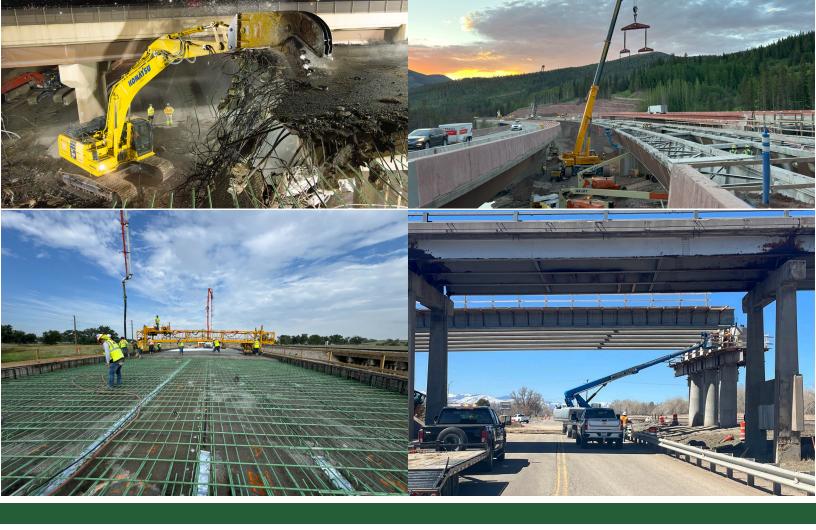
# Bridge and Tunnel Enterprise Q1 FY2025 Report





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

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This report is the 54th Quarterly Report published in support of the Statewide Bridge and Tunnel Enterprise (BTE). This Report outlines the progress and accomplishments associated with the BTE Program for work completed during July, August, and September of 2024; which coincides with the first quarter of the Colorado Department of Transportation's (CDOT) 2025 Fiscal Year (Q1 FY2025). 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, or by request (email: cdot bteadmin@state.co.us).

- Supported CDOT with the ongoing delivery of the CDOT 10-Year Plan and continued the evaluation of strategies to leverage BTE funding to advance planned projects with BTE eligible scope items:
  - BTE fully budgeted \$163M in project funds generated through the issuance of the first tranche of the Enterprise's Infrastructure Revenue Bonds in April 2024.
  - BTE initiated planning efforts for two financings anticipated in FY2025, a full refunding of the outstanding Series 2010A Build America Bonds and the second tranche of the Enterprise's Infrastructure Revenue Bonds.
- Drafted and finalized the 53rd Bridge and Tunnel Enterprise Quarterly Report (Q4 FY2024).
- Drafted and finalized the FY2024 Bridge and Tunnel Enterprise Annual Newsletter
- Received Board approval for the 1st Budget Supplement of FY2025 to: Establish the design phase budget for the replacement of SH 114 ML over Saguache Creek (L-11-C) and SH 114 ML over Cochetopa Creek (K-09-B) in Saguache County.
- Establish the construction phase budget for the replacement of four structures on US 6 and US 385 as part of the Holyoke Bridge Bundle Project in Sedgwick and Phillips Counties (A-27-A, B-27-A, B-27-D, and B-27-F).
- Received Board approval for the 2nd Budget Supplement of FY2025 to initiate the right-of-way phase for US 6 over Elk Creek (F-06-A) in Garfield County.
- Received Board approval for the 3rd Budget Supplement of FY2025 to increase the construction phase budget for the US 50 Blue Mesa Bridges Emergency Response Project (K-07-A and K-07-B) in Gunnison County.
- Received Board approval committing BTE state matching funds for the USDOT FY2025 and FY2026 Reconnecting Communities Pilot (RCP) Program discretionary grant opportunity (construction category) for the replacement of US 85 over I-25 ML (I-17-CO) in El Paso county.
- Received Board approval committing BTE state matching funds for the USDOT FY2025 Bridge Investment Program (BIP) discretionary grant opportunity (planning category) for the I-70 West Applewood to Lakewood Critical Bridge Replacement Planning Project for the replacement of two structures on I-70 ML (F-16-HO and F-16-HK).
- Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan and identify safety critical bridges.
- Drafted, finalized, and distributed the July 2024 BTE Bridge Prioritization Plan based on the updated Staff Bridge Poor List (previously advanced to the Q4 FY2024 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 July, August, and September of 2024, 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.



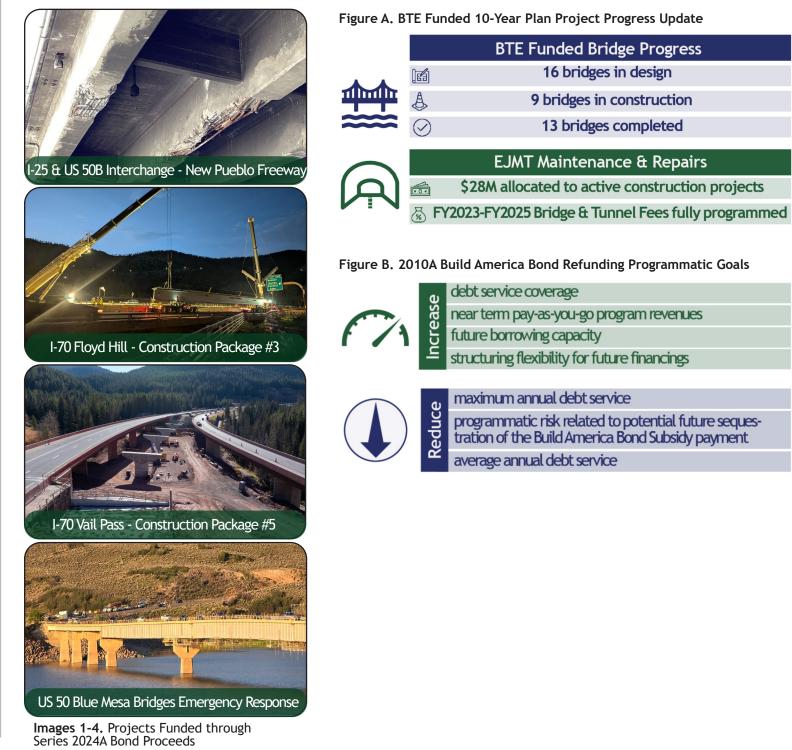


#### **Program Highlights**

## **BTE Plan of Finance**

The successful issuance of the first tranche of the Enterprise's Infrastructure Revenue Bonds ("IRBs") in spring 2024 generated approximately \$163 million in project funds to support CDOT with the funding and delivery of the 10-Year Plan and the US 50 Blue Mesa Bridges Emergency Response Project (see images 1-4 below). These funds are fully budgeted to BTE's calendar year 2024 construction projects and efforts are underway to evaluate the Enterprise's financing capacity for future new money issuances planned in 2025 and 2026 to fund upcoming construction projects. Ultimately, BTE anticipates financing an estimated total of \$400M to \$500M in BTE eligible 10-Year Plan scope in multiple tranches to address the Enterprise's funding gap and allow for the timely completion of several key strategic projects. A high-level summary of BTE's contributions to the 10-Year Plan to-date is provided below in Figure A.

As part of this process, BTE is also evaluating an opportunity to execute a refunding of its outstanding 2010A Build America Bonds and accomplish several programmatic goals, which are shown below in Figure B.





## 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 due fracture critical elements and structural details similar to those found on K-07-B. After the inspection and analysis required to determine a rough order of magnitude cost estimate for the emergency project was completed, the BTE Board of Directors (Board) acted quickly to approve \$81 million for bridge repairs to K-07-B and K-07-A in June 2024. Ultimately, it was determined that more extensive repairs were required than initially anticipated, leading the Board to approve an additional \$15 million in September 2024.

Phase I repairs, which involved fixing cracks and critical issues in four areas on K-07-B that pose an imminent risk to structural integrity, are complete and the bridge opened to traffic on July 3rd. Phase II, which includes permanent repairs to both K-07-B and K-07-A, is underway and scheduled for completion in 2025. A full reopening of bridges is scheduled for fall 2024 in advance of project completion. A future risk and resilience project, which includes several treatments that are expected to increase the remaining service lives of the bridges an additional 30 years, is currently in design and will be advanced to construction when funding becomes available.



Image 5. Repair Plate Installation

Image 6. Crack Arrest Plate Hung

Image 7. Crack Arrest Plate Positioning

BTE utilized its recently expanded scope for the first time to fund the rehabilitation of the safety critical, Fair rated US 50 over Lake Fork (K-07-A) bridge as part of the US 50 Blue Mesa Bridges Emergency Response project described above.

## Federal Discretionary Grants - Recent Grant Application Submissions

BTE continuously seeks opportunities to partner with CDOT to pursue federal discretionary grant opportunities that align with the Enterprise's business purpose. During this quarter, CDOT and BTE partnered on grant applications for two projects with BTE eligible scope.

**Reconnecting Communities Pilot (RCP) Program:** BTE committed \$10M in state matching funds for the replacement of one poor-rated bridge as part of the US 85 Bridge Replacement & Multimodal Connections - Venetucci Blvd to Fountain Creek Project was submitted for the RCP Program under the Capital Construction Category.

**Bridge Investment Program (BIP) Discretionary Grant:** BTE committed \$355,000 in state matching funds for planning activities to replace two poor-rated bridges as part of the I-70 West Applewood to Lakewood Critical Bridge Replacement Planning Project. This project includes planning activities for six total bridges, two poor-rated bridges and four fair-rated bridges that are anticipated to deteriorate into poor condition within the next three to five years.

#### Table 1. Poor-Rated Bridges Submitted for Federal Discretionary Grants in Q1 FY2025

Grant	Bridge ID	Facility Carried over Featured Intersection	County	Region	Deck Area (sq.ft.)	Condition Rating
RCP	I-17-CO	US 85 over I-25 ML	El Paso	2	8,191	Poor
BIP	F-16-HO	I-70 ML EBND over Moss St. West 7th Ave.	Jefferson	1	5,589	Poor
BIP	F-16-HK	I-70 ML WBND over West 20th Ave.	Jefferson	1	7,728	Poor





## **Region 2 Bridge Bundle Project**

BTE and CDOT Region 2 successfully completed the Region 2 Bridge Bundle Project ahead of schedule and under budget. The project, which was awarded a \$12.5 million federal discretionary grant in FY2020, replaced 17 structures in rural areas of southern and central Colorado using design-build project delivery. 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 through the elimination of load restricted routes and access to tourist destinations.

By bundling the replacement of 17 structures into a single 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, reduction in overhead costs, and streamlined procurement, resulting in a cost-effective project. 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.

Old Bridge ID	New Bridge ID	Region	Facility Carried over Featured Intersection	County
G-12-C	G-12-U	2	SH 9 ML over Platte Gulch	Park
H-13-N	H-13-0	2	US 24 ML over Draw	Park
I-13-G	I-13-GA	2	US 24 ML over Draw	Park
I-13-H	I-13-HA	2	US 24 ML over Draw	Park
I-15-AO	I-15-D	2	US 24 ML over Draw	Teller
I-15-T	I-15-C	2	US 24 ML over Draw	Teller
J-14-C	J-14-CA	2	SH 9 ML over Louis Gulch	Park
J-15-G	J-15-GA	2	SH 9 ML over Mack Gulch	Fremont
M-21-B	M-21-K	2	US 350 ML over Lone Tree Arroyo	Otero
M-21-C	M-21-CA	2	US 350 ML over Hoe Ranch Arroyo	Otero
M-21-I	M-21-IA	2	US 350 ML over Draw	Otero
M-21-J	M-21-JA	2	US 350 ML over Draw	Otero
M-22-U	M-22-UA	2	US 350 ML over Otero Ditch	Otero
M-22-Y	M-22-YA	2	US 350 ML over Draw	Otero
N-21-C	350AO47131BR	2	US 350 ML over Draw	Otero
N-21-F	N-21-FA	2	US 350 ML over Sheep Canyon Arroyo	Otero
O-19-D	350AO10296BL	2	US 350 ML over Lunning Arroyo	Las Animas

Table 2. Structures that Completed Construction in Q1 FY2025 as part of the Region 2 Bridge Bundle Project



Image 8. SH 9 ML over Platte Gulch (G-12-U) Image 9. US 24 ML over Draw (I-13-GA) Image 10. US 350 ML over Otero Ditch (M-22-UA)





#### **Program Performance Summary**

In Q1 FY2025, 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 establish the design phase for the replacement of the two bridges tabulated below.

Bridge ID	Region	Facility Carried over Featured Intersection	County
L-11-C	5	SH 114 ML over Saguache Creek	Saguache
K-09-B	5	SH 114 over Cochetopa Creek	Saguache





Image 11. Split Wood on Bracing on SH 114 ML over Saguache Creek (L-11-C)

Image 12. Rusting and Deteriorating Bearing on SH 114 over Cochetopa Creek (K-09-B)

Construction funding was also approved for the Holyoke Bridge Bundle Project, which replaces five total structures in Sedgwick and Phillips Counties. BTE funding will be used to replace the four poor-rated bridges tabulated below. The remaining fair-rated bridge is funded by CDOT. Additionally, an increase to the construction phase budget for the US 50 Blue Mesa Bridges Emergency Response Project was approved and the project is now fully funded.

Bridge ID Region Facilit		Facility Carried over Featured Intersection	County
A-27-A	4	US 385 ML over Draw	Sedgwick
B-27-A	4	US 6 ML over Frenchman Creek	Phillips
B-27-D	4	US 6 ML over Frenchman Creek	Phillips
B-27-F	4	US 6 ML over Draw	Phillips
K-07-A	3	US 50 ML over Lake Fork Gunnison River	Gunnison
К-07-В	3	US 50 ML over Gunnison/Blue Mesa Reservoir	Gunnison



Image 13. Decay on Pile of US 385 ML over Draw (A-27-A)



Image 14. Cracks and Deterioration on the Underside of US 6 ML over Frenchman Creek (B-27-D)



In Q1 FY2025, 23 structures completed construction: 17 structures in the Region 2 Bridge Bundle and the six additional structures tabulated below.

Old Bridge ID	New Bridge ID	Region	Facility Carried over Featured Intersection	County
E-17-GV	E-17-GX	1	I-76 ML WBND over York Street	Adams
E-17-GW	E-17-GX	1	I-76 ML EBND over York Street	Adams
B-16-AM	B-16-AMA	4	Prospect Road over I-25 ML	Larimer
C-17-EL	C-17-ELA	4	I-25 ML over Draw	Larimer
*С-17-ЕО	C-17-GJ	4	I-25 ML SBND over UPRR	Larimer
J-12-AJ	N/A	5	US 285 ML over Draw	Chaffee

Table 5. Structures that Completed Construction in Q1 FY2025

\*Funded through external sources



Image 15. Prospect Rd over I-25 ML (B-16-AMA) Image 16. I-25 ML over Draw (C-17-ELA) Image 17. I-25 ML SB over UPRR (C-17-GJ)



Image 18. Girder Placement for the New I-76 over York Street Bridge Image 19. Completed I-76 over York Street Bridge

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Image 20. Repair Work on US 285 ML over Draw (J-12-AJ)



Image 21. Completed Rehab of US 285 ML over Draw (J-12-AJ)

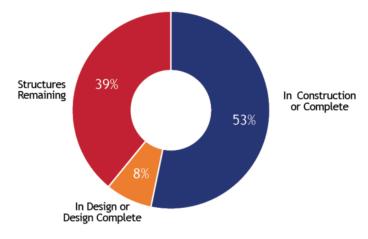


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## Q1 FY2025 BTE Eligible Poor Bridge Statistics

- 3 structures started design (N-17-AC, K-09-B, & L-11-C))
- 6 structures completed design (K-18-J, K-18-L, A-27-A, B-27-A, B-27-D, & B-27-F)
- 1 structure started construction (K-07-A)
- 23 structures completed construction

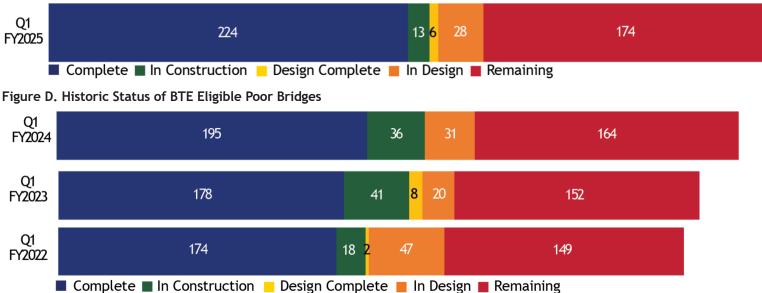


Project Status	Q1 FY2025 # of Structures
Remaining	174
In Design	28
Design Complete	6
In Construction	13
Complete	224
Total	445

Table 6. Project Status of BTE Eligible Poor Bridges as of Q1 FY2025

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#### Figure C. Current Status of BTE Eligible Poor Bridges



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

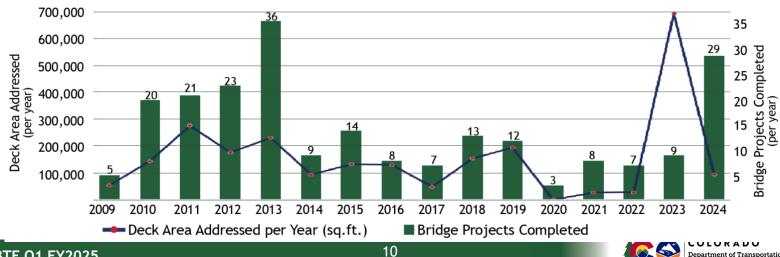
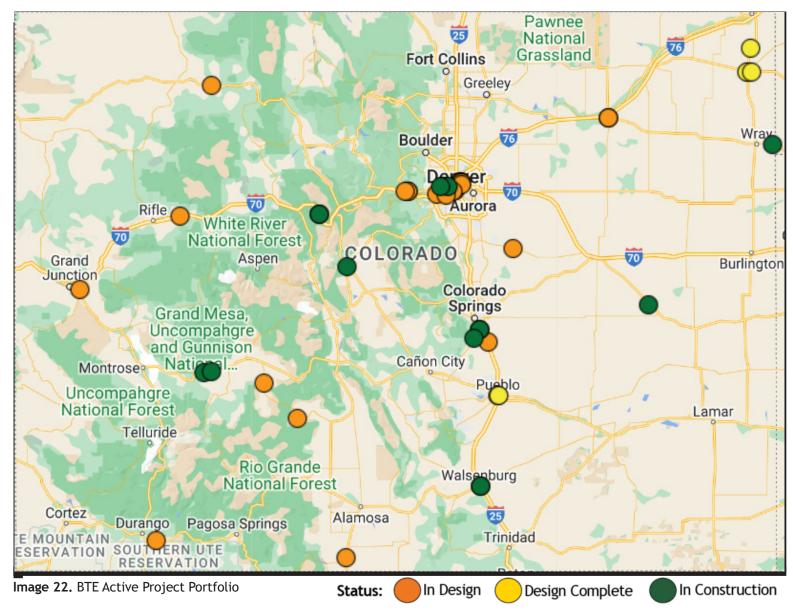


Figure E. Completed Poor Bridge Projects - Count & Sq.Ft. By Year

BTE Q1 FY2025

## Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 28 bridge projects that will rehabilitate or replace 47 BTE eligible structures and address approximately 200,000 square feet of eligible poor-rated bridge deck area statewide. The map below provides the locations of all active BTE projects<sup>1</sup>.



## **Program Controls**

The overall program Schedule Performance Index (SPI) and active project SPI at the end of Q1 FY2025 was 0.95 and 0.90 respectively, down from 0.96 and 0.94 at the end of Q4 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 Q1 FY2025 is listed to the right.

Month	Overall SPI	Active SPI
July	0.93	0.91
August	0.90	0.80
September	0.95	0.90

**(**The overall SPI for the BTE Program is 0.90, which meets the 0.90 BTE Program goal.

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







## **BTE Funded Project Status Updates**

#### 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 I-70 Floyd Hill Project were awarded a \$100M 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. Deck Pour of the Temporary Floyd Hill Bridge

#### **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.
- The Site Access Package (CP#3), which is primarily funded by BTE, successfully completed Construction Agreed Price (CAP) negotiations in June 2024.
- The contract award process for CP#3 was completed and construction started in August 2024.
- Design for the Central Segment Package (CP#4), which contains the majority of BTE eligible elements on the project, reached 60% completion in June 2024 and is scheduled to reach 90% completion in December 2024.
- CP#4 is scheduled to start construction in spring 2025.

#### Region 4/1 Rural Bridge Replacement Program

The Eastern Plains Bridge Replacement Program addresses seven BTE eligible structures and four 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



\* Indicates non-BTE eligible structures



#### I-70 Vail Pass Safety and Operations Improvement Project

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.



#### **Project Updates**

- Construction of the westbound bridge (F-12-AT) in Construction Package (CP) #3 is nearly complete; the new structure was opened to traffic in fall 2023.
- Construction of CP#3 is scheduled to complete in fall 2024.
- Construction of the eastbound bridge (F-12-AS) in CP#5 started in spring 2024.
- Construction of CP#5 is scheduled to complete in fall 2026.

Image 24. New Completed Bridge of I-70 WB over Polk Creek

#### 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 repairs 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 additional design funding in Q3 FY2023 for the six eligible bridges.
- Design is scheduled to reach 30% completion in November 2024.
- A CDOT (non-BTE) construction contract to repair the bridges and keep them operating safely until they are replaced was completed in 2024.



Image 25. Emergency Repairs on I-270



#### I-25 and US 50 B Interchange Reconstruction Project Part of the I-25 Through New Pueblo Freeway: Advancing Transportation Safety 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, which will shift US 50 to the north and replace the existing interchange with a modified diverging diamond. This new configuration will improve traffic safety and accommodate oversized trailers that are used to transport items such as locally manufactured 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). Replacing these structures will enhance safety and efficiency for the approximately 30,000 daily users of the bridges and remove two structures with numerous condition, maintenance, and clearance issues from the inventory.



Image 26. Corrosion on US 50 ML over Fountain Creek

#### **Project Updates**

- The BTE Board approved \$44M in construction phase funding for the replacement of the two bridges included in the project in May 2024.
- The project was advertised in June 2024 and a construction contract has been awarded.
- Construction of the replacement bridges is scheduled to start in late 2024 and complete in early 2027.





#### **Budget and Encumbrances**

Bridge and Tunnel Enterprise staff continues to coordinate with the CDOT Region staff to de-budget projects that are substantially complete in accordance with SB 16-122. Table 8 shows the encumbrance and budget balances as of June 30, 2024, 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.

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	14,067	1	1
5	0	0	0	0
Total	0	14,067	1	1
% of Total Current Program	0.00%	0.01%	2.3%	1.7%
Previous Quarter (Q4 FY2024)	0	14,067	N/A	N/A
Difference	0	0	N/A	N/A

Table 8 Projects Substantially	Complete Over Six Months Aging Encumbrance and Budget Bala	nces
	complete over Six months Aging Encambrance and Budget Bala	nees

The only remaining project is awaiting the completion and approval of a Letter of Map Revision (LOMR). Since June 33, 2024, the budget and encumbrance balances have not changed.

Removed/Closed Out	Additions
None	None

## **Financial Information**

The following is a program overview of financial statistics as of September 30, 2024.

- The program has multiple funding sources including proceeds from the Series 2024A Infrastructure Revenue Bonds (IRB), FASTER bridge safety surcharge (collected yearly revenues from vehicle registrations), SB21-260 Bridge and Tunnel Impact and Retail Delivery Fees, and other funds which are primarily federal funds and proceeds from previous financing initiatives.
- From program inception (life-to-date) through September 30, 2024, a total of approximately \$2,014.3M has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,693.4M and \$132.7M (all funding sources), respectively. Reference Table 9 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q4 FY2024) are reported in the far-right column.

Financial Component	Series 2024A IRB Proceeds	FASTER Bridge	SB21-260	Other Funds	Total Q1 FY2025	Total Q4 FY2024
Budget	\$163.8	\$1,353.7	\$72.0	\$424.8	\$2,014.3	\$1,977.9
Expenditures	\$9.0	\$1,223.5	\$36.1	\$424.8	\$1,693.4	\$1,651.3
Encumbrances	\$70.0	\$47.3	\$15.4	\$0.0	\$132.7	\$56.2

Table 9. Program Financial Statistics as of September 30, 2024 (\$ in Millions)

The Bridge and Tunnel Enterprise program currently consists of 230 bridge and 2 tunnel funding-eligible structures, including 14 structures funded with IRB bond funds. The structure count has increased by 12 since Q4 FY2024 due to planned allocations to the I-70 Glenwood Canyon Bridge Joint and Bridge Rail Replacement Project. The current programmed amount for these 230 structures and tunnels is approximately \$2,597.0M. Table 10 below provides an itemization of current allocations by funding source for the BTE program.

Table 10. Current Allocation Plan as of September 30, 2024 (\$ in Millions)

Total Estimated IRB Proceeds	FASTER Bridge	SB21-260	Other Funds	Total Q1 FY2025	Total Q4 FY2024
\$463.8	\$1,470.8	\$237.6	\$424.8	\$2,597.0	\$2,604.9

The Program Allocation Plan<sup>2</sup> tracks BTE projects programmed since the beginning of the Series 2010A 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 FY2025 through FY2028, and includes budget adjustments that have not been posted as of September 30, 2024. The program life-to-date (LTD) total liabilities for the BTE program are \$2,597.0M, a decrease of \$7.9M from the \$2,604.9M total liability reported on June 30, 2024.

The Four-Year Quarterly Cash Flow Projection<sup>3</sup> depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. Included in the forecast are proceeds from the 2024A Series and the remaining two anticipated bond tranches to finance several CDOT Ten-Year projects with BTE eligible scope, 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 \$25M cash floor. The current cash flow forecast indicates that the cash balance will remain above the \$25M cash floor during the four-year period when the anticipated future bond issuances are included. The forecast \$131.0M cash balance at the end Q3 of CY2028 is expected to be expended on CDOT 10-Year Plan projects that will fall outside this four-year cash flow. BTE will continue to closely monitor project cost estimates, project timing, and revenues and will adjust programmed projects to maintain a positive cash balance if necessary.





<sup>2</sup> Reference Appendix B for the Program Allocation Plan

<sup>3</sup> Reference Appendix C for the Four Year Quarterly Cash Flow Projection

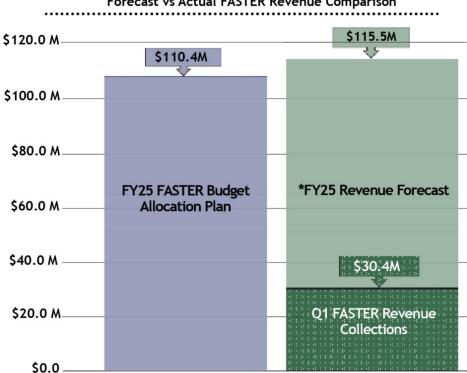
In 2009, Funding Advancement for Surface Transportation and Economic Recovery, otherwise known as FASTER, was signed into law. The legislation authorized BTE to collect a bridge safety surcharge dedicated to funding projects to address on-system, poor-rated bridges. The surcharge ranges from \$13 to \$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 Boardapproved 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 Q1 FY2025, the budgeted amount of FASTER funds for the fiscal year were \$110.4M which is based on a historic revenue forecast prior to the fiscal year starting. The newest Q1 FY2025 revenue forecast predicts \$115.5M in collections. As of September 30th, the revenue collections totaled \$30.4M. This information is shown to the right in Figure F.

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 2.9 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.

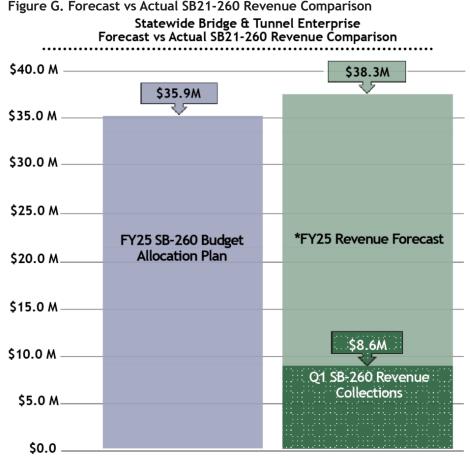
As of Q1 FY2025, the budgeted amount of SB-260 funds was \$35.9M which is based on a historic revenue forecast prior to the fiscal year starting. The Q1 FY2025 revenue forecast predicts \$38.3M in collections. As of September 30th, revenue collections totaled \$8.6M This information is shown to the right in Figure G.





Statewide Bridge & Tunnel Enterprise Forecast vs Actual FASTER Revenue Comparison

\*Information Provided by the Office of Financial Management and Budget



\*Information Provided by the Office of Financial Management and Budget





vide Bridge and Tunnel Enterp

The total program financial performance graphs (Figure H and Figure I) depict actual expenditures and encumbrances against projected expenditures for various funding BTE sources. Figure H represents BTE projects from the inception of the program that are funded by all revenue sources with the exception of the BTE Infrastructure Revenue Bonds (IRB), which are shown in Figure I below. Projected expenditures are forecast at \$1,740M on September 30, 2024, an increase of \$100M since June 30, 2024. Actual LTD expenditures as of September 30, 2024 are \$1,684M, as compared to \$1,678M on June 30, 2024, an increase of \$6M. The current encumbrance balance is \$63M, an increase of \$7M since June 30, 2024.

Figure I represents BTE projects that are funded by the IRB proceeds, including I-70 Floyd Hill Construction Package #3, the I-70 Vail Pass Safety and Operations Improvement Project, the I-25 and US 50B Interchange Reconstruction Project, and the US 50 Blue Mesa Bridges Emergency Response Project. Projected expenditures are forecast at \$36M on September 30, 2024. Actual LTD expenditures as of September 30, 2024 are \$9M and the current encumbrance balance is \$70M. This is the first guarter of reporting on IRB program performance as expenditures and encumbrance balances of IRB proceeds were minimal prior to this guarter.

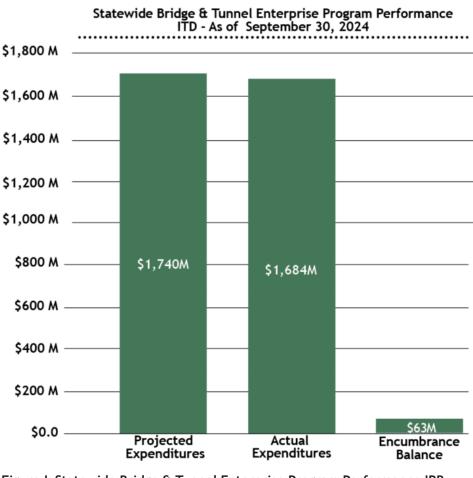
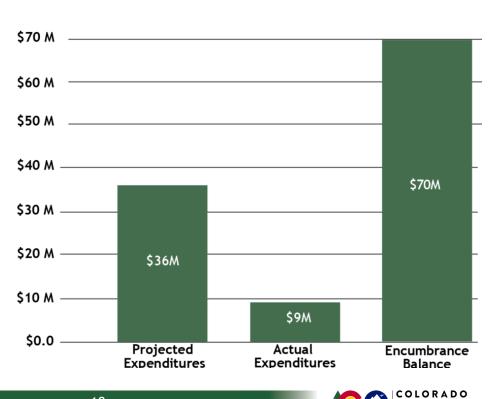




Figure I. Statewide Bridge & Tunnel Enterprise Program Performance IRB

Statewide Bridge & Tunnel Enterprise Program Performance IRB ITD - As of September 30, 2024



Department of Transportation Statewide Bridge and Tunnel Enterprise

\$80 M

## Appendix A - Active Project Portfolio

Original Bridge Number	New Bridge Number	Facility Carried over Featured Intersection	Region	County	Major Project/Bundle	Project Status
E-16-E0	Not Assigned	Speer Blvd SBND over 1 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	N/A	In Construction
E-16-GX	Not Assigned	I 70 ML WBND over SH 391 ML	1	Jefferson	N/A	In Design
E-16-GY	Not Assigned	I 70 ML EBND over SH 391 ML	1	Jefferson	N/A	In Design
E-16-JL	E-16-JA	I 70 ML WBND over SH 72 ML	1	Jefferson	N/A	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	N/A	In Design
F-16-0	Not Assigned	US 6 ML over SH 121 ML	1	Jefferson	N/A	In Design
H-13-A	H-13-J	US 285 ML over Middle Fk. South Platte River	2	Park	N/A	In Construction
I-17-GQ	I-17-GS	I 25 ML NBND over Academy Blvd	2	El Paso	N/A	In Construction
I-17-GR	I-17-GS	I 25 ML SBND over Academy Blvd	2	El Paso	N/A	In Construction
J-17-X	J-17-XA	SH 115 ML over Rock Creek	2	El Paso	N/A	In Construction
J-18-M	Not Assigned	US 85 ML over Fountain Creek	2	El Paso	N/A	In Design
K-18-J	K-18-JA, K-18-JB	US 50 ML OVER I 25 ML	2	Pueblo	New Pueblo	Design Complete
K-18-L	K-18-LA	US 50 ML over Fountain Creek	2	Р	New Pueblo	Design Complete
N-17-AC	Not Assigned	I 25 ML NBND over US 160,SH 10, RR Spur	2	Huerfano	N/A	In Design
N-17-AD	N-17-ADA	I 25 ML SBND over US 160, SH 10, RR Spur	2	Huerfano	N/A	In Construction
C-08-A_Minor	Not Assigned	US 40 ML over Shelton Ditch	3	Routt	N/A	In Design
F-06-A	Not Assigned	US 6 ML over Elk Creek	3	Garfield	N/A	In Design
F-12-AS	F-12-ASA	I 70 ML EBND over Polk Creek	3	Eagle	Vail Pass	In Construction
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	N/A	In Design
K-07-A	Not Assigned	US 50 ML over Lake Fk Gunnison River	3	Gunnison	Blue Mesa Rehabilitation	In Construction
K-07-B	Not Assigned	US 50 ML over Gunnison/Blue Mesa Reservoir	3	Gunnison	Blue Mesa Rehabilitation	In Construction
A-27-A	A-27-AA	US 385 ML over Draw	4	Sedgwick	Holyoke Bundle	Design Complete
B-27-A	В-27-ААА	US 6 ML over Frenchman Creek	4	Phillips	Holyoke Bundle	Design Complete
B-27-D	B-27-DA	US 6 ML over Frenchman Creek	4	Phillips	Holyoke Bundle	Design Complete
B-27-F	B-27-FA	US 6 ML over Draw	4	Phillips	Holyoke Bundle	Design Complete
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-28-D	D-28-DA	US 34 ML over Republican River	4	Yuma	Eastern Plains Bundle - Pkg 4	In Construction
G-19-B	Not Assigned	SH 86 ML over Kiowa Creek	4	Elbert	N/A	In Design
I-24-N	I-24-Z	US 40 ML over Draw	4	Lincoln	N/A	In Construction
K-09-B	Rehab	SH 114 ML over Chochetopa Creek	5	Saguache	N/A	In Design
L-11-C	Not Assigned	SH 114 ML over Saguache Creek	5	Saguache	N/A	In Design
P-05-B	P-05-BC	US 160 ML over Florida River	5	La Plata	US 160 Elmores Corner	In Design
Р-03-В Р-12-А	Р-05-6С	US 285 ML over Conejor River Overflor	5	Conejos	N/A	In Design
F-12-A	F-IZ-AA	US 205 ML OVER COREJOR RIVER OVERTION		conejos	IN/A	III Design



		Region Project Accountin Number	8		Total Precon FASTER Fund	Precon Infrastructure	Precon Infrastructure	Precon Series 2010A Bonds	Precon Series 2010A Bond	Total Precon S8-260 Funds	Total Precon Funds			Construction Infrastructure	Construction Infrastructure		Construction Series 2010A Bond	4						Construction Completion	
Original Bridge Key Location/Project			Count Project Type     Bridge Replacement and Major			Revenue Bonds	Revenue Bond Interest	Precon series 2010x Bollos	Interest			Total Construction Other Funds		Revenue Bonds	Revenue Bond Interest	Construction Series 2010A Bonds	Interest	Total Construction SB-260	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Date	Open/Closed
E-17-EZ 84TH Ave over I-25 ML F-14-B I-70 FRONTAGE ROAD over Clear Creek		1 17535	1 Rehabilitation Bridge Replacement and Major	\$969,937 \$209,788	\$0 \$16,620	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	50 50	\$969,937 \$226,408	\$8,956,344 \$1,700,685	\$1 50	50	50	\$0	\$0	50	\$8,956,345	\$9,926,282 \$1,927,093					c
F-17-AE SH30 ML Havana over Cherry Creek		1 18081	Rehabilitation Bridge Replacement and Major	\$141,823	\$50,8%	\$0	50 50	\$0	50 \$0	50	\$192,719	\$113,337	\$3,764,587	\$0	50	50	50	50	\$3,877,924	\$4,070,643					c
F-19-B US 36 ML over COMANCHE CREEK		1 18276	Rehabilitation Bridge Replacement and Major	\$480,916	\$87,922	\$0	\$0	\$0	\$0	50	\$568,838	\$0	50	50	\$0	\$1,293,744	\$0	\$0	\$1,293,744	\$1,862,582	11/1/2010	1/5/2012	4/23/2012	6/15/2012	c
G-16-B US 85 Cook Ranch Road to Louviers over draws		1 18899	Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$0	\$40,845	\$0	\$0	\$2,952,598	\$0	\$0	\$2,993,443	\$2,993,443		6/28/2012	10/19/2012	11/15/2013	с
G-16-C US 85 Cook Ranch Road to Louviers over draws		1 18899	1 Rehabilitation Bridge Replacement and Major Rehabilitation	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-8	See G-16-B	See G-16-B	See G-16-8	See G-16-8	See G-16-B	See G-16-B		6/28/2012	10/19/2012	11/15/2013	c
G-17-A US 85 over Sand Creek		1 19201	1 Bridge Replacement and Major Rebabilitation	\$2	\$22,914	\$0	\$0	\$280,563	\$0	\$0	\$303,479	\$0	\$3,383,656	\$0	\$0	\$0	\$0	\$0	\$3,383,656	\$3,687,135	3/2/2012	2/28/2020	8/17/2020	7/1/2022	c
F-16-DT I-25 SANTA FE BRIDGES	1	1 18107	1 Bridge Replacement and Major Rehabilitation	\$103,040	\$624,989	\$0	\$0	\$0	\$0	50	\$728,029	\$11,225,034	\$2,977,229	\$0	\$0	\$0	\$0	\$0	\$14,202,263	\$14,930,292	11/4/2010	3/16/2011	7/11/2011	7/7/2014	с
F-16-DW I-25 SANTA FE BRIDGES		1 18107	1 Bridge Replacement and Major Rehabilitation	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	\$0	See F-16-DT	See F-16-DT	\$0	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	11/4/2010	3/16/2011	7/11/2011	7/7/2014	c
E-17-GE I 70 ML WBND over SAND CREEK		1 17537	1 Rehabilitation Bridge Replacement and Major Rehabilitation	\$1,332,918	SO	\$0	\$0	\$0	\$0	SO	\$1,332,918	\$0	\$72,565	\$0	\$0	\$9,190,738	\$0	\$0	\$9,263,303	\$10,596,221	3/31/2010	3/31/2011	7/29/2011	7/6/2012	c
E-17-BY I 70 ML EBND over SAND CREEK		1 17537	1 Bridge Replacement and Major Rehabilitation 1 Bridge Replacement and Major	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	3/31/2010	3/31/2011	7/29/2011	7/6/2012	с
E-17-GM I 76 ML EBND over SOUTH PLATTE RIVER		1 18070	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$962,189	\$0	\$0	\$0	\$0	\$0	\$962,189	\$0	\$23,276	\$0	\$0	\$12,080,497	\$0	\$0	\$12,103,773	\$13,065,962	3/29/2010	5/19/2011	9/12/2011	7/13/2012	c
E-17-GL I 76 ML WBND over SOUTH PLATTE RIVER		1 18070	1 Rehabilitation Bridge Replacement and Major	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	3/29/2010	5/19/2011	9/12/2011	7/13/2012	c
F-16-FW US 287+SH 88 over US 40 ML		1 18083		\$0	\$603,407	\$0	\$0	\$516,500	\$0	\$0	\$1,119,907	\$310,294	\$14,414	\$0	\$0	\$6,110,347	\$0	\$0	\$6,435,055	\$7,554,962	3/31/2010	6/30/2011	9/26/2011	1/16/2013	c
F-16-CS SH121 ML-WADSWORTH over BEAR CREEK E-16-GO SH 95 ML over UP RR. RR SPUR		1 18220	Bridge Replacement and Major     Rehabilitation     Bridge Replacement and Major	\$0 \$396,399	\$1,076,625 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	50 50	\$1,076,625	\$348,289	\$120,892	\$0 \$0	\$0 \$0	\$8,432,470	\$0 \$0	\$0 \$0	\$8,901,651	\$9,978,276	4/1/2010	2/2/2012	3/26/2012	8/30/2013	c
E-16-GQ SH 95 ML OVER UP NK, NK SPUK F-16-FL US 6 ML over SH 95 ML/SHERIDAN AVE.		1 18052	Rehabilitation Bridge Replacement and Major	\$396,399	\$585,721	\$0	\$0 \$0	\$0 \$0	\$0 \$0	50	\$396,399	50	\$312	50 50	50	\$6,293,279 \$12,626,612	50	\$0 \$0	\$12,626,924	\$6,750,011	4/29/2008	10/21/2012	1/3/2012	7/12/2013	c
E-16-FK SH 121 WADSWORTH PARKWAY ML SIND over US 36 ML		1 18194	Rehabilitation Bridge Replacement and Major	\$316,465	\$385,721	\$0	50	\$1,571,097	\$0	50	\$1,571,097	30 S0	\$4,273,930	50 \$0	50	\$19,370,801	50	50	\$23,644,731	\$25,215,828	5/27/2011	9/30/2011	5/10/2012	10/30/2013	c
E-16-FL CNTY RD / OLD WADS over US 36 ML		1 18195	Rehabilitation Bridge Replacement and Major	50	\$583,182	\$0	50	\$1,500,620	50	50	\$2,083,802	50	\$1,878,228	50	50	\$8,537,572	50	50	\$10,415,800	\$12,499,602	5/27/2011	9/30/2011	5/10/2012	10/30/2013	c
F-17-F US 40 ML EBND over		1 18180	Rehabilitation Bridge Replacement and Major	\$0	50	\$0	\$0	\$1,819,331	\$0	50	\$1,819,331	50	\$1,250,185	50	50	\$6,000,689	50	50	\$7,250,874	\$9,070,205	8/1/2011	5/2/2013	7/23/2013	3/16/2015	- C
SAND C REEK F-17-BS US 40 ML WBND over SAND C REEK		1 18180	Rehabilitation Bridge Replacement and Major	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	8/1/2011	5/2/2013	7/23/2013	3/16/2015	c
E-16-FW PECOS STREET over 1 70 ML		1 18149	1 Bridge Replacement and Major	\$0	\$6,097,615	\$0	\$0	\$512,347	\$0	50	\$6,609,962	\$4,380,000	\$249,582	\$0	\$0	\$14,097,698	\$0	\$0	\$18,727,280	\$25,337,242	4/1/2011	8/7/2012	11/5/2012	10/1/2013	c
E-17-EX PEORIA STREET over I 76 ML		1 18152	Rehabilitation Bridge Replacement and Major Rehabilitation	SO	\$10,998	\$0	\$0	\$1,466,306	\$0	SO	\$1,477,304	\$0	\$14,108	\$0	\$0	\$3,299,496	\$0	\$0	\$3,313,604	\$4,790,908	4/1/2011	5/2/2013	7/24/2013	12/5/2013	c
F-16-F US 85 ML NBND over DAD CLARK GULCH	7	1 18191	1 Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$686,671	\$0	\$0	\$686,671	\$0	\$0	\$0	\$0	\$2,316,449	\$0	\$0	\$2,316,449	\$3,003,120	10/14/2011	8/16/2012	11/27/2012	9/5/2013	c
F-17-DM SH 88 ML/ARAP RD over CHERRY CREEK		1 18147	1 Rehabilitation 1 Bridge Replacement and Major Rehabilitation	\$0	\$7,611,291	\$0	\$0	\$850,700	\$0	\$0	\$8,461,991	\$0	\$9,821,300	\$0	\$0	\$9,060,728	\$2,000,000	\$0	\$20,882,028	\$29,344,019	2/1/2011	8/15/2013	10/21/2013	8/3/2015	c
F-17-DM Wetland Monitoring		1 21474	0 Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$159,589	\$0	\$0	\$0	\$0	\$0	\$159,589	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,589		-			c
E-17-DC I 76 ML EBND over UP RR		1 18151	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$2,477,672	\$0	\$0	\$0	\$0	\$0	\$2,477,672	\$0	\$11,628,627	\$0	\$0	\$371,722	\$1,000,000	\$0	\$13,000,349	\$15,478,021	4/15/2011	2/14/2014	8/4/2014	11/6/2015	c
E-17-DU 176 ML WBND over UP RR		1 18151	Rehabilitation	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	\$0	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	4/15/2011	2/14/2014	8/4/2014	11/6/2015	c
E-17-ER SH 44 ML over BULL SEEP		1 18206	1 Bridge Replacement and Major Rehabilitation 1 Bridge Replacement and Major Rehabilitation	\$8,500	\$0	\$0	\$0	\$3,727,424	\$0	\$0	\$3,735,924	\$1,620,975	\$5,182,593	\$0	\$0	\$2,557,057	\$0	\$0	\$9,360,625	\$13,096,549	7/1/2011	9/26/2013	1/6/2014	8/14/2015	c
E-17-CA SH44 ML(104TH AVE) over SOUTH PLATTE RIVER		1 18206	1 Rehabilitation Bridge Replacement and Major	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	7/1/2011	9/26/2013	1/6/2014	8/14/2015	c
F-16-EF US 6 ML over SOUTH PLATTE RIVER F-16-EN US 6 ML over BRYANT STREET		1 19190	Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$0	\$9,750,739	\$0	\$0	\$6,342,205	\$600,000	\$0	\$16,692,944	\$16,692,944	9/1/2011	10/15/2012	6/30/2013	12/21/2015	c
		1 18192 1 18202	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$3,530,749 \$1,195,223	\$0 \$0	\$0 \$0	\$5,445,850 \$0	\$0 \$0	50 50	\$8,976,599	\$951,228	\$11,000,419 \$4,447,009	\$0	\$0 \$0	\$12,837,177 \$5,995,919	\$2,279,210 \$1,600,000	\$0 \$0	\$27,068,034 \$12,042,928	\$36,044,633	9/1/2011 9/1/2011	10/15/2012	6/30/2013	12/21/2015	c
F-16-EJ US 6 ML over BNSF RR F-17-GO US 40 ML EBND over TOLLGATE CREEK		1 18202	Rehabilitation Bridge Replacement and Major	\$55,730	\$1,195,223	\$0 \$0	\$0 \$0	\$2,269,690	\$0 \$0	50	\$1,195,223 \$2,325,420	\$0 \$238,325	\$4,447,009	50	\$0	\$5,995,919	\$1,600,000	50	\$9,856,083	\$13,238,151 \$12,181,503	2/1/2011	10/15/2012	6/30/2013 6/9/2014	9/22/2015	- C
F-17-GA US 40 ML EBRD OVER TOLLGATE CREEK		1 18204	Rehabilitation Bridge Replacement and Major	See F-17-G0	See F-17-GO	See F-17-GO	30 See F-17-G0	See F-17-G0	See F-17-GO	30 See F-17-G0	See F-17-GO	5238,325 See F-17-GO	59,117,758 See F-17-GO	50 See F-17-GO	50 See F-17-GO	50 See F-17-GO	See F-17-GO	50 See F-17-GO	59,850,085 See F-17-60	See F-17-GO	2/1/2011	1/16/2014	6/9/2014	9/22/2016	c
E-16-HA SH 58 over FORD		1 18770	1 Rehabilitation Bridge Replacement and Major Rehabilitation	50	50	\$0	50	\$692,994	\$0	50	\$692,994	50	\$57,877	\$0	\$0	\$5,271,384	\$0	\$0	\$5,329,261	\$6,022,255	11/14/2011	3/21/2013	6/3/2013	6/27/2014	c
E-16-AA US 287 Federal over BNSF at 69th Ave.		1 18908	1 Bridge Replacement and Major Rebabilitation	\$0	\$1,073,902	\$0	\$0	\$2,260,507	\$0	SO	\$3,334,409	\$522,453	\$15,230,467	\$0	\$0	\$0	\$0	\$0	\$15,752,920	\$19,087,329	11/1/2012	11/20/2014	1/29/2015	11/18/2016	c
E-16-AA US 287 Federal over BNSF at 69th Ave.		1 20513	0 Bridge Replacement and Major	\$0	\$648,232	\$0	\$0	\$0	\$0	50	\$648,232	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$648,232					c
E-17-JP I-70 ML over Havana St.	7	1 19339	Rehabilitation Bridge Replacement and Major Rehabilitation	\$1	\$86,567	\$0	\$0	\$1,675,000	\$0	\$0	\$1,761,568	\$0	\$24,351,102	\$0	\$0	\$0	\$500,000	\$0	\$24,851,102	\$26,612,670	11/26/2012	11/20/2014	4/13/2015	11/29/2016	с
F-16-ER US 6 over Garrison		1 19478	1 Bridge Replacement and Major Rebabilitation	\$1	\$605,839	\$0	\$0	\$200,000	\$0	50	\$805,840	\$0	\$13,338,258	\$0	\$0	\$500,000	\$0	\$0	\$13,838,258	\$14,644,098	3/29/2013	7/3/2014	1/15/2015	4/30/2016	0
E-17-FX Central 70		1 19631	1 Bridge Replacement and Major Rehabilitation	\$25,000,000	\$168,303,462	\$0	\$0	\$0	\$0	\$0	\$193,303,462	\$0	\$291,997,877	\$0	\$0	\$0	\$0	\$0	\$291,997,877	\$485,301,339	7/22/2013				0
E-17-EW Central 70		1 19631	1 Rehabilitation Bridge Replacement and Major Rehabilitation	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	7/22/2013				0
E-17-DF Central 70		1 19631	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	2/6/2017	-			0
E-17-KR Central 70		1 19631	1 Bridge Replacement and Major Rehabilitation	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	3/14/2016	-			0
E-17-GA Central 70		1 19631	1 Bridge Replacement and Major Rehabilitation 1 Bridge Replacement and Major	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	7/22/2013	-			0
E-17-GB Central 70		1 19631	1 Rehabilitation Bridge Replacement and Major	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	2/19/2018				с
F-14-Y I 70(BUSINESS RT) over I 70 ML F-15-BL I 70 WB over US 6. CLEAR CREEK- Flowd Hill		1 19984	1 Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$546,911	\$0	\$546,911 \$18.371.560	\$0	\$10,937,963	\$0	\$0	\$0	\$0	\$0	\$10,937,963	\$11,484,874	1/27/2014	3/6/2015	4/2/2015	6/27/2016	0
F-15-BL I 70 WB over US 6, CLEAR CREEK- Floyd Hill F-15-BM US ML over CLEAR CREEK- Floyd Hill		1 22716 1 22716	1 Rehabilitation Bridge Replacement and Major	\$0 See F-15-BL	\$18,371,560	\$0	\$0 See F-15-BL	\$0	\$0	50		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,371,560	9/6/2018	-			0
F-15-D I-70 FRONTAGE ROAD over CLEAR CREEK- Floyd Hill		1 22716 1 22716	Rehabilitation Bridge Replacement and Major	See F-15-BL	See F-15-BL See F-15-BL	See F-15-BL See F-15-BL	See F-15-8L	See F-15-BL See F-15-BL	See F-15-BL See F-15-BL	See F-15-BL See F-15-BL	See F-15-BL See F-15-BL	See F-15-8L See F-15-8L	See F-15-BL.1 See F-15-BL.1	See F-15-BL See F-15-BL	See F-15-BL See F-15-BL	See F-15-BL See F-15-BL	See F-15-BL See F-15-BL	See F-15-8L See F-15-8L	See F-15-BL See F-15-BL	See F-15-BL See F-15-BL	9/6/2018 9/6/2018				0
F-15-BL-1 170 WB over US 6, CLEAR CREEK- Floyd Hill (CP 3)		1 25800	Rehabilitation Bridge Replacement and Major	50	500 1115 02	50	50	50	50	50	\$0	50	50	\$39,951,656	50	50	50	50	\$39,951,656	\$39,951,656			8/8/2024	6/30/2026	0
F-15-BM US ML over CLEAR CREEK- Floyd Hill (CP 3)		1 25800	0 Bridge Replacement and Major	See F-15-BL.1	See F-15-BL.1	See F-15-BL.1	See F-15-BL.1	See F-15-BL.1	See F-15-BL.1	See F-15-BL.1	See F-15-BL.1	See F-15-8L.1	See F-15-BL.1	See F-15-8L.1	See F-15-BL.2	See F-15-BL1	See F-15-BL.1	500 See F-15-BL.1	See F-15-8L1	See F-15-BL-1			8/8/2024	6/30/2026	0
F-15-BL.2 US ML over CLEAR CREEK- Floyd Hill (CP 4)		1 26169	0 Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000,000	\$200,000,000	\$0	\$0	\$0	\$15,000,000	\$230,000,000	\$230,000,000					0
F-15-BM US ML over CLEAR CREEK- Floyd Hill (CP 4)		1 26169	0 Bridge Replacement and Major	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-8L.2	See F-15-BL2	See F-15-BL2	See F-15-8L.2	See F-15-BL2	See F-15-8L.2	See F-15-BL.2	See F-15-BL-2	See F-15-BL.2					0
F-15-D US ML over CLEAR CREEK- Floyd Hill (CP 4)		1 26169	0 Bridge Replacement and Major Rebabilitation	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2	See F-15-8L.2	See F-15-BL 2	See F-15-BL2	See F-15-BL.2	See F-15-BL.2	See F-15-8L.2	See F-15-BL.2	See F-15-BL.2	See F-15-BL.2		-			c
F-16-EF US 6 over South Platte CLMOR/LOMR		1 22878	Rehabilitation     Bridge Replacement and Major     Rehabilitation	\$0	SO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$0	\$0	\$0	\$0	\$0	\$0					c
E-16-LU I-76 WBND over CLEAR CREEK		1 22391	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$660,150	\$0	\$0	\$0	\$0	\$0	\$660,150	\$0	\$2,837,863	\$0	\$0	\$0	\$0	\$0	\$2,837,863	\$3,498,013	11/19/2018	1/9/2020	6/1/2020	10/30/2020	c
E-16-LT I-76 EBND over CLEAR CREEK		1 22391	1 Bridge Replacement and Major Rehabilitation	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	11/19/2018	1/9/2020	6/1/2020	10/30/2020	0
E-16-LU.1 I-76 WBND over CLEAR CRK SCOUR MITIGATE		1 23444	0 Bridge Replacement and Major	\$0	\$407,105	\$0	\$0	\$0	\$0	SO	\$407,105	\$0	\$2,935,738	\$0	\$0	\$0	\$0	\$0	\$2,935,738	\$3,342,843	11/24/2019	7/14/2022	11/8/2022	5/22/2025	0
E-16-LT I-76 EBND over CLEAR CRK SCOUR MITIGATE		1 23444	0 Bridge Replacement and Major Rehabilitation	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	\$0	See E-16-LU.1	See E-16-LU.2	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	11/24/2019	7/14/2022	11/8/2022	5/22/2025	0
H-17-CH South I-25 GAP Segment 3		1 22927	1 Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	SO	\$0	\$0	\$0	\$0	SO	\$0	\$0	\$5,041,100	\$0	\$0	\$0	\$0	\$0	\$5,041,100	\$5,041,100		-	8/7/2019	8/30/2022	0
H-17-CI South I-25 GAP Segment 3		1 22927	Rehabilitation Bridge Replacement and Major	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH			8/7/2019	8/30/2022	0
H-17-CF South I-25 GAP Segment 4 E-16-EW SPEER BLVD. over I-25		1 23477	1 Rehabilitation Bridge Replacement and Major	\$0 \$0	\$1,194,212	\$0	50	\$0	\$0	50	\$1,194,212	\$0	\$12,787,472	\$0	\$0	\$0	\$0	\$0	\$12,787,472	\$13,981,684	3/4/2020	12/15/2020	1/8/2021	11/23/2022	0
E-16-EW SPEER BLVD. over I-25 E-16-EO SPEER BLVD. over I-25		1 22969 1 22969	Rehabilitation Bridge Replacement and Major	\$0 See E-16-EW	\$1,919,746 See E-16-EW	\$0 See E-16-EW	\$0 See E-16-EW	\$0 See E-16-EW	\$0 See E-16-EW	\$4,000,000 See E-16-EW	\$5,919,746 See E-16-EW	\$0 See E-16-EW	\$0 See E-16-EW	\$0 See E-16-EW	\$0 See E-16-EW	\$0 See E-16-EW	\$0 See E-16-EW	\$60,000,000 See E-16-EW	\$60,000,000 See E-16-EW	\$65,919,746 See E-16-EW	3/23/2021 3/23/2021				0
F-16-DA 23rd AVE over I-25		1 22969	Bridge Replacement and Najor     Rehabilitation     Bridge Replacement and Major     Rehabilitation     Bridge Replacement and Major	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW See E-16-EW	See E-16-EW	See E-16-EW See E-16-EW	See E-16-EW	See E-16-EW See E-16-EW	See E-16-EW	See E-16-EW See E-16-EW	3/23/2021				0
E-16-HE I-70 over 32nd AVE EBND		1 23673	Rehabilitation Bridge Replacement and Major	50	\$1,761,093	\$0	50	\$0	\$0	50	\$1,761,093	50	\$13,872,546	50	50	50	50	\$0	\$13,872,546	\$15,633,639	11/25/2020	11/7/2021	2/14/2022	11/29/2023	0
E-16-HF I-70 over 32nd AVE WBND		1 23673	Rehabilitation Bridge Replacement and Major	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	513,872,346 See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	513,872,546 See E-16-HE	See E-16-HE	11/25/2020	11/7/2021	2/14/2022	11/29/2023	0
E-17-GW I-76 over YORK ST.		1 23681	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$589,981	\$0	\$0	\$0	\$0	SO	\$589,981	\$0	\$12,595,057	\$0	\$0	\$0	\$0	\$0	\$12,595,057	\$13,185,038	5/14/2020	2/28/2022	5/31/2022	10/1/2024	0
E-17-GV I-76 over YORK ST.		1 23681	Bridge Replacement and Major	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	5/14/2020	2/28/2022	5/31/2022	10/1/2024	0
E-17-ID I-270 Critical Bridges		1 24947	Rehabilitation Rehabilitation Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$9,698,150	\$0	\$0	\$0	\$0	50	\$9,698,150	\$0	\$20,000,000	\$100,000,000	\$0	\$0	\$0	\$0	\$120,000,000	\$129,698,150	9/16/2022	4/25/2024	1		0
E-17-IE I-270 Critical Bridges	-	1 24947	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	9/16/2022	4/25/2024			0
E-17-IF i-270 Critical Bridges		1 24947	1 Bridge Replacement and Major Rehabilitation	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	9/16/2022	4/25/2024		-	0
E-17-IH i-270 Critical Bridges		1 24947	Bridge Replacement and Major Rehabilitation	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	9/16/2022	4/25/2024			0
E-17-IG I-270 Critical Bridges		1 24947	Indige Replacement and Wajor     Rehabilitation     Bridge Replacement and Major	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	9/16/2022	4/25/2024			0
E-17-IJ I-270 Critical Bridges		1 24947	1 Bridge Replacement and Major Rehabilitation	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	9/16/2022	4/25/2024			0
various I-270 Critical Bridges		1 24947	0 Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$0	\$0	\$0	\$0	\$0		-	5/12/2025	5/12/2027	0
F-16-0 US 6 over SH 121 Wadsworth		1 26208	1 Rehabilitation Reidee Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000,000	\$0	\$0	\$0	\$0	\$0	\$25,000,000	\$25,000,000	-				c
L-22-F SH 96 ML over Draw and Black Draw		2 17668	Rehabilitation Bridge Replacement and Major	\$149,300	\$757	\$0	\$0	\$0	\$0	\$0	\$150,057	\$3,561,371	\$205,306	\$0	\$0	\$0	\$0	\$0	\$3,766,677	\$3,916,734		-			c
K-23-C SH 96 ML over Draw and Black Draw		2 17668	Rehabilitation     Rehabilitation     Bridge Replacement and Major	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F					c
K-23-B SH 96 ML over Draw and Black Draw K-24-A SH 96 ML over Draw and Black Draw		2 17668 2 17668	1 Rehabilitation 1 Bridge Replacement and Major Rehabilitation	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F	See L-22-F See L-22-F					c
K-24-A         SH 96 ML over Draw and Black Draw           N-16-L         SH 69 over Turkey Creek		2 17668	1 Rehabilitation 1 Bridge Replacement and Major		See L-22-F \$7,222	See L-22-F \$0	See L-22-F \$0	See L-22-F \$0	See L-22-F \$0	See L-22-F \$0	See L-22-F \$101,086	See L-22-F \$2,077,266	See L-22-F \$23,859	See L-22-F \$0	See L-22-F \$0	See L-22-F \$0	See L-22-F S0	See L-22-F \$0	See L-22-F \$2,101,125	See L-22-F \$2,202,211					c
H-16-K US 24 EB over Fountain Creek, US 24 over Twin Creek and S		2 17675	Renaplitation     Bridge Replacement and Major     Bridge Replacement and Major     Bridge Replacement and Major	\$219,669	57,222	50	50	\$0	\$0 \$0	50	\$219,669	\$2,418,297	\$23,659	50	50	50	50	50	\$2,418,297	\$2,637,966					c
I-17-AE Draw US 24 EB over Fountain Creek, US 24 over Twin Creek and 3		2 17675	Bridge Replacement and Major	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	52,418,297 See H-16-K	30 See H-16-K	50 See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	52,416,297 See H-16-K	See H-16-K					c
I-15-Y Draw US 24 EB over Fountain Creek, US 24 over Twin Creek and 5		2 17675	1 Rehabilitation Bridge Replacement and Major Rehabilitation	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K					c
N-17-N I-25 ML NB over Missouri Creek		2 18115	1 Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,725,376	\$0	\$0	\$0	\$0	\$0	\$1,725,376	\$1,725,376					c
																									•



Original Bridge Key	Location/Project	Region Project Accounting Count	Project Type	Total Precon Other Fund	is Total Precon FASTER Funds	Precon Infrastructure Revenue Bonds	Precon Infrastructure Revenue Bond Interest	Precon Series 2010A Bonds	Precon Series 2010A Bond	Total Precon SB-260 Funds	Total Precon Funds	Total Construction Other Funds	Total Construction FASTER Funds	Construction Infrastructure Revenue Bonds	Construction Infrastructure Revenue Bond Interest	Construction Series 2010A Bonds	onstruction Series 2010A Bond	Total Construction SB-260	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion	Open/Closed
J-15-8	SH 9 ML over CURRANT CREEK	2 18059 1	Bridge Replacement and Major Rehabilitation	\$180,766	\$0	\$0	\$0	\$0	\$0	\$0	\$180,766	\$1,675,834	\$1	\$0	\$0	\$0	\$0	\$0	\$1,675,835	\$1,856,601		12/9/2010	5/4/2011	10/31/2011	c
L-28-F	SH 89 ML over ARKANSAS RIVER	2 18131 1	Rehabilitation Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$177,535	\$63,267	\$0	\$0	\$0	\$0	\$0	\$240,802	\$0	\$0	\$0	\$0	\$6,129,155	\$0	\$0	\$6,129,155	\$6,369,957	6/1/2010	12/30/2010	2/16/2011	4/30/2012	c
G-12-L	SH9 ML over Buckskin Gulch	2 17681 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$133,913	\$0	\$0	\$0	\$0	\$0	\$0	\$133,913	\$111,688	\$0	\$0	\$0	\$76,865	\$0	\$0	\$188,553	\$322,466	1/4/2010	6/9/2011	9/5/2011	12/29/2011	c
J-18-S	DRAW	2 18414 1 2 18414 1	Rehabilitation Bridge Replacement and Major	S0 See J-18-S	\$0 See J-18-5	\$0 See J-18-5	\$0 See J-18-S	\$0 See J-18-S	\$0 See J-18-S	\$0 See J-18-S	\$0	\$0 See J-18-5	50 See J-18-5	\$0 See J-18-5	50 See J-18-5	\$1,043,384 See J-18-S	\$0 See J-18-S	50 See J-18-5	\$1,043,384 See J-18-5	\$1,043,384 See J-18-S	9/1/2010	10/13/2011	2/20/2012	9/17/2012	c
K-16-K	UDAW	2 18013 1	Rehabilitation Bridge Replacement and Major	50 S0	\$468,198	\$0	\$0	\$0	\$0	50 S0	See J-18-S \$468,198	\$0	\$653,545	500 S0	\$0	\$4,833,271	\$0	50	\$5,486,816	\$5,955,014	7/9/2010	5/25/2012	10/8/2012	6/27/2014	c
M-21-D		2 18177 1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$449,681	so	SO	\$0	\$0	50	\$449,681	\$0	\$0	\$0	\$0	\$1,509,477	\$0	\$0	\$1,509,477	\$1,959,158	2/1/2011	8/25/2011	10/19/2011	5/18/2012	c
H-18-A	US 24 ML over BLACK SQUIRREL CREEK	2 18203 1	Bridge Replacement and Major Rehabilitation	\$0	\$288,894	\$0	\$0	\$0	\$0	\$0	\$288,894	\$0	50	\$0	\$0	\$2,993,733	\$0	\$0	\$2,993,733	\$3,282,627	6/1/2010	9/9/2011	11/15/2011	8/17/2012	c
0-16-A	CUCHARAS	2 18250 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$176,063	SO	\$0	\$0	\$0	\$0	\$176,063	\$0	50	\$0	\$0	\$0	\$0	\$0	\$0	\$176,063	12/1/2010	-			c
P-17-H O-16-A & P-17-H	SH 12 PURGATOIRE RIVER CUCHARAS & SH 12 PURGATOIRE RIVER COMBINED CONST.	2 18251 1 2 18640 0	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$150,662	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$150,662	\$0	\$0 \$0	\$0	\$0	\$0 \$2,132,692	\$0	50	\$0 \$2,132,692	\$150,662 \$2,132,692	12/1/2010	10/20/2011	2/24/2012		c
0-26-L	US 160 ML over	2 18321 1	Rehabilitation Bridge Replacement and Major	50	\$340,422	50	50	\$868	\$0	50	\$341,290	50	\$12,034	50	50	\$3,543,166	50	50	\$3,555,200	\$3,896,490	2/1/2011	12/15/2011	3/29/2012	12/13/2012	c
0-25-1	CAT CREEK US 160 ML over DRAW	2 18321 1	Bridge Replacement and Major Rehabilitation	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See 0-26-L	See O-26-L	See O-26-L	See 0-26-L	See O-26-L	See O-26-L	See 0-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	2/1/2011	12/15/2011	3/29/2012	12/13/2012	c
0-25-H	US 160 ML over N FK Sand Arroyo	2 18321 1	Bridge Replacement and Major Rehabilitation	See O-26-L	See 0-26-L	See O-26-L	See O-26-L	See 0-26-L	See O-26-L	See O-26-L	See 0-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	2/1/2011	12/15/2011	3/29/2012	12/13/2012	c
M-24-B	SH 101 ML over DRAW	2 18178 1	Bridge Replacement and Major Rehabilitation	\$0	\$268,899	\$0	\$0	\$0	\$0	\$0	\$268,899	\$0	50	\$0	\$0	\$0	\$0	\$0	\$0	\$268,899	2/1/2011				c
L-24-F M-24-B & L-24-F	SH 101 ML over Purgatoire River - R2 COMBINED CONST. SH 101 ML over DRAW and over PURGATOIRE RIVER	2 18435 1 2 18722 0	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$132,413 \$0	\$0 \$0	\$0 \$0	\$132,413 \$0	\$0 \$0	50 50	\$0 \$0	\$0 \$0	\$0 \$3,731,491	\$0 \$0	50 50	\$0 \$3,731,491	\$132,413 \$3,731,491	2/1/2011	11/23/2011	3/29/2012	10/31/2012	c
L-22-0	SH 266 ML over HOLBROOK CANAL	2 18179 1	Bridge Replacement and Major	50	\$722,726	\$0	50	\$0	\$0	50	\$722,726	\$0	50 ×	50	50	\$0	50	50	\$9,751,451	\$722,726	12/1/2010				c
L-22-E	FT. LYON STORAGE CANAL	2 18179 1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	12/1/2010				c
L-22-K	SH 71 ML over FT. LYON CANAL	2 18440 1	Bridge Replacement and Major Rehabilitation	\$0	\$200	\$0	\$0	\$743,798	\$0	\$0	\$743,998	\$0	50	\$0	\$0	\$0	\$0	\$0	\$0	\$743,998	7/15/2011	-			c
L-22-0, E & K	COMBINED CONST. HOLBROOK & FT. LYON CANAL & STORAGE CANAL	2 18627 0	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$799,497	\$0	\$0	\$799,497	\$0	\$32,953	\$0	\$0	\$5,486,885	\$0	\$0	\$5,519,838	\$6,319,335		9/22/2011	8/20/2012	3/7/2013	c
L-28-C L-27-S	BNSF RR	2 18155 1 2 18155 1	Rehabilitation Bridge Replacement and Major	\$0 See L-28-C	\$1,553,259 See L-28-C	\$0 See L-28-C	\$0 See L-28-C	\$106,079 See L-28-C	\$0 See L-28-C	\$0 See L-28-C	\$1,659,338	\$0 See L-28-C	\$6,166,545 See L-28-C	\$0 See L-28-C	\$0 See L-28-C	\$1 See L-28-C	\$0 See L-28-C	50 See L-28-C	\$6,166,546 See L-28-C	\$7,825,884 See L-28-C	2/1/2011 2/1/2011	7/17/2014	2/23/2015	7/1/2016	c
0-19-J	ORAW	2 18155 1	Rehabilitation Bridge Replacement and Major	50 See L-28-C	50 See L-28-C	500 S00	See L-28-C	\$299,217	\$0	500 S00	See L-28-C \$299,217	500 L-28-C	549 L-28-C \$0	548 L-28-C \$0	50 See L-28-C	\$2,105,844	See L-28-C \$0	50 S0	\$2,105,844	\$2,405,061	10/15/2010	9/20/2012	12/3/2015	6/18/2013	c
P-19-AD		2 18461 1	Rehabilitation Bridge Replacement and Major Rehabilitation	See O-19-J	See 0-19-J	See O-19-J	See O-19-J	See 0-19-J	See O-19-J	See O-19-J	See 0-19-J	See O-19-J	See 0-19-J	See 0-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	10/15/2010	9/20/2012	12/3/2012	6/18/2013	c
0-19-H		2 18208 1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$493,712	\$0	\$0	\$0	\$0	\$0	\$493,712	\$0	\$34,143	\$0	\$0	\$3,153,661	\$0	\$0	\$3,187,804	\$3,681,516	10/15/2010	2/21/2013	4/29/2013	4/11/2014	c
K-16-S		2 18370 1	Rehabilitation	\$0	\$505,078	\$0	\$0	\$755,829	\$0	\$0	\$1,260,907	\$0	\$4,106,291	\$0	\$0	\$312,427	\$0	50	\$4,418,718	\$5,679,625	3/15/2011	6/19/2014	10/28/2014	1/8/2016	c
L-18-M & L-18-W	1-25 ML over Indiana Ave. Northern Ave. over 1-25 ML	2 19206 0 2 19207 0	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$123,988 \$132,619	\$0 \$0	\$0 \$0	\$108,191 \$2,000	\$0 \$0	\$0 \$0	\$232,179 \$134,619	\$0 \$0	50	50	\$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$232,179 \$134,619	10/15/2012				c
L-18-AQ K-18-CL		2 19207 0 2 19205 1	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$132,619 \$0	50 50	\$0 \$0	\$2,000	\$0	\$0 \$0	\$134,619 \$0	\$0 \$1,300,757	50 \$38,249,465	50	\$0 \$0	\$0 \$100,000	\$0 \$0	50 50	\$0 \$39,650,222	\$134,619 \$39,650,222	10/15/2012	3/6/2014	2/10/2015	7/31/2019	0
K-18-CK		2 19205 1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0 \$0	50	\$0	50	\$0 \$0	\$0	50	50 \$0	\$0	\$00,240,403	\$0 \$0	\$0	\$0	\$0	50	\$0	\$0		3/6/2014	2/10/2015	7/31/2019	c
L-18-M		2 19205 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,271,797	\$0	\$0	\$10,000	\$0	\$0	\$3,281,797	\$3,281,797		3/6/2014	4/1/2015	9/7/2017	0
L-18-W	i-25 ML over Indiana Ave.	2 19205 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0 	\$0	\$0	\$0	\$0	\$0	50	\$0	\$0	\$771,562	\$0	\$0	\$10,000	\$0	\$0	\$781,562	\$781,562		3/6/2014	4/1/2015	9/7/2027	0
L-18-AQ L-18-AU		2 19205 1 2 19205 1	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$3,918,686 \$3,527,195	\$0 \$0	\$0 \$0	\$10,000	\$0 \$0	\$0 \$0	\$3,928,686	\$3,928,686 \$3,537,195	-	3/6/2014	4/1/2015	1/17/2019 7/21/2017	0
K-18-AX	I-25 ML NBND over US 50 ML	2 19205 1	Rehabilitation Bridge Replacement and Major	30 \$0	50	50	50	\$0 \$0	\$0	30 \$0	30 \$0	\$0	\$3,469,192	\$0	50	\$10,000	\$0	50	\$3,479,192	\$3,479,192		3/6/2014	2/10/2015	10/1/2018	0
K-18-R	US 50 BUS EBND over Arkansas River	2 19205 1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$0	\$5,000,941	\$0	\$0	\$11,983	\$0	\$0	\$5,012,924	\$5,012,924		3/6/2014	2/10/2015	1/17/2019	0
K-18-CL	I-25 over liex, RR, Bennet	2 17666 0		\$7,547,800	\$599,222	\$0	\$0	\$1,908,484	\$0	\$0	\$10,055,506	\$0	50	\$0	\$0	\$0	\$0	\$0	\$0	\$10,055,506	6/1/2011				с
K-18-CK		2 17666 0	Rehabilitation	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	See K-18-CL	6/1/2011	-			0
I-17-0 K-14-J	1-25 Frontage Road over Pine Creek US50 ML over Draw Cotopaxi-Texas Creek	2 19123 1 2 19304 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0 \$0	\$0 \$0	\$0 \$0	50	\$168,125 \$342,596	\$0 \$0	\$0 \$0	\$168,125	\$0 \$0	\$0 \$1,452,992	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$1,452,992	\$168,125 \$1,795,588	10/15/2012	6/12/2014	3/1/2015	. 8/15/2015	c
K-14-J W-16-P		2 19304 1	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$0	50	50	\$385,840	\$0 \$0	\$0 \$0	\$342,596 \$389,300	50	51,452,992	50	\$0 \$0	50	\$0 \$0	50	\$1,452,992	\$1,795,388	10/30/2012	3/1/2018	5/29/2018	6/26/2019	c c
M-16-P		2 22320 1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$37,260	\$0	\$0	\$0	\$0	\$0	\$37,260	\$0	\$3,598,764	\$0	\$0	\$0	\$0	50	\$3,598,764	\$3,636,024					c
N-17-C	I-25 Bus Route over Sull Creek	2 19054 1	Bridge Replacement and Major Rebabilitation	\$0	\$3,876	\$0	\$0	\$558,109	\$0	\$0	\$561,985	\$0	50	\$0	\$0	\$1,910,242	\$0	\$0	\$1,910,242	\$2,472,227	12/19/2012	10/24/2013	2/17/2014	9/3/2014	с
P-23-A		2 19053 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$373,691	\$0	\$0	\$373,691	\$0	\$1,775,780	\$0	\$0	\$0	\$0	\$0	\$1,775,780	\$2,149,471	12/19/2012	2/5/2015	5/26/2015	10/30/2015	c
L-22-L		2 21012 1 2 21011 1	Rehabilitation Bridge Replacement and Major	\$0	\$254,704	\$0	\$0 \$0	\$0	\$0	\$0	\$254,704	\$0	\$6,517,636	\$0	\$0	\$0	\$0	\$0	\$6,517,636 \$2,275,375	\$6,772,340	5/13/2015 7/29/2015	8/30/2018	12/10/2018	11/15/2019	c
N-17-P	SH 96 over Rush Creek	2 21011 1 2 20407 1	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$344,896	\$0 \$0	50	\$0 \$0	\$0 \$0	\$0 \$0	\$344,896 \$541,169	\$0 \$0	\$2,275,375	50	\$0 \$0	\$0 \$0	\$0 \$0	50	\$2,275,375	\$2,620,271 \$9,770.416	10/23/2017	3/29/2018	7/16/2018	12/14/2018	0
N-17-5	1-25 over CO RD 103, Butte Creek	2 20407 1	Rehabilitation Bridge Replacement and Major Rehabilitation	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N+17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	See N-17-BN	10/23/2017	8/3/2018	10/15/2018	12/8/2020	0
N-17-AD	I-25 over US 160 ML, RR Spur	2 22350 1	Rehabilitation Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$1,688,520	\$0	\$0	\$0	\$0	\$0	\$1,688,520	\$0	\$26,237,439	\$0	\$0	\$0	\$0	\$0	\$26,237,439	\$27,925,959	11/6/2017	10/20/2022	3/23/2023	10/30/2024	c
K-18-U	I-25 SB over Draw	2 22823 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$102,980	\$0	\$0	\$0	\$0	\$0	\$102,980	\$0	\$2,531,140	\$0	\$0	\$0	\$0	\$0	\$2,531,140	\$2,634,120	11/5/2018	12/5/2019	4/7/2020	10/30/2020	0
H-13-G M-22-N		2 22865 1 2 23005 1	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$473,405 \$333,687	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$473,405 \$333,687	\$0 \$0	\$4,422,126 \$1,667,723	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$4,422,126	\$4,895,531 \$2,001,410	6/1/2019	3/16/2021 5/7/2020	6/13/2022 2/23/2021	12/9/2022	c
M-22-N M-24-A		2 23005 1	Rehabilitation Bridge Replacement and Major	50 50	\$333,687	50	50	\$0 \$0	\$0 \$0	\$0 \$0	\$333,687	50	\$1,667,723 \$2,457,119	50	\$0 \$0	50	\$0 \$0	50	\$1,667,723	\$2,693,061	6/1/2019	7/31/2020	11/2/2020	5/5/2021	c
M-24-1		2 23007 1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$190,050	\$0	\$0	\$0	\$0	\$0	\$190,050	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$190,050	6/1/2019	5/7/2020	9/17/2020	3/4/2021	c
H-19-C	US 24 over DRAW	2 22995 1	Bridge Replacement and Major Rehabilitation	\$0	\$215,998	\$0	\$0	\$0	\$0	\$0	\$215,998	\$0	\$1,883,031	\$0	\$0	\$0	\$0	50	\$1,883,031	\$2,099,029	3/29/2019	10/1/2020	1/1/2021	9/30/2021	0
I-17-GR		2 23605 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$1,541,172	\$0	\$0	\$0	\$0	\$0	\$1,541,172	\$0	\$24,527,474	\$0	\$0	\$0	\$0	\$0	\$24,527,474	\$26,068,646	10/1/2019	1/14/2021	11/29/2021	8/26/2024	0
I-17-GQ	1-25 NB over S. ACADEMY BLVD.	2 23605 1 2 23558 1	Rehabilitation Bridge Replacement and Major	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See 1-17-GR	See I-17-GR	10/1/2019	1/14/2021	11/29/2021	8/26/2024	0
6-12-C H-13-N		2 23558 1 2 23558 1	Rehabilitation Bridge Replacement and Major	\$1,885,292 See G-12-C	\$524,426 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$2,409,718 See G-12-C	\$10,589,708 See G-12-C	\$42,152,740 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$0 See G-12-C	\$52,742,448 See G-12-C	\$55,152,166 See G-12-C	8/19/2020 8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
I-13-G	R2 CHBP Grant (R2B2)	2 23558 1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
J-15-AO	R2 CHBP Grant (R2B2)	2 23558 1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
I-15-T		2 23558 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
J-14-C J-15-G	R2 CHBP Grant (R2B2) R2 CHBP Grant (R2B2)	2 23558 1 2 23558 1	Rehabilitation Bridge Replacement and Major	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	8/19/2020 8/19/2020	7/31/2020 7/31/2020	4/18/2022 4/18/2022	1/22/2025	0
M-21-B		2 23558 1	Bridge Replacement and Major Rebabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
M-21-C	R2 CHBP Grant (R2B2)	2 23558 1		See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
M-21-J		2 23558 1	Rehabilitation Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
M-22-U		2 23558 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
M-22-Y N-21-C		2 23558 1 2 23558 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	See G-12-C See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
N-21-F		2 23558 1	Rehabilitation Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
I-13-H		2 23559 1	Bridge Replacement and Major Rehabilitation	\$0	\$788,320	\$0	\$0	\$0	\$0	\$0	\$788,320	\$0	\$11,392,604	\$0	\$0	\$0	\$0	\$0	\$11,392,604	\$12,180,924	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
0-19-D		2 23559 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	50	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
M-21-I		2 23559 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	\$0	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	See I-13-H	8/19/2020	7/31/2020	4/18/2022	1/22/2025	0
H-13-A K-18-J		2 24052 1 2 26237 1	Bridge Replacement and Major	\$0 \$0	\$0	\$0 \$0	50 50	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$6,532,905	\$0 \$42,967,711	\$0 \$0	\$0 \$0	\$0 \$0	50 50	\$6,532,905 \$42,967,711	\$6,532,905 \$42,967,711			5/1/2023 8/1/2024	11/1/2024 1/31/2027	0
K-18-J			Rehabilitation	30	See K-18-J	See K-18-J	See K-18-J	See K-18-J	See K-18-J	SU See K-18-J	See K-18-J	See K-18-J	SU See K-18-J	\$42,967,711 See K-18-J	See K-18-J	SU See K-18-J	See K-18-J	50 See K-18-J	\$42,967,711 See K-18-J	\$42,967,711 See K-18-J		-	8/1/2024	1/31/2027	0
J-18-M			Bridge Replacement and Major	\$0	\$500,100	\$0	50	\$0	\$0	50	\$500,100	\$0	50	\$0	\$0	\$0	\$0	50	\$0	\$500,100	5/1/2024			-	0
N-17-AC	I-25 over US160 Walsenburg	2 26288 1	Bridge Replacement and Major Rehabilitation	\$0	\$500,400	\$0	\$0	\$0	\$0	\$0	\$500,400	\$0	50	\$0	\$0	\$0	\$0	50	\$0	\$500,400	7/1/2025				c
G-11-F		3 17672 1		5407,711	\$3,500	\$0	\$0	\$0	\$0	\$0	\$413,211	\$5,279,983	\$350,000	\$0	\$0	\$0	\$0	\$0	\$5,629,983	\$6,043,194		-		-	c
F-09-H J-09-C		3 18160 1 3 18193 1	Rehabilitation Bridge Replacement and Major	\$155,656	\$150,986	\$0 \$0	\$0	\$0	\$0	\$0 \$0	\$306,642	\$0	\$0 50	\$0 \$0	\$0	\$4,201,213	\$0	\$0 50	\$4,201,213 \$2,369,188	\$4,507,855	9/28/2010	5/19/2011	7/20/2011	5/18/2012	c
J-09-D	US 50 SERVICE RD over GUNNISON RVR SR US 50 SERVICE RD over GUNNISON RVR SR	3 18193 1 3 18193 1	Rehabilitation	\$143,514 See J-09-C	\$0 See J-09-C	\$0 See J-09-C	\$0 See J-09-C	\$203,584 See J-09-C	\$0 See J-09-C	\$0 See J-09-C	\$347,098 See J-09-C	\$0 See J-09-C	\$0 See J-09-C	\$0 See J-09-C	\$0 See J-09-C	\$2,369,188 See J-09-C	\$0 See J-09-C	\$0 See J-09-C	\$2,369,188 See J-09-C	\$2,716,286 See J-09-C	6/1/2010	6/23/2011 6/23/2011	8/29/2011 8/29/2011	8/31/2012 8/31/2012	c
F-08-F		3 18162 1	Bridge Replacement and Major Rehabilitation	\$146,819	\$0	\$0	\$0	\$1,805,747	\$0	50	\$1,952,566	\$0	50	50	\$0	\$7,966,405	\$0	50	\$7,966,405	\$9,918,971	4/6/2011	9/2/2012	9/4/2012	9/30/2013	c
F-08-F	Historic Eagle County Bridges Book	3 19325 0		\$0	\$22,062	\$0	\$0	\$0	\$0	\$0	\$22,062	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0	\$22,062	1/0/1900	1/0/1900	1/0/1900	1/0/1900	c
C-09-C		3 18138 1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	SO	\$0	\$0	\$0	\$1,517,178	\$0	50	\$1,517,178	\$0	\$0	so	\$0	\$4,117,918	\$0	\$0	\$4,117,918	\$5,635,096	4/1/2011	12/13/2012	2/28/2013	11/19/2013	c
F-11-AC	170 ML EBND over US 6, RR, EAGLE RIVER	3 18159 1	Rehabilitation	\$1	\$0	\$0	\$0	\$1,779,324	\$0	\$0	\$1,779,325	\$0	\$12,457,996	\$0	\$0	\$500,000	\$0	\$0	\$12,957,996	\$14,737,321	4/1/2011	3/6/2014	7/19/2014	5/5/2017	c



Original Bridge Key	Location/Project	Region	Project Accounti Number	ing Count	Project Type	Total Bracon Other Fundr	Total Precon FASTER Funds	Precon Infrastructure Revenue Bonds	Precon Infrastructure	Precon Series 2010A Bonds	Precon Series 2010A Bond	Total Precon SB-260 Funds	Total Precon Funds	Total Construction Other Funds	Total Construction EACTED Funds	Construction Infrastructure Revenue Bonds	Construction Infrastructure	onstruction Series 2010A Bonds	onstruction Series 2010A Bond	Total Construction SB-260	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion Date	Open/Closed
E-11-AB	170 ML WBND over US 6, RR, EAGLE RIVER	3	Number 18159	1	Bridge Replacement and Major	See F-11-AC	See F-11-AC	See F-11-AC	Revenue Bond Interest See F-11-AC	See F-11-AC	Interest See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	Revenue Bonds See F-11-AC	Revenue Bond Interest	See F-11-AC	Interest See F-11-AC	See F-11-AC	See F-11-AC	See F-11-AC	4/1/2011	3/6/2014	7/19/2014	Date 5/5/2017	C
F-07-A	SH 82 ML over 170 ML,COLORADO RVR, RR	3			Rehabilitation Bridge Replacement and Major	\$75,569	\$30,684,256	See Prinke	S0	\$10,537,357	S0	S0	\$41,297,182	\$1,853,821	\$57,561,362	S0 S0	50 S0	S0	50 S0	50 S0	\$59,415,183	\$100,712,365	5/11/2011	7/1/2015	1/1/2016	10/30/2018	c
	PEDESTRIAN BRIDGE over COLORADO RVR	3		0	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,492,960	\$9,298,894	\$0	\$0	\$0	\$0	\$0	\$14,791,854	\$14,791,854	5/11/2011	7/1/2015	1/1/2016	10/30/2018	c
D-13-A	US 34 over NORTH FORK COLORADO RIVER	3	21010	1	Bridge Replacement and Major Rehabilitation	\$0	\$872,718	\$0	\$0	\$0	\$0	\$0	\$872,718	\$0	\$5,954,412	\$0	\$0	\$0	\$0	\$0	\$5,954,412	\$6,827,130	6/8/2017	11/7/2018	4/1/2019	9/15/2020	c
F-05-L	I-70 WBND over Colorado River	3	21007	1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$231,182	\$26,919	\$0	\$0	\$0	\$0	\$0	\$258,101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$258,101	8/12/2015	2/1/2018	4/2/2018	12/15/2018	c
F-05-L	I-70 WBND over Colorado River	3			Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	50	\$40,876	\$0	\$0	\$0	\$0	\$0	\$40,876	\$0	\$3,077,349	\$0	\$0	\$0	\$0	\$0	\$3,077,349	\$3,118,225					c
F-10-L	1-70 EBND over US6,RR, Eagle River	3	21008	1	Rehabilitation Bridge Replacement and Major	\$225,184	\$26,104	\$0	\$0	\$0	\$0	\$0	\$251,288	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$251,288	8/12/2015	1/11/2018	3/16/2018	8/20/2018	c
F-10-L G-03-Q	1-70 EBND over US6,RR, Eagle River	3		0	Rehabilitation Bridge Replacement and Major	\$0 \$410,959	\$50,226	\$0	\$0	\$0	\$0 \$0	\$0	\$50,226	50	\$3,145,365	\$0	\$0	\$0	50	\$0	\$3,145,365	\$3,195,591 \$458,526				8/15/2018	c
G-03-Q	1-70 WBND over Colorado River Overflow 1-70 WBND over Colorado River Overflow	3	21009	0	Rehabilitation Bridge Replacement and Major	\$410,959	\$47,567	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$458,526 \$63,961	\$0 \$0	\$0 \$3,200,030	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	50 50	\$3,200,030	\$458,526 \$3,263,991	8/12/2015 8/12/2015	1/4/2018	3/26/2018 3/26/2018	8/15/2018	c
Б-09-К	US 6 ML over CASTLE CREEK	3		1	Rehabilitation Bridge Replacement and Major	50	\$44,910	\$0	50	\$0	50	50	\$44,910	50	\$3,824,079	50	50	50	50	50	\$3,824,079	\$3,868,989	7/1/2019	5/2/2019	7/22/2019	12/14/2019	c
F-13-S	1-70 over FOREST SERVICE ROAD	3			Rehabilitation Bridge Replacement and Major	\$0	\$1,843,854	\$0	\$0	\$0	\$0	\$0	\$1,843,854	\$0	\$14,470,575	\$0	\$0	\$0	\$0	\$0	\$14,470,575	\$16,314,429	8/9/2018	2/10/2021	4/28/2021	7/22/2022	с
I-05-V	SH 92 ML over GUNNISON RIVER	3	22943	1	Rehabilitation Bridge Replacement and Major Rehabilitation	50	\$834,536	\$0	\$0	\$0	50	\$0	\$834,536	\$0	\$12,723,532	\$0	\$0	\$0	\$0	\$0	\$12,723,532	\$13,558,068	3/18/2019	10/22/2020	11/4/2021	2/4/2023	0
0-04-G	SH 64 over STRAWBERRY CREEK	3	23061	1	Bridge Replacement and Major Rehabilitation	\$0	\$594,125	\$0	\$0	\$0	\$0	\$0	\$594,125	\$0	\$14,180,340	\$0	\$0	\$0	SO	50	\$14,180,340	\$14,774,465	7/1/2019	9/30/2022	3/20/2023	6/4/2024	0
D-03-A	SH 64 over WHITE RIVER	3	23061	1	Bridge Replacement and Major	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	See D-04-G	7/1/2019	9/30/2022	3/20/2023	6/4/2024	c
F-11-AD	I-70 over US 6, US 24, RR, EAGLE RIVER	3	23217	1	Bridge Replacement and Major Rehabilitation	\$0	\$435,013	\$0	\$0	\$0	\$0	\$0	\$435,013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$435,013					0
F-12-AS/AT	I-70 VAIL PASS Design	3		0	Rehabilitation Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$6,887,500	\$0	\$0	\$0	\$0	\$0	\$6,887,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,887,500	12/1/2020		+		0
F-12-AS	I-70 EBND VAIL PASS	3		1	Rehabilitation Bridge Replacement and Major	SO	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$7,934,573	\$45,445,516	\$0	\$0	\$0	\$0	\$53,380,089	\$53,380,089		1/8/2024	4/22/2024	11/30/2026	0
F-12-AT	I-70 WBND VAIL PASS	3	24894	1	Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,385,379	\$0	\$0	\$0	\$0	\$22,957,340	\$48,342,719	\$48,342,719	12/1/2020	6/27/2022	8/12/2022	7/31/2024	0
F-06-A	US 6 over Elk Creek	3	24493	1	Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	50	\$0 60	\$0	\$0	\$12,100,000	\$0 \$0	\$0 \$0	\$0 \$0	\$0	50 50	\$12,100,000	\$12,100,000	6/27/2022	7/15/2025	10/15/2025	10/30/2026	0
C-08-A Minor K-07-B	US 40 Over Shelton Ditch near Hayden US 50 Blue Mesa K-07-B Critical Repairs	3		2	Rehabilitation Bridge Replacement and Major	\$0 \$0	\$445,800	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$445,800	\$0 \$0	50	\$12,479,183	50	50	\$0 \$0	50 50	\$0	\$445,800	4/1/2024	-	6/8/2024	7/3/2024	c 0
K-07-B	US 50 Blue Mesa K-07-B Critical Repairs	3	26446	0	Rehabilitation Bridge Replacement and Major	30 \$0	\$0 \$0	\$0	30 \$0	\$0	50 50	30 \$0		50	\$25,524,200	\$17,132,936	50		50		\$42,657,136	\$42,657,136			7/5/2024	11/30/2024	0
K-07-A	US 50 Blue Mesa K-07-B Permanent Repairs	3		0	Rehabilitation	50 50	\$0 \$0	\$0	50 50	\$0	50 50	50 50		\$0 \$0	\$13,859,240	\$5,782,106	50	\$0 \$0	50	\$0 \$21,038,205	\$42,657,136 \$40,679,551	\$42,657,136			7/5/2024	11/30/2024	0
A-24-C	US 138 over Ditch	4		1	Bridge Replacement and Major	\$27,785	50	\$0	50	\$0	50	50	\$27,785	\$842,610	\$276	\$0	\$0	\$0	\$0	\$0	\$842,886	\$870,671					c
A-26-F	US 138 over Draw	4		1	Rehabilitation Bridge Replacement and Major Rehabilitation	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C	See A-24-C					c
G-22-J	US 24 ML over DRAW	4	18003	1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$799,863	\$0	\$0	\$0	\$244,857	\$0	\$0	\$1,044,720	\$1,044,720	4/1/2008	12/16/2010	5/2/2011	8/24/2011	c
B-16-AE	US 287 ML over DRAW	4	17804	1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$1,401,692	\$85,153	\$0	\$0	\$139,160	\$0	50	\$1,626,005	\$0	50	\$0	\$0	\$2,338,640	\$0	\$0	\$2,338,640	\$3,964,645	4/15/2010	5/12/2011	7/25/2011	5/1/2012	c
8-17-L	SH 14 ML over COALBANK CREEK	4	18451	1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$1,398,233	\$0	\$0	\$2.49,641	\$0	\$0	\$1,647,874	\$0	\$0	\$0	\$0	\$3,358,015	\$0	\$0	\$3,358,015	\$5,005,889	12/16/2010	11/1/2012	4/1/2014	9/30/2015	c
C-17-BN	25 SERVICE RD over LITTLE THOMPSON RIVER SR	4		1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$941,887	\$0	\$0	\$0	\$0	\$0	\$0	\$941,887	\$0	\$0	\$0	\$0	\$1,782,003	\$0	\$0	\$1,782,003	\$2,723,890	2/1/2011	4/5/2012	9/4/2012	4/12/2013	c
D-28-B	US 34 ML over N FRK REPUBLICAN RIVER	4		1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$781,069	\$0	\$0	\$0	\$0	\$0	\$781,069	\$0	50	\$0	\$0	\$2,693,477	\$0	\$0	\$2,693,477	\$3,474,546	11/23/2010	4/26/2012	6/25/2012	12/14/2012	c
D-17-AK	SH 66 ML over ST VRAIN River	4	18224	1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$1,311,071	\$0	\$0	\$1,311,071	\$0	\$0	\$0	\$0	\$4,228,779	\$0	\$0	\$4,228,779	\$5,539,850	2/1/2011	9/6/2012	11/5/2012	6/18/2014	c
G-21-B	1-70 FRONTAGE ROAD over DRAW	4	18610	1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$348,714	\$0	\$0	\$348,714	\$0	\$0	\$0	50	\$1,012,700	\$0 	50	\$1,012,700	\$1,361,414	9/5/2011	11/16/2012	1/28/2013	5/23/2013	c
8-16-D 8-17-C	SH 14 ML over CACHE LA POUDRE RIVER	4		1	Rehabilitation Bridge Replacement and Major	\$1,395,490 \$0	\$351,787	\$0	\$0	\$753,947 \$1.254,778	\$0 \$0	\$0	\$2,501,224	\$611,742	\$9,946,160	\$0	\$0	\$0	\$800,000	\$0	\$11,357,902	\$13,859,126 \$7,267,553	7/14/2009	6/19/2014	9/22/2014	11/20/2015	c
8-17-C C-17-B	US 85 ML over UPRR Nunn Bridge SH60 over SOUTH PLATTE RIVER	4	18669 21146	1	Rehabilitation	\$0 \$0	\$0 \$1,109,585	\$0 \$0	\$0 \$0	\$1,254,778	\$0 \$0	50 50	\$1,254,778	50	\$3,053 \$8,500,249	50	\$0	\$6,009,722	\$0	\$0	\$6,012,775 \$8,500,249	\$7,267,553 \$9,609,834	6/24/2011 6/17/2015	6/21/2018	3/17/2013 10/1/2018	6/13/2014 11/1/2019	C C
6-16-EU	1-25 ML over County Road 48	4		1	Rehabilitation Bridge Replacement and Major Data Major	30 \$0	\$943.689	\$0	50	\$0 \$0	50 \$0	30 S0	\$943,689	\$0 \$0	\$6,464,893	\$0 \$0	30 50	\$0 \$0	\$0 \$0	30 50	\$6,454,893	\$7,408,582	6/1/2015	2/14/2019	5/22/2019	1/27820	0
B-16-AM	Prospect Road over I-25	4	22248		Bridge Replacement and Major	50	\$3,030,553	\$0	50	\$0	\$0	\$0	\$3,030,553	\$0	\$18,514,622	50	50	50	\$0 \$0	50	\$18,514,622	\$21,545,175	5/21/2018		10/10/2018	9/29/2024	0
C-17-EL	1-25 ML over DRAW (Hillsboro)	4	22482	1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$19,054	\$0	\$0	\$0	\$0	\$0	\$19,054	\$0	\$3,585,646	\$0	\$0	\$0	\$0	\$0	\$3,585,646	\$3,604,700	5/21/2018		6/27/2018	11/30/2024	0
G-25-K	SH59 over I-70 (Emergency)	4		1	Bridge Replacement and Major Rehabilitation	\$0	\$270,966	\$0	\$0	\$0	\$0	\$0	\$270,966	\$0	\$6,235,225	\$0	\$0	\$0	SO	50	\$6,235,225	\$6,506,191	4/16/2018		4/27/2018	1/16/2019	c
D-27-G	US 34 ML over N FRK REPUBLICAN RIVER	4	22962	1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$561,694	\$0	\$0	\$0	\$0	\$0	\$561,694	\$0	\$3,002,218	\$0	\$0	\$0	\$0	\$0	\$3,002,218	\$3,563,912	3/1/2019	4/1/2020	6/29/2020	11/18/2020	0
D-28-P	US 34 OVER REPUBLICAN RIVER	4	22963	1	Rehabilitation Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,712,057	\$0	\$0	\$0	\$0	\$0	\$3,712,057	\$3,712,057			4/27/2020	6/14/2021	0
Various	TIMBER BRIDGE EASTERN PLAINS	4	23010	0	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$4,759,957	\$0	\$0	\$0	\$0	\$0	\$4,759,957	\$0	50	\$0	\$0	\$0	\$0	\$0	\$0	\$4,759,957	2/21/2021				0
F-19-E	TIMBER BRIDGE EASTERN PLAINS: PKG 1	4		1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,341,799	\$0	\$0	\$0	\$0	\$0	\$9,341,799	\$9,341,799		11/1/2021	2/28/2022	11/30/2022	0
F-20-J	TIMBER BRIDGE EASTERN PLAINS: PKG 1	4	24367	1	Rehabilitation Bridge Replacement and Major	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E		11/1/2021	2/28/2022	11/30/2022	0
F-20-L	TIMBER BRIDGE EASTERN PLAINS: PKG 1	4		1	Rehabilitation Bridge Replacement and Major	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	See F-19-E	-	11/1/2021	2/28/2022	11/30/2022	0
C-22-K D-24-0	TIMBER BRIDGE EASTERN PLAINS: PKG 2 TIMBER BRIDGE EASTERN PLAINS: PKG 2	4		1	Rehabilitation Bridge Replacement and Major	\$0 See C-22-K	\$0 See C-22-K	\$0 See C-22-K	\$0 See C-22-K	\$0 See C-22-K	\$0 See C-22-K	\$0 See C-22-K	\$0 See C-22-K	\$0 See C-22-K	\$3,790,503 See C-22-K	\$0 See C-22-K	50 See C-22-K	50 See C-22-K	\$0 See C-22-К	50 See C-22-K	\$3,790,503 See C-22-K	\$3,790,503 See C-22-K		8/9/2022 8/9/2022	10/25/2022	10/26/2023	0
D-25-E	TIMBER BRIDGE EASTERN PLAINS: PKG 2	4		1	Rehabilitation Bridge Replacement and Major	50 S0	50 S0	\$0	50 S0	\$0	500 S0	50 S0	50 SO	50 Star C-22-K	\$5,364,793	S0 S0	50	50	S0 50	50 S0	\$5,364,793	\$5,364,793	9/1/2022	3/29/2023	10/23/2023	10/30/2024	0
D-28-D	TIMBER BRIDGE EASTERN PLAINS: PKG 4	4	25866	1	Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,688,482	\$0	\$0	\$0	\$0	\$0	\$5,688,482	\$5,688,482	10/30/2023		4/1/2024	1/30/2025	0
1-24-N	US 40 ML over DRAW	4	24224	1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$440,347	\$0	\$0	\$0	\$0	50	\$440,347	\$0	\$9,698,389	\$0	\$0	\$0	\$0	\$0	\$9,698,389	\$10,138,736	1/1/2021	12/14/2023	4/1/2024	11/29/2024	0
B-27-A	Holyoke Bundle	4	22529	1	Bridge Replacement and Major Rehabilitation	\$0	\$2,049,153	\$0	\$0	\$0	\$0	\$0	\$2,049,153	\$0	\$22,653,754	\$0	\$0	\$0	\$0	\$0	\$22,653,754	\$24,702,907	10/5/2022	4/5/2024	3/17/2024	9/30/2026	0
B-27-D	Holyoke Bundle	4	22529	1	Bridge Replacement and Major	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See 8-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	10/5/2022	4/5/2024	3/17/2024	9/30/2026	0
B-27-F	Holyoke Bundle	4	22529	1	Renaplitation Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	10/5/2022	4/5/2024	3/17/2024	9/30/2026	0
A-27-A	Holyoke Bundle	4		1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	See B-27-A	10/5/2022	4/5/2024	3/17/2024	9/30/2026	0
G-18-B	SH 86 over Klowa Creek	4		1	Rehabilitation	\$0	\$707,643	\$0	\$0	\$0	\$0	\$0	\$707,643	\$0	\$10,600,000	\$0	\$0	\$0	\$0	\$0	\$10,600,000	\$11,307,643	3/1/2024	-			0
C-22-AY	1-76 WB over BNSF, Beaver Creek	4	TBD	1	Rehabilitation Bridge Replacement and Major	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000,000	\$0	\$0	\$0	\$0	\$0	\$18,000,000	\$18,000,000			•		0
C-22-BG L-06-A	1-76 WB over BNSF, Beaver Creek US 550 ML over Bear Creek	4	TED 17670	1	Rehabilitation Bridge Replacement and Major	See C-22-AY \$117,113	See C-22-AY \$6,388	See C-22-AY \$0	See C-22-AY S0	See C-22-AY \$0	See C-22-AY \$0	See C-22-AY \$0	See C-22-AY \$123,501	See C-22-AY \$4,756,830	See C-22-AY \$1,805	See C-22-AY \$0	See C-22-AY \$0	See C-22-AY \$0	See C-22-AY S0	See C-22-AY \$0	See C-22-AY \$4,758,635	See C-22-AY \$4,882,136					c
L-04-B	SH 145 ML over	5			Rehabilitation Bridge Replacement and Major	\$117,113	50,365	50	30 \$0	\$506.177	50 50	50	\$506.177	\$47,559	51,805	50	30	\$3,301.616	50	50	\$3,349,175	\$3,855,352	2/1/2011	3/15/2012	5/15/2012	5/30/2013	C
L-05-B	LEOPARD CREEK SH 62 ML over UNCOMPAHGRE RIVER	5	18231	1	Rehabilitation Bridge Replacement and Major	30 \$0	\$1,012,619	\$0	30 \$0	\$268,923	50	50	\$1,281,542	\$3,380	50	50	50	\$6,519,674	50	50	\$6,523,054	\$7,804,596	2/1/2011	2/9/2012	4/24/2012	5/30/2013	c
K-01-C	SH90 over DOLORES RIVER	5		1	Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$965,694	\$0	\$0	\$0	\$0	\$0	\$965,694	\$0	\$4,977,169	\$0	\$0	\$0	50	\$0	\$4,977,169	\$5,942,863	1/30/2015	11/9/2015	12/5/2016	8/18/2017	c
K-11-G	US 50 over AGATE CREEK	5		1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,526,757	\$0	\$0	\$0	\$0	\$0	\$1,526,757	\$1,526,757	3/29/2018	3/29/2018	6/18/2018	10/8/2018	0
P-12-A	US 285 over RIO CONEJOS OVERFLOW	5	23069	1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major	\$0	\$192,900	\$0	\$0	\$0	\$0	\$0	\$192,900	\$0	\$5,240,000	\$0	\$0	\$0	\$0	\$0	\$5,240,000	\$5,432,900	4/18/2019	11/1/2025	4/1/2026	5/1/2027	0
P-07-S	SH151 ML (Culvert Failure)	5	25737	1	Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation		\$184,488	\$0	\$0	\$0	\$0	\$0	\$184,488	\$0	\$3,887,602	\$0	\$0	\$0	\$0	\$0	\$3,887,602	\$4,072,090	4/24/2023	6/23/2023	8/31/2023	11/22/2023	0
J-12-AJ	US 285 ML over DRAW	5	26105	1	опаде кеplacement and Major Rehabilitation	SO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$636,238	\$0	\$0	\$0	\$0	\$0	\$636,238	\$636,238			4/15/2024	8/21/2024	0
P-05-B	US 160 over Florida River	5	TBD	1	Rehabilitation Bridge Replacement and Major Rehabilitation Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	50	\$0 	50	\$0	\$0	50	\$14,000,000	\$14,000,000	\$14,000,000	9/1/2024	2/28/2026			0
L-11-C	SH 114 Timber Bridges	5					\$862,635	\$0	\$0	\$0	\$0 50	\$0	\$862,635	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$862,635					
K-09B F-13-Y	SH 114 Timber Bridges	5			Bridge Replacement and Major Rehabilitation	See L-11-C	See L-11-C	See L-11-C	See L-11-C	See L-11-C	See L-11-C	See L-11-C	See L-11-C	See L-11-C	See L-11-C	See L-11-C	See L-11-C	See L-11-C	See 1-11-C	See 1-11-C	See L-11-C	See L-11-C			7 174 10000		-
		-	25881		-	50	\$0	\$0	50	\$0	50	50	50	\$0	\$0	\$0	\$0	\$0	\$0	\$28,009,084	\$28,009,084	\$28,009,084			7/31/2023	11/30/2024	0
F-13-X F-13-Y	Plenum Liner EJMT Tunnel Projects	1		0		\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$0	\$0 \$72,553,600	\$0 \$72,553,600	\$0 \$72,553,600					0
F-13-Y F-13-X	EJMT Tunnel Projects	1			Tunnel	See F-13-Y	See F-13-Y	\$0 See F-13-Y	S0 See F-13-Y	\$0 See F-13-Y	\$0 See F-13-Y	S0 See F-13-Y	\$0 See F-13-Y	\$0 See F-13-Y	\$0 See F-13-Y	S0 See F-13-Y	\$0 See F-13-Y	\$0 See F-13-Y	S0 See F-13-Y	\$72,553,600 See F-13-Y	\$72,553,600 See F-13-Y	\$72,553,600 See F-13-Y					0
F-13-X	EJMT Tunnel Projects SH71 over ARKANSAS RIVER	2			Tunnel Preventative Maintenance	See F-13-Y \$0	See F-13-Y \$18,918	See F-13-Y \$0	See F-13-Y \$0	See F-13-Y \$0	See F-13-Y \$0	See F-13-Y \$0	See F-13-Y \$18,918	See F-13-Y \$0	See F-13-Y \$953,208	See F-13-Y \$0	See F-13-Y \$0	See F-13-Y \$0	See F-13-Y \$0	See F-13-Y \$0	See F-13-Y \$953,208	See F-13-Y \$972,126	4/12/2022		10/4/2022	6/15/2023	0
F-13-V	1-70 MP 211 Repair	3			Preventative Maintenance	30 \$0	\$25,000	\$0	30 \$0	30 S0	30 \$0	50	\$25,000	50	\$40,000	50	50	\$0	50	50	\$40,000	\$65,000					
F-08-AD	1-70 Glenwwod Canyon Preventative Maintenance	3		_	Preventative Maintenance	\$0 \$0	50	\$0	50	\$0	SO	50	\$0	50	\$10,038,820	50	50	50	50	50	\$10,038,820	\$10,038,820					
F-08-AE	1-70 Glenwwod Canyon Preventative Maintenance	3			Preventative Maintenance	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	see F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	50 See F-08-AD	50 See F-08-AD	See F-08-AD	30 See F-08-AD	510,058,820 See F-08-AD	See F-08-AD					
F-08-AH	1-70 Glenwwod Canyon Preventative Maintenance	3			Preventative Maintenance	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD					
F-08-AL	1-70 Glenwwod Canyon Preventative Maintenance	3			Preventative Maintenance	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD					
F-08-AR	1-70 Glenwwod Canyon Preventative Maintenance	3			Preventative Maintenance	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD					
F-08-AS	I-70 Glenwwod Canyon Preventative Maintenance	3			Preventative Maintenance	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD					
F-08-AU	I-70 Glenwwod Canyon Preventative Maintenance	3			Preventative Maintenance	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD					
F-08-AV	I-70 Glenwwod Canyon Preventative Maintenance	3			Preventative Maintenance	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD					
F-08-BC	I-70 Glenwwod Canyon Preventative Maintenance	3			Preventative Maintenance	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD					
F-08-BH	I-70 Glenwwod Canyon Preventative Maintenance	3			Preventative Maintenance	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD					
F-08-BI	1-70 Glenwwod Canyon Preventative Maintenance	3	25603	1	Preventative Maintenance	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	1	1		1	
F-08-BJ	1-70 Glenwwod Canyon Preventative Maintenance	3			Preventative Maintenance	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	See F-08-AD	1. Sec. 1.				1

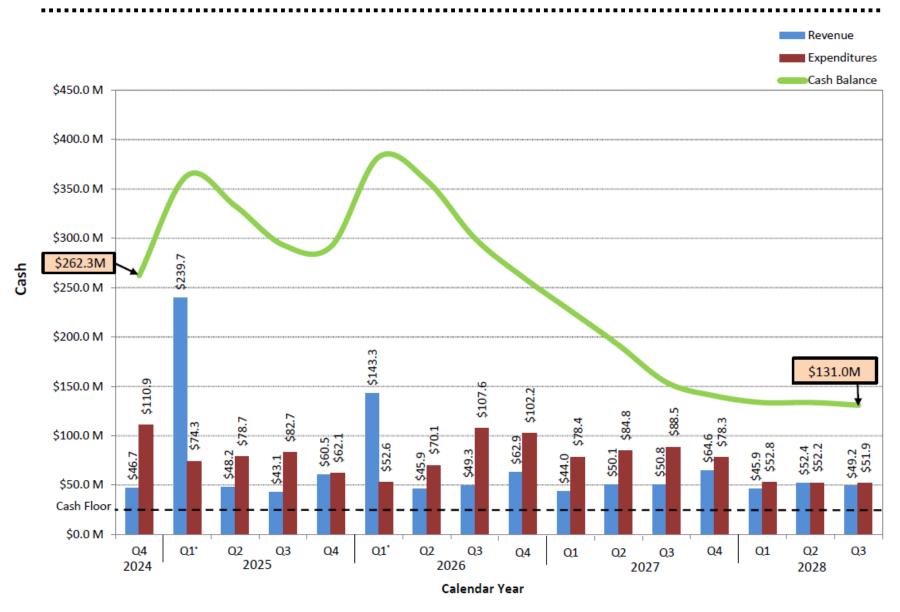


Program Funding by Source Summary																		
	Pre	construction	Prec	construction	Preconstruction Infrastructure		nstruction		Total	C	onstruction	Construction	Construction Infrastructure	Construction				
Sources:	110	Other		FASTER	Revenue Bonds*		B-260	Pr	econstruction		Other	FASTER	Revenue Bonds*	SB-260	Tot	al Construction		Total All Funds
Federal	\$	6,992,269	\$	-	\$ -	\$	-	\$	6,992,269	\$	31,815,348	\$ -	\$ -	\$-	\$	31,815,348	\$	38,807,617.00
State		925,518		-	-		-	\$	925,518	\$	143,827	-	-	-	\$	143,827	\$	1,069,345.00
Local		25,139,801		-	-		-	\$	25,139,801	\$	11,163,134	-	-	-	\$	11,163,134	\$	36,302,935.00
FASTER		-		308,495,273	-		-	\$	308,495,273	\$	-	1,162,329,938	-	-	\$	1,162,329,938	\$	1,470,825,211.00
Bank of America Loan		12,030,650		-	-		-	\$	12,030,650	\$	28,668,324	-	-	-	\$	28,668,324	\$	40,698,974.00
Series 2010A Bonds		52,835,938		-	-		-	\$	52,835,938		245,307,666	-	-	-	\$	245,307,666	\$	298,143,604.00
Series 2010A Bond Interest		546,911		-	-		-	\$	546,911		9,279,210	-	-	-	\$	9,279,210	\$	9,826,121.00
SB-260 Bridge and Tunnel Fees		-		-	-		4,000,000	\$	4,000,000		-	-	-	233,558,229	\$	233,558,229	\$	237,558,229.00
Infrastructure Revenue Bonds		-		-	-		-	\$	-		-	-	463,759,108	-	\$	463,759,108	\$	463,759,108.00
Infrastructure Revenue Bond Interest		-		-	-		-	\$	-		-	-	-	-	\$	-	\$	-
Total	\$	98,471,087	\$	308,495,273	\$ -	\$	4,000,000	\$	410,966,360	\$	326,377,509	\$ 1,162,329,938	\$ 463,759,108	\$ 233,558,229	\$	2,186,024,784	\$	2,596,991,144

\*Estimated Infrastructure Revenue Bond proceeds are estimates based on BTE's current Plan of Finance and are subject to change.



## Appendix C - Four Year Quarterly Cash Flow Graph



Colorado Bridge and Tunnel Enterprise Four Year Quarterly Cash Flow Projection

\*The spikes in cash balances are the result of the forecast issuances of \$200M in 2025 and \$100M in 2026.

