods and tourism by eliminating load-restricted routes.

By bundling structures into a single design-build (DB) project based on various factors such as risk, geographic proximity, and replacement structure type and size, BTE and CDOT achieved economies of scale through standardized designs, increased production rates, lower overhead costs, and streamlined procurement. This bundled approach also minimized impacts to the traveling public through coordinated construction schedules and maintenance of traffic as multiple bridges were replaced simultaneously along each corridor. The Region 2 Bridge Bundle project exemplifies how strategic bridge bundling and alternative project delivery can be leveraged to accelerate the replacement of Colorado's aging bridge infrastructure and deliver cost-effective and efficient engineering solutions for the traveling public.



During FY 2025 four other BTE funded structures completed construction (see below)



I-76 over York Street
Region 1 | Adams



US 285 over Middle Fk S Platte River
Region 2 | Park



I-25 SB over US 160, SH 10, RR Spur
Region 2 | Huerfano



US 285 over Draw
Region 5 | Chaffee

Eastern Plains Timber Bridge Replacement Program

In Q4 FY 2025, the Eastern Plains Timber Bridge Replacement Program, which addressed seven BTE eligible structures and four non-eligible structures throughout Eastern Colorado in CDOT Regions 4 and 1, completed construction. These bridges provide critical rural mobility and play a key role in the movement of agricultural and resource products in the State. The project utilized construction manager/general contractor (CM/GC) contracting to bundle the structures into four construction packages based upon geographic proximity, structure type, and risk factors, allowing BTE and CDOT to optimize project delivery, achieve economies of scale, and expedite a project with significant safety benefits for the traveling public.

