

# Bridge and Tunnel Enterprise Q2 FY2026 Report



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This report is the 59th Quarterly Report published in support of the Statewide Bridge and Tunnel Enterprise (BTE). This Report outlines the progress and accomplishments associated with the BTE Program for work completed during October, November, and December of 2025; which coincides with the second quarter of the Colorado Department of Transportation's (CDOT) 2026 Fiscal Year (Q2 FY2026). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, Sustainability of the Transportation System (SB21-260) legislation, Scope of Bridge and Tunnel Enterprise legislation (HB23-1276), 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](mailto:cdot_bteadmin@state.co.us)). The following is an itemization of significant Q2 FY2026 BTE activities, several of which are discussed in additional detail in this report:

- Supported CDOT with the ongoing delivery of the CDOT 10-Year Plan and continued the execution of BTE's Plan of Finance to advance planned projects with BTE eligible scope items:
  - Workshopped BTE's funding strategy for the upcoming four-year fiscally constrained period and planned contributions to the CDOT 10-Year Plan with the BTE Board of Directors (Board).
  - Continued planning efforts for a new money financing in 2026 for BTE's calendar year 2026 and 2027 construction projects.
  - Budgeted savings on projects funded through bond proceeds and interest earnings on bond proceeds to advance additional bridge projects to construction.
- Received Board approval of the Fiscal Year (FY) 2026-27 BTE proposed annual budget.
- Drafted and finalized the 58th Bridge and Tunnel Enterprise Quarterly Report (Q1 FY2026).
- Received Board approval for the 4th Budget Supplement of FY2026 to establish the construction phase for the US 40 over Shelton Ditch (C-08-A\_minor) bridge replacement project in Routt County.
- Received Board approval for the 5th Budget Supplement of FY2026 to:
  - Establish the construction phase for the replacement of US 6 over Wadsworth Boulevard (F-16-O) as part of the larger US 6 and Wadsworth Interchange project in Jefferson County.
  - Establish the design phase for the replacement of US 287 over Dale Creek (A-15-A) as part of the larger US 287 Passing Lanes and Safety Improvements project in Larimer County.
- Received Board approval for the 6th Budget Supplement of FY2026 to increase the design phase budget for the US 85 over Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety project (J-18-M) in El Paso County.
- 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.
- Drafted, finalized, and distributed the Q3 FY2026 BTE Bridge Prioritization Plan based on the updated Staff Bridge Pool List (advanced to the Q2 FY2026 report for expedited distribution).

## BTE Plan of Finance

The successful issuance of the second tranche of the Enterprise’s Senior Infrastructure Revenue Bonds (“IRBs”) in Q4 FY2025 generated a \$225 million project fund to support CDOT with the funding and delivery of the 10-Year Plan, specifically I-70 Floyd Hill Construction Package #4 (see BTE Funded Project Status Updates). These funds, as well as the funds from BTE’s first tranche of IRBs, are fully budgeted to BTE’s capital construction program. BTE IRB issuances to date have generated approximately \$392 million in proceeds and BTE is currently contemplating a third and final IRB transaction to eliminate the Enterprise’s current funding gap and facilitate the timely completion of several key strategic projects. To date, over \$134 million of the proceeds have been expended (see Figure J and K). A high-level progress update for the BTE eligible scope included in the 10-Year Plan is provided below in Figure A.

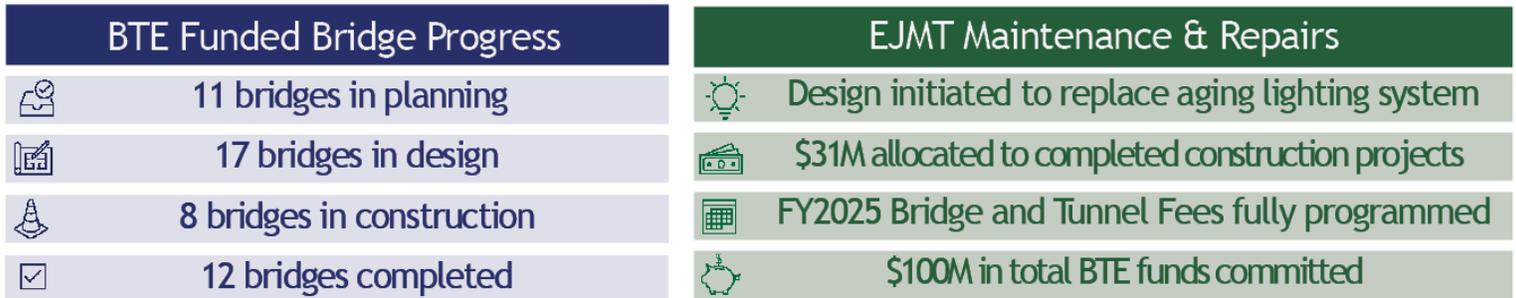


Figure A. BTE Funded 10-Year Plan Project Progress Update

## BTE Bridge Preventative Maintenance Program

In parallel with the ongoing development of the next iteration of the CDOT 10-Year Plan, BTE staff partnered with CDOT Staff Bridge to develop and begin the implementation of a new bridge preventative maintenance (BPM) program to leverage the expansion of its scope via House Bill (HB)23-1276 and mitigate the growing backlog of BPM needs statewide. The program, which was vetted by the BTE Board of Directors in Q2 of FY2026, will infuse \$125 million of funding for targeted BPM treatments over the next 10 years. The initial focus of the program will be to perform joint repair and replacement, bridge deck overlay and waterproofing membrane replacement, bridge deck repairs, and other safety related repairs on bridges that are forecast to deteriorate to poor condition over the next 20 years.

Current forecasts indicate that increasing investment levels in these low cost, highly impactful treatments, will aid CDOT and the Enterprise in curtailing the increasing number of bridges falling to poor condition and stabilizing the condition of the bridge population over a 20-year horizon. BTE will begin quarterly progress reporting on this key initiative after Board approval is obtained to advance the first tranche of BPM projects.



Image 1. Bridge Joint Repair



Image 2. Bridge Deck Patch



Image 3. Bridge Deck Paving

In Q2 FY2026, staff continued to make progress addressing the state’s poor-rated bridge population and completing tunnel projects. A summary of the Enterprise’s activities and accomplishments for this period is provided below.

Design funding was approved for the US 287 Passing Lanes and Safety Improvement project to replace structure A-15-A and an increase in design funding was approved to fully fund the design phase for the US 85 Fountain Creek Critical Bridge Replacement for Community Connectivity and Safety project to replace structure J-18-M. The Board previously approved a design phase budget supplement for the US 85 Fountain Creek Critical Bridge Replacement (Resolution #BTE 24-04-02) to allow the project to proceed with planning activities, site investigations, and conceptual level design. This request is expected to advance the project toward shovel readiness as CDOT and BTE plan to submit this project for a capital construction grant through the USDOT Bridge Investment Program.

Table 1. Structures with Design Funding Approved in Q2 FY2026

Bridge ID	Region	Facility Carried over Featured Intersection	County
A-15-A	4	US 287 ML over Dale Creek	Larimer
J-18-M	2	US 85 ML over Fountain Creek	El Paso



Image 4. US 287 ML over Dale Creek



Image 5. US 85 ML over Fountain Creek



Image 6. US 6 ML over SH 121 ML (Wadsworth Blvd)

The Board approved construction funding for the replacement of two bridges, including the US 6 over SH 121 (Wadsworth Blvd) Bridge Replacement project as part of the larger US 6 and Wadsworth Interchange 10-Year Plan project. CDOT and BTE were awarded a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for the interchange project that was contingent on a BTE commitment of \$20 million in state funds. With the award of the grant and formal approval of the BTE funding commitment, the project will be fully funded. The structure is currently rated poor and eligible for BTE bridge replacement funding due to the condition of the bridge deck, which has a documented history of requiring planned and unplanned (emergency) repairs that are increasing in frequency and severity over time. Construction funding was also approved for the US 40 over Shelton Ditch bridge replacement project.

Table 2. Structures with Construction Funding Approved in Q2 FY2026

Bridge ID	Region	Facility Carried over Featured Intersection	County
C-08-A_Minor	3	US 40 ML over Shelton Ditch	Routt
F-16-O	1	US 6 ML over SH 121 ML (Wadsworth Blvd)	Jefferson

In Q2 FY2026, two projects completed construction at the Eisenhower Johnson Memorial Tunnels complex (EJMT), the Plenum Liner Consolidated Grouting Project and the Right Lane Overlay Project. The EJMT Right Lane Overlay Project was expedited by the Enterprise to increase safety and reliability of the wearing surface in the tunnel structures ahead of the winter season. Additional details on the recently completed tunnel projects can be found below in the BTE Funded Project Status Updates section of this report.

Table 3. Structures that Completed Construction in Q2 FY2026

Bridge ID	Region	Facility Carried over Featured Intersection	County
F-13-X	1	Eisenhower Memorial Tunnel	Clear Creek/Summit
F-13-Y	1	Johnson Memorial Tunnel	Clear Creek/Summit

## Q2 FY2026 BTE Eligible Poor-rated Bridge Statistics

- 1 structure started design (A-15-A)
- 3 structures completed design (B-24-A, C-08-A\_Minor, F-16-O)
- 2 structures started construction (G-19-B & P-12-A)
- 3 structures were completed previously and funded with external sources
- 9 structures were added to the BTE eligible poor-rated bridge population

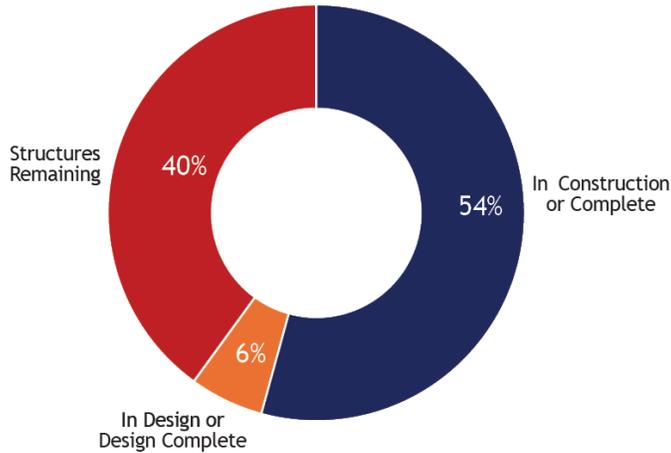


Table 4. Project Status of BTE Eligible Poor-rated Bridges

Project Status	Q2 FY2026 # of Structures	Q1 FY2026 # of Structures
Remaining	188	183
In Design	24	28
Design Complete	3	1
In Construction	17	14
Complete	238	235
<b>Total</b>	<b>470</b>	<b>461</b>



Figure B. Current Status of BTE Eligible Poor-rated Bridges

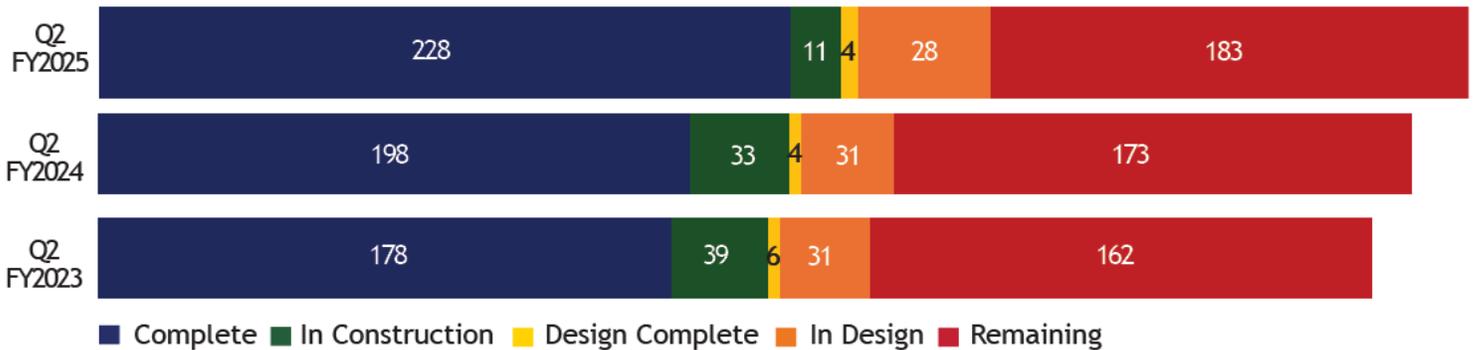
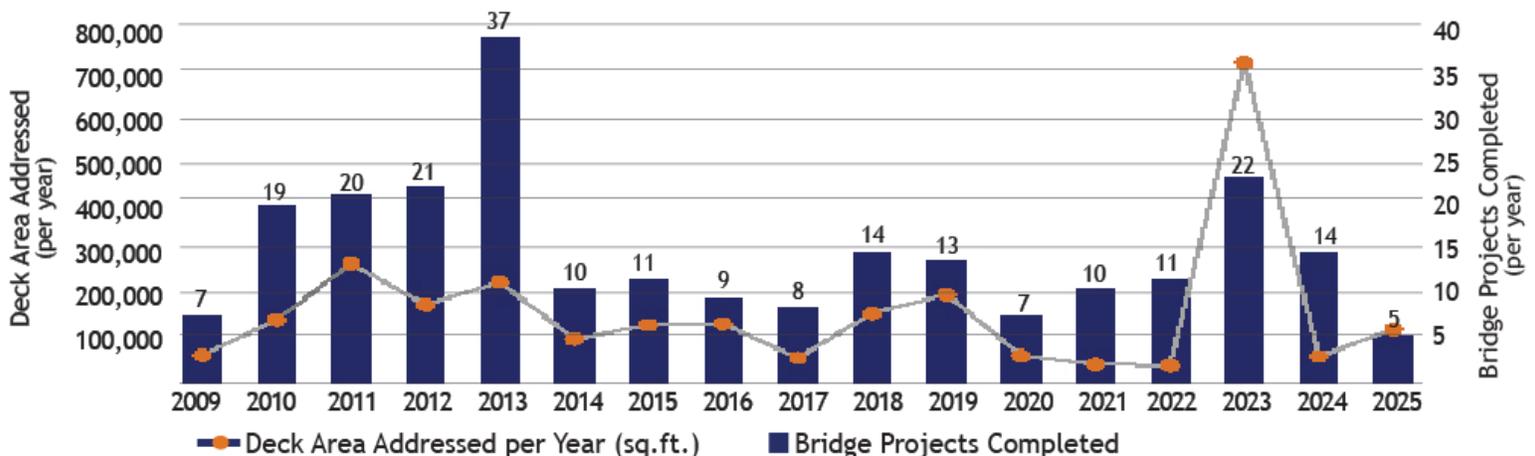


Figure C. Historic Status of BTE Eligible Poor-rated Bridges

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



\*Source data has been updated from program inception through calendar year 2025 resulting in variances between Q1 FY2026 and Q2 FY2026 reporting.

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

## Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 26 bridge projects that will rehabilitate or replace 44 BTE eligible structures and address approximately 430,000 square feet of eligible poor-rated bridge deck area statewide. Additionally, there is one active tunnel projects ongoing at the Eisenhower Johnson Memorial Tunnel facility and a preventative maintenance project to address 856 linear feet of expansion joints and 1,180 linear feet of bridge rail on 12 structures in Glenwood Canyon. The map below provides the locations of all active BTE projects<sup>1</sup>.

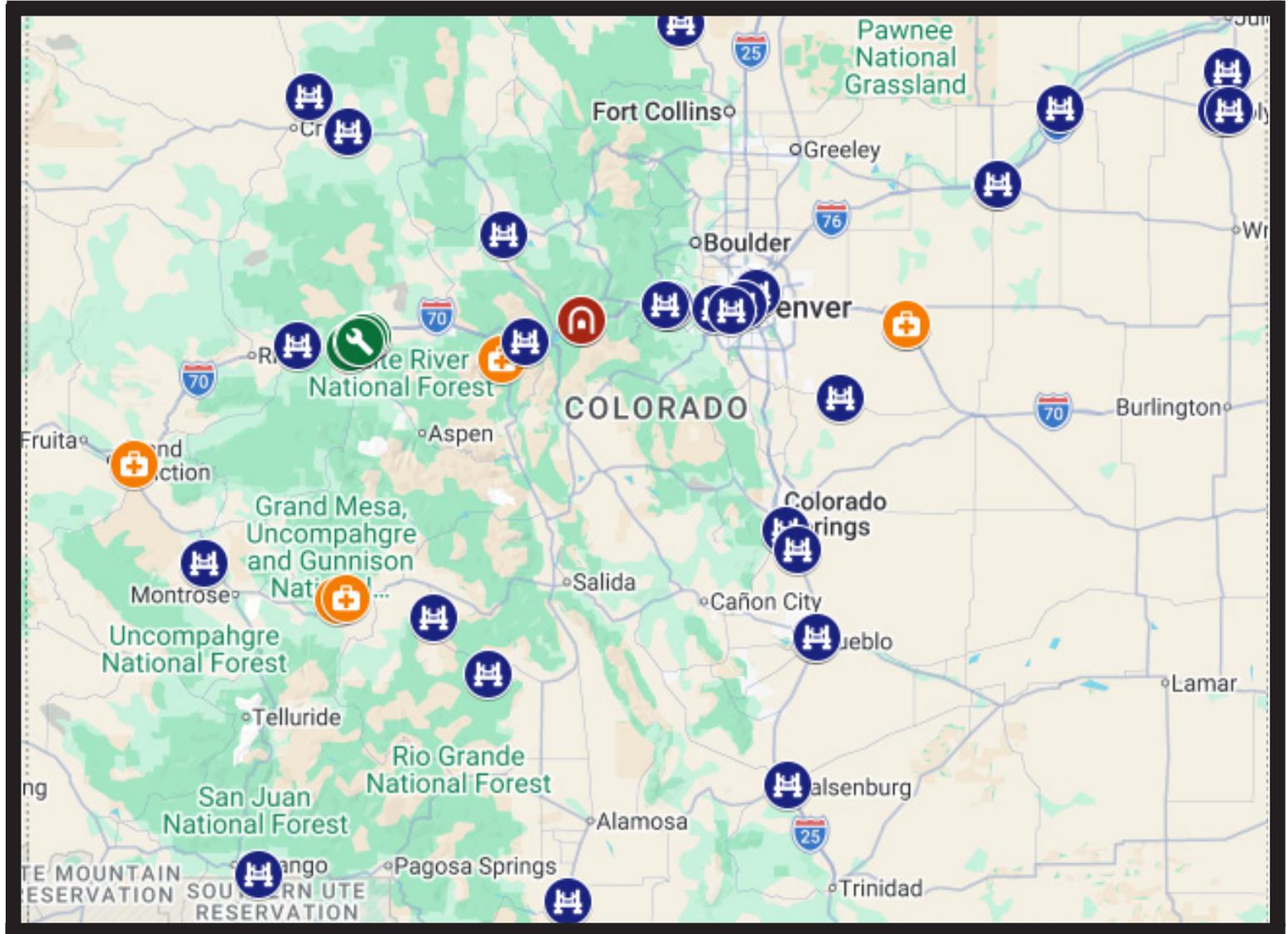


Image 7. BTE Active Project Portfolio    **Project Type:** Replacement    Rehabilitation    Tunnel    Preventative Maintenance

## Program Controls

The active project Schedule Performance Index (SPI) at the end of Q2 FY2026 was 0.96, consistent with Q1 FY2026 performance levels. This key performance indicator is used by Enterprise staff to monitor projects that have the potential to fall behind their baseline schedule. An active project SPI above 0.90 generally indicates that projects in the Enterprise's project portfolio are being executed efficiently. The program's active project SPI for Q2 FY2026 is listed to the right by month.

Table 5. Active Project SPI by Month

Month	Active SPI
October	0.97
November	0.97
December	0.96

The active project SPI for the BTE Program is 0.96, exceeding the 0.90 BTE Program goal.

<sup>1</sup> Reference Appendix A for additional information on the active BTE project portfolio

## Bridge Prioritization Plan

BTE staff completed the bi-annual update of the Bridge Prioritization Plan<sup>2</sup> in January 2026 based on the updated "poor" list released by CDOT Staff Bridge. This information was advanced to the Q2 FY2026 report for expedited distribution. Pursuant to this update, eleven structures fell to poor condition and can be found in Table 6. Note that two structures, M-16-D and M-16-Q, were previously poor-rated, rehabilitated to fair condition, and have now fallen poor again. In accordance with Procedural Directive 16.1, and with input from Region staff and Staff Bridge, BTE staff performed a programmatic analysis of all remaining statewide BTE eligible structures to produce a tiered list of priority statewide projects.

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

Table 6. Newly Poor-rated Bridge Structures

Bridge ID	Region	Facility Carried over Featured Intersection	County
C-16-AB	4	US 287 Access over Louden Canal	Larimer
C-17-CX	4	SH 257 ML over Cache La Poudre River	Weld
C-18-I	4	US 34 ML EBND over Greeley Canal No. 3	Weld
E-17-OC	1	I-76 ML EBND over I-25 ML	Adams
F-12-AP	3	I-70 ML EBND over West Ten Mile Creek	Summit
F-18-AX	1	Powhaton Road over I-70 ML	Arapahoe
G-18-H	1	SH 83 ML over Antelope Creek	Douglas
G-23-AF	4	County Road 34 over I-70 ML, Kyle RR	Lincoln
M-16-D*	2	SH 69 ML over Williams Creek	Huerfano
M-16-Q*	2	SH 69 ML over Draw	Huerfano
N-17-AM	2	I-25 ML SBND over Huerfano River	Huerfano

\*Indicates previously Poor-rated structures that were rehabilitated to fair condition and have now fallen to poor condition again



Image 8. SH 83 ML over Antelope Creek



Image 9. SH 69 ML over Williams Creek



Image 10. US 287 Access over Louden Canal



Image 11. I-70 ML EBND over West Ten Mile Creek



Image 12. I-70 ML EBND over Greeley Canal No. 3

<sup>2</sup> Reference Appendix B for the Bridge Prioritization Plan

## Holyoke Bridge Bundle - US 6 and US 385 Bridge Replacements

The US 6 and 385 Bridge Replacement Project addresses four poor rated structures and one fair rated structure near the Town of Holyoke in Eastern Colorado in CDOT Region 4. This project, which is being delivered using design-bid-build, capitalized on the geographic proximity of the five structures to gain efficiencies during design and construction. BTE funded the replacement of the four poor-rated bridges and other CDOT funding sources are being utilized to address the fair-rated bridge. 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 have greatly increased in recent years, and the average age of the existing bridges is approaching 80 years.



Image 13. New US 385 ML over Draw Structure Open to Traffic

### Project Updates

- Construction of the bridge replacing B-27-D continued with bridge deck placement and approach paving.
- Construction of the bridge replacing A-27-A commenced in spring 2025. The 20'x12' precast box segments were placed and waterproofing membrane installed.
- B-27-D and A-27-A were both opened to traffic this quarter (Q2 FY2026).
- Construction of the B-27-A and B-27-F replacement bridges is scheduled to occur during the 2026 construction season.
- The overall project is scheduled to complete construction in fall 2026.

## 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. This project is being delivered using design-bid-build.



Image 14. Construction on the New Pueblo Freeway Project

### Project Updates

- BTE provided \$44 million in funding to the project through the Series 2024A Infrastructure Revenue Bonds.
- Construction of the bridge replacing K-18-L over Fountain Creek started in late 2024 and the north half of the deck pour was completed during this quarter.
- Construction of the two bridges replacing K-18-J started construction in spring 2025. Construction of the approach earthwork to the east of the current I-25 alignment has been completed.
- The bridges over I-25 with substandard vertical clearance were removed during this quarter.
- The overall project is scheduled to complete construction in late 2027.

## I-70 Floyd Hill

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

The project scope also contains non-BTE eligible elements including plans for curve flattening and safety improvements, interchange and greenway improvements, wildlife safety mitigation including wildlife crossings and fencing, and an east bound climbing lane for heavy commercial and slow-moving vehicles. During Q1 FY2023, FHWA announced that CDOT and the Floyd Hill Project were awarded a \$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 15. Girders for the Future I-70 over Clear Creek Structure

### Project Updates

- Construction Package #3 (CP #3) and CP #4, which are primarily funded through the Series 2024A and Series 2025A BTE Infrastructure Revenue Bond transactions, are progressing on schedule and on budget.
- CP #3, which includes site access scope to prepare for the construction of the BTE eligible bridges, is scheduled to complete in summer 2026.
- Construction of the BTE eligible bridges in CP #4 started in May 2025. Cassion work continued and installation of the segmental launching platform was started this quarter (Q2 FY2026) over westbound I-70 at the base of Floyd Hill.

## I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue

This project includes the replacement of three eligible structures (E-16-EW/EO and F-16-DA), and the reconstruction and reconfiguration of the interchanges at Speer Blvd and 23rd Ave. The project is expected to improve operations and safety for vehicles, including the elimination of existing substandard vertical clearance conditions on I-25, which will mitigate damage caused by high-frequency truck strikes and open this segment of the corridor to unrestricted freight traffic. Improvements to bike and pedestrian facilities are also being studied as part of the project.



Image 16. Superstructure of 23rd Avenue over I-25 ML

### Project Updates

- The project has made significant progress with planning and National Environmental Policy Act screening and is continuing to work toward a preferred alternative.
- Additional design phase budget was approved by the Board in Q1 FY2026 to fund the project through 30% design.
- Structure Selection efforts are underway to refine the planning level design.
- The project is scheduled to complete 30% design in fall 2026.

## 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 scope includes: the reconstruction of the BTE eligible westbound and eastbound structures over Polk Creek, construction of an eastbound auxiliary lane, shoulder widening, curve modifications, re-construction of a truck ramp, dynamic message signs, wildlife underpasses and fencing, and a variable speed limit system.



Image 17. Aerial of the New and Underway Bridge Structures

### Project Updates

- BTE provided \$108.6 million in funding to the project through a combination of the Series 2024A Infrastructure Revenue Bonds, FASTER bridge safety surcharge revenues, and SB21-260 bridge and tunnel fee revenues.
- Construction Package #3 (CP #3), which included the westbound bridge (F-12-AT), was completed in fall 2024.
- Construction of the eastbound (EB) bridge (F-12-AS) in CP #5 started in spring 2024.
- I-70 EB traffic was switched from the existing EB bridge to the new EB bridge in September 2025, allowing demolition of the existing bridge to commence.

## 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.



Image 18. Repairs on I-270

### 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 Project.
- CM/GC project delivery was approved by the Transportation Commission June 2022.
- A CDOT (non-BTE) construction contract to repair the bridges and keep them operating safely until they are replaced was completed in 2024. A second repair contract to install temporary barriers was completed in 2025.
- Design reached 60% completion in November 2025.
- The Draft Environmental Impact Statement (DEIS) was published in November 2025.

## Eisenhower Johnson Memorial Tunnels Maintenance and Repairs



Image 19. EJMT Tunnel

The total cost of the projects needed to address the current maintenance and repair backlog at EJMT is estimated at \$150 million. These projects are currently identified in CDOT's 10-Year plan. The passage of Senate Bill 21-260 provided dedicated funds intended to accelerate the highest priority EJMT projects, and in June 2022, the Board committed \$100 million in BTE Funding for these critical projects. Below is an update on the BTE funded projects that are underway.

### Plenum Liner Consolidated Grouting Project



Image 20. Ice Build-up on the EJMT Liner

This project will address the plenum liner (a structural liner within the tunnel walls) in the westbound tunnel bore to mitigate water intrusion within the tunnel plenum liner during freeze/thaw cycles. The goal is to reduce water penetration through drilling and injecting grout behind the tunnel liner at multiple select areas throughout the tunnel. Ground water infiltration through the tunnel plenum liner has caused damage to the liner and surrounding utilities, and grout beds supporting the tile lined wall panels. Water infiltration also results in potentially hazardous levels of ice formation on areas of the plenum above traffic. The grouting will "push" water away from the liner, fill voids, and decrease the overall permeability of the interstitial space.

#### Project Updates

- The construction phase budget for this project was approved by the Board in December 2022.
- Construction started in summer 2023 with the installation of a unique temporary walkway for heavy drilling equipment in the upper plenum of the tunnel.
- Grouting of the tunnel segments on the eastern side of the facility was completed in November of 2024.
- Grouting on the western side of the facility continued during this quarter.
- Construction was completed in October 2025.

### LED Lighting Project



Image 21. Repairs on the EJMT Lighting

In November 2024, funding was approved to initiate the design phase for the EJMT LED Lighting Upgrade project. The project will replace the existing aging lighting system with energy efficient LED lighting fixtures, emergency lighting, and related electrical distribution systems in the tunnels. The project will replace fixtures in the Johnson bore and the Eisenhower bore that were installed in 2007 and 2003, respectively. The existing lights have a typical life span of 20 years and have been in service for an approximate average of 20 years. Completion of this project will improve safety for the traveling public, decrease maintenance costs, and reduce energy costs.

#### Project Updates

- Design started in June 2025 and is scheduled to complete in summer 2026.
- Design activities completed during this quarter include, but are not limited to, the 30% FIR plans and lighting study, and coordination with historic resources.
- Construction is scheduled to start in fall 2026.

### Right Lane Overlay Project



Image 22. Rutting of the Asphalt in EJMT

This project will address ruts in the asphalt wearing surface through the removal and replacement of two inches of pavement in the right lane of the east and westbound tunnel bores. The rutting is primarily caused by chain traction devices on commercial trucks required to chain up during traction law implementation on the I-70 corridor. The asphalt wearing surface was last replaced in 2020, however, after four years of heavy traffic, rutting up to 2 inches deep is present throughout the roadway. To keep the tunnel in a safe condition and continue to provide reliable service, this project was expedited by the Enterprise.

#### Project Updates

- The project was advertised in July 2025 and awarded in August 2025.
- Construction started in September 2025 and completed in October 2025 ahead of winter.

## FY2026 BTE Revenue Sources

BTE has several revenue sources, which include but are not limited to, statutorily approved user fees, federal funds, revenue bonds, and interest earnings. BTE’s primary revenue sources for FY2026 are forecast to be the Bridge Safety Surcharge and the Bridge and Tunnel Impact and Retail Delivery fees, which account for 95% BTE’s total forecast revenue collections. CDOT’s Office of Financial Management and Budgeting (OFMB) updates the BTE revenue forecast on a quarterly basis and provides this information to the Enterprise to guide the development of the Enterprise’s annual budget and inform programmatic funding allocations. Figure E below provides a summary of the FY2026 BTE revenue forecast by revenue source, as of July 2025. At this time, the Enterprise’s total revenue collections for FY2026 were forecast to be approximately \$186.3 million. Total revenue collections as of December 31, 2025 are shown in Figures F, G, and H by revenue source.

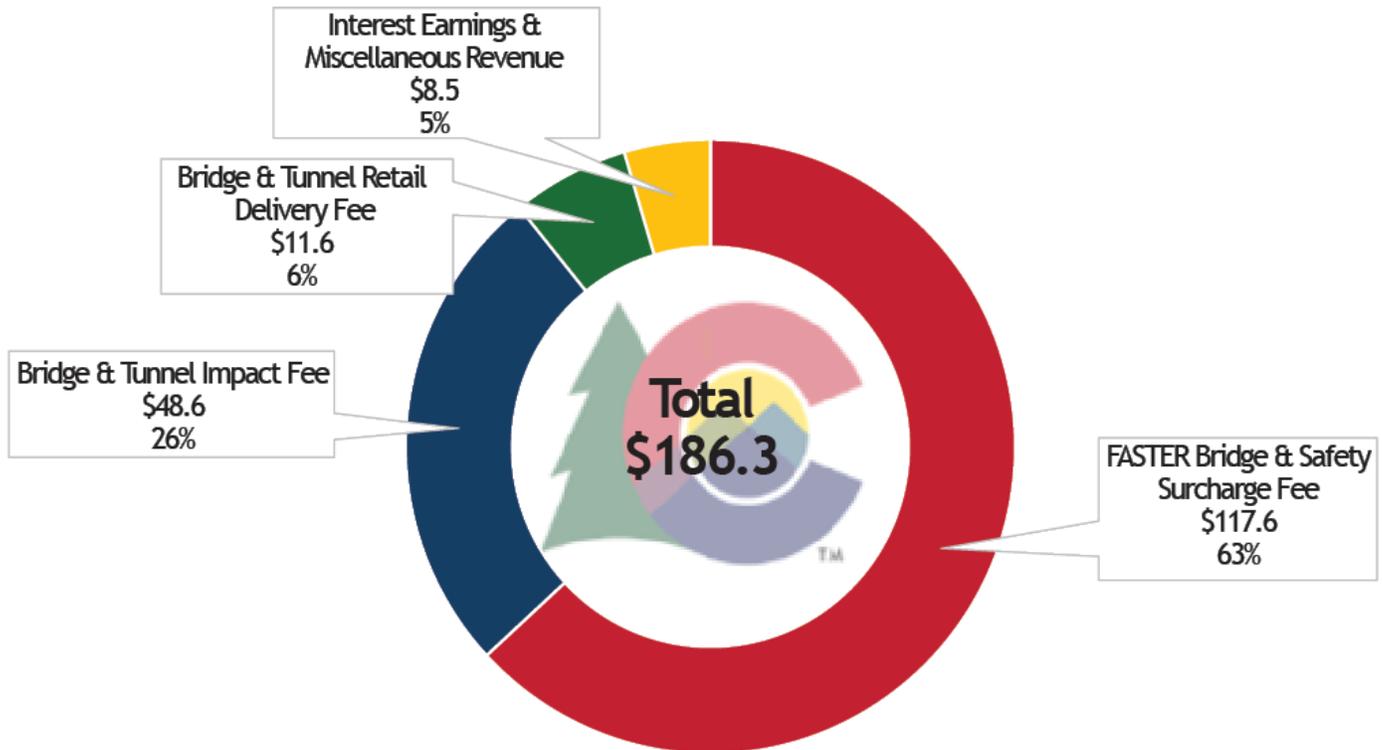


Figure E. FY2026 BTE Revenue Forecast by Revenue Source (\$ in millions)

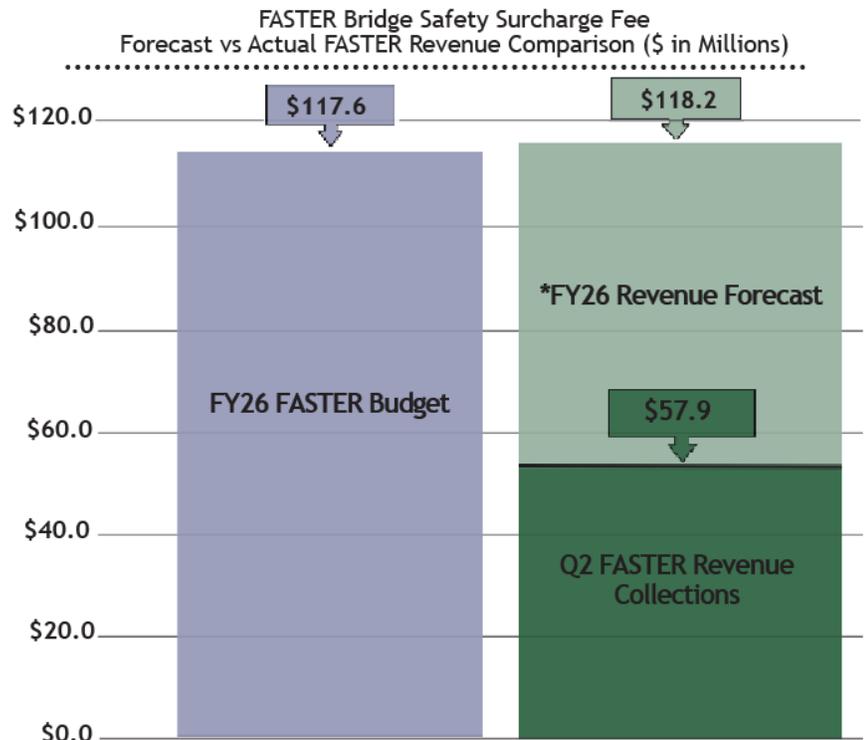
This revenue forecast was revised after the annual budget setting process concluded in April 2025 to account for the legislative bills that passed during the State’s 2025 Legislative Session. In June 2025, Senate Bill (SB) 25-320 “Concerning Commercial Motor Vehicle Transportation” was passed by the State Legislature and signed by the Governor. This bill accelerated the phasing in of the Bridge and Tunnel Impact Fee from FY2026 to FY2028. For FY2026, the fee increased from \$0.05 per gallon to \$0.07 per gallon, resulting in a forecast increase of \$13,971,690 to BTE’s FY2026 revenue collections. In a corresponding action, the Transportation Commission (TC) approved the temporary suspension of a \$15 million federal funds transfer from CDOT to BTE, which is subject to annual appropriation at the sole discretion of the TC, for the repayment of BTE’s Senior Revenue bonds. The rationale for the temporary suspension of the FY2026 federal funds transfer can be found in the supporting materials for the July 2025 Transportation Commission meeting. Ultimately, these changes largely offset and are not expected to impact BTE’s capital construction program.

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.

The budgeted amount of FASTER funds for the fiscal year is \$117.6 million and the most recent Q2 FY2026 revenue forecast predicts \$118.2 million in collections. As of December 31, 2025, revenue collections totaled \$57.9 million. This information is shown to the right in Figure F.

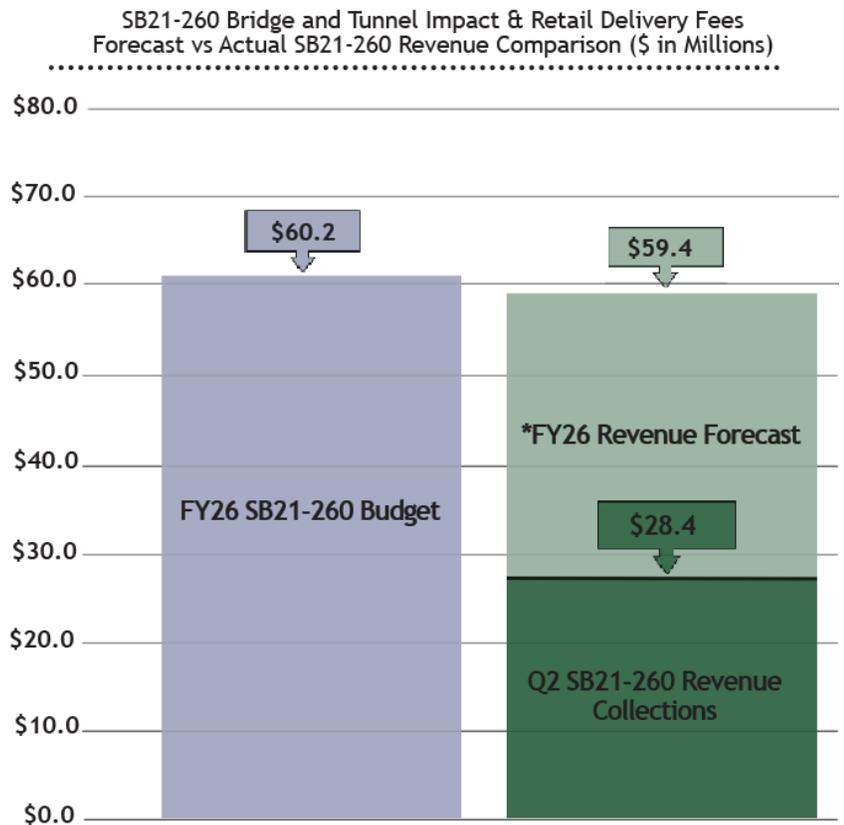
In 2021, SB21-260, also known as Sustainability of the Transportation System, modified the scope of the Enterprise to include tunnel projects and authorized it to impose a Bridge and Tunnel Impact fee on special fuel and a Bridge and Tunnel Retail Delivery fee. The Bridge and Tunnel Impact fee is a per 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 3.0 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.

The budgeted amount of SB21-260 funds for the fiscal year is \$60.2 million and the most recent Q2 FY2026 revenue forecast predicts \$59.4 million in collections. As of December 31, 2025, revenue collections totaled \$28.4 million. This information is shown to the right in Figure G.



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

Figure F. Forecast vs Actual FASTER Revenue Comparison

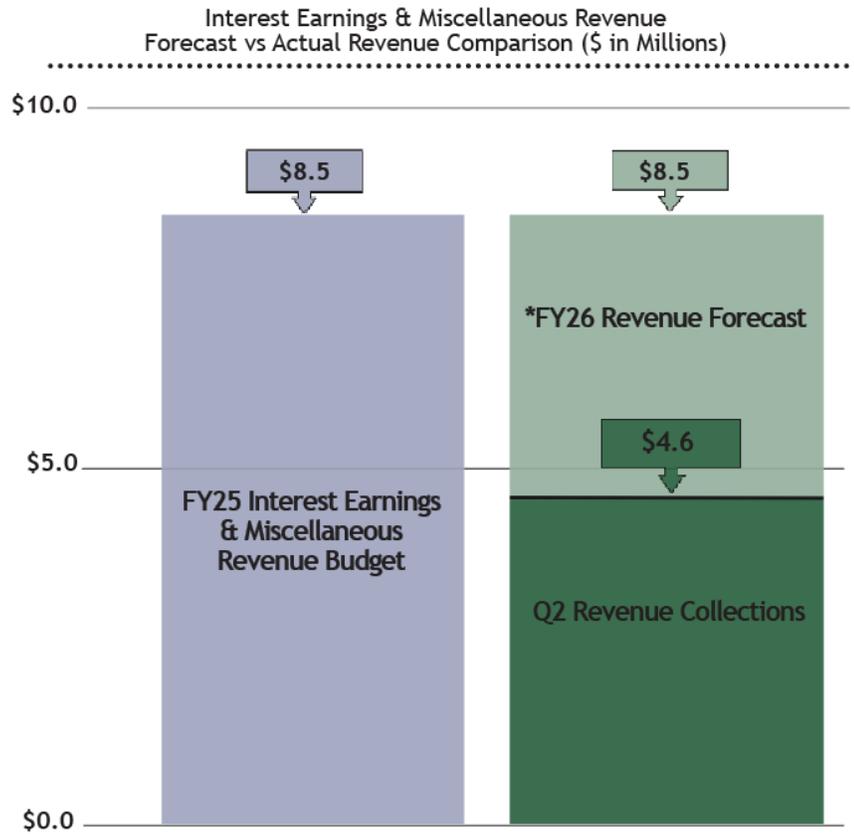


\*Information Provided by the Office of Financial Management and Budget

Figure G. Forecast vs Actual SB21-260 Revenue Comparison

BTE’s interest earnings and miscellaneous revenue forecast accounts for the Central 70 conduit issuer fee and forecast interest earnings from unexpended Series 2024A and 2025A Infrastructure Revenue Bonds (IRBs) proceeds and other non-IRB cash balances.

The budgeted amount of funds for these sources is \$8.5 million for the fiscal year, which is consistent with the most recent Q2 FY2026 revenue forecast. As December 31, 2025, revenue collections totaled \$4.6 million.



\*Information Provided by the Office of Financial Management and Budget  
 Figure H. Forecast vs Actual Interest Earnings & Miscellaneous Revenue Comparison

### FY2026 BTE Program Allocations

Bridge Safety Surcharge revenue is used to fund both the Enterprise’s capital construction program and programmatic non-project expenditures (i.e administrative & operating costs and debt service commitments), while the revenues from the Bridge and Tunnel Impact Fee and Retail Delivery Fee, interest earnings, and miscellaneous revenue are used primarily to fund the Enterprise’s capital construction program. Below is a description of programmatic funding allocations approved by the BTE Board of Directors by budget category.

- **Administrative & Operating** - Allocation for expenses such as staff compensation, program support, and financing programs.
- **Maintenance** - Funds the BTE/CDOT agreement to perform routine maintenance of all BTE-owned bridges. Examples of major activities include snow removal, sweeping, and trash removal.
- **Bridge Preservation** - Funds used to perform more extensive bridge preventative maintenance treatments, such as joint repair or replacement, waterproofing, and deck overlays, on aging BTE-owned bridges.
- **Debt Service & Availability Payments** - Debt service for the Series 2019A and 2024B Senior Revenue Bonds, the BTE share of the Central 70 availability payment, and debt service for the Series 2024A and 2025A Senior Infrastructure Revenue Bonds.
- **Construction Program** - Programmed for BTE-eligible capital construction projects based on the BTE Capital Project Plan and the CDOT Ten-Year Plan.

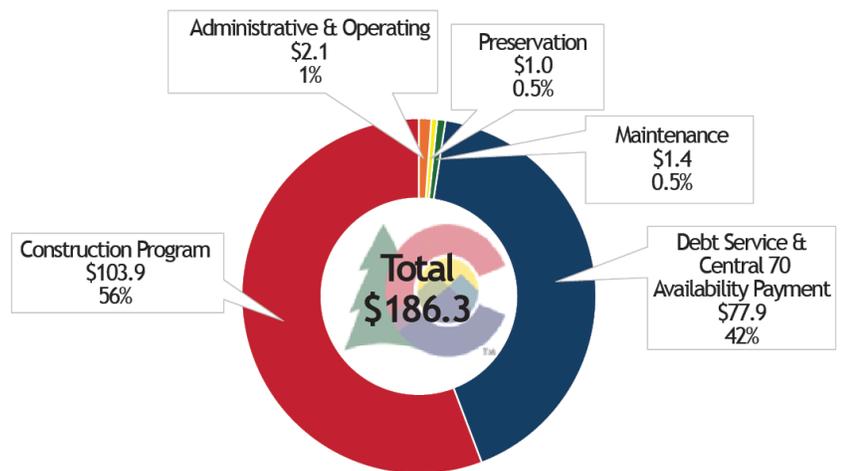


Figure I. FY2026 BTE Program Allocations (\$ in millions)

**BTE Financial Statistics**

- The following is a summary of financial statistics for BTE’s capital construction program as of December 31, 2025.
- The program has multiple funding sources, including proceeds and interest from the Series 2024A and Series 2025A Infrastructure Revenue Bonds (IRB), FASTER bridge safety surcharge (revenues collected yearly 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 or life-to-date (LTD) through December 31, 2025, a total of approximately \$2,300.8 million has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,948.8 million and \$186.1 million (all funding sources), respectively. Reference Table 7 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q1 FY2026) are reported in the table below.

Table 7. Program Financial Statistics as of December 31, 2025 (\$ in Millions)

Financial Component	IRB Proceeds & Interest*	FASTER Bridge	SB21-260	Other Funds	Total Q2 FY2026	Total Q1 FY2026
Budget	\$390.4	\$1,386.5	\$98.3	\$425.6	\$2,300.8	\$2,308.5
Expenditures	\$1,333.3	\$1,319.5	\$70.4	\$425.6	\$1,948.8	\$1,896.9
Encumbrances	\$145.4	\$40.4	\$0.3	\$0.0	\$186.1	\$234.7

\*Includes both Series 2024A and Series 2025A IRB Proceeds and Interest

The Bridge and Tunnel Enterprise program currently consists of 263 bridge structures and four tunnel projects, including 15 structures funded with IRB bond funds. The bridge count did not increase since Q1 FY2026. The current programmed amount for these 263 structures and four tunnel projects is approximately \$3,120.2 million. Table 9 below provides an itemization of current allocations by funding source for the BTE program.

Table 8. Active BTE Project Allocations as of December 31, 2025 (\$ in Millions)

Total Estimated IRB Proceeds & Interest	FASTER Bridge	SB21-260	Other Funds	Total Q2 FY2026	Total Q1 FY2026
\$489.8	\$1,107.2	\$517.1	\$38.2	\$2,150.6	\$2,211.1

Table 9. Life-to-Date (LTD) BTE Project Allocations as of December 31, 2025 (\$ in Millions)

Total Estimated IRB Proceeds & Interest	FASTER Bridge	SB21-260	Other Funds	Total Q2 FY2026	Total Q1 FY2026
\$498.9	\$1,680.3	\$517.1	\$425.6	\$3,120.2	\$3,139.8

The Program Allocation Plan<sup>3</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 FY2026 through FY2032, and includes budget adjustments that have not been posted as of December 31, 2025. The program life-to-date (LTD) total liabilities for the BTE program are \$3,120.2 million, which includes \$2,150.6 million in open projects and \$969.6 million in closed projects. There was a decrease of \$19.6 million from the \$3,139.8 million total liability reported on September 30, 2025, which is due to refinements to cost estimates and project cost savings.

The Four-Year Quarterly Cash Flow Projection<sup>4</sup> depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. Included in the cash flow are proceeds from the Series 2024A and Series 2025A IRB issuances and a third anticipated bond tranche to finance several CDOT 10-Year projects with BTE eligible scope, forecasted drawdowns associated with these projects during this four-year period, and estimated debt service for the bond issuances.

BTE is actively managing project schedules and evaluating financing for CDOT 10-Year plan projects to maintain a \$25 million cash floor. The current cash flow forecast indicates that the cash balance will remain above the \$25 million cash floor during the four-year period when the anticipated future bond issuances are included. The forecast \$78.5 million cash balance at the end Q4 of Calendar Year (CY) 2029 is expected to be expended on 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 its Plan of Finance and programmed projects to optimize the Enterprise’s cash flow and limit the accumulation of significant cash balances.

3 Reference Appendix C for the Program Allocation Plan

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

The total program financial performance graphs (Figure J and Figure K) depict actual expenditures and encumbrance balances against projected expenditures for projects funded by BTE’s Series 2024A and Series 2025A Infrastructure Revenue Bond (IRB) proceeds. These transactions closed in April 2024 and May 2025, respectively.

Projects funded with Series 2024A IRB proceeds include I-70 Floyd Hill Construction Packages #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 \$122 million on December 31, 2025, an increase of \$12 million since September 30, 2025. Actual life-to-date (LTD) expenditures as of December 31, 2025 are \$111 million, as compared to \$87 million on September 30, 2025. The current encumbrance balance is \$34 million, \$20 million less than on September 30, 2025.

Floyd Hill Construction Package #4 is the only project funded with Series 2025A IRB proceeds. Projected expenditures are forecast at \$25 million on December 31, 2025, an increase of \$10 million since September 30, 2025. Actual LTD expenditures as of December 31, 2025 are \$23 million, as compared to \$6 million on September 30, 2025. The current encumbrance balance is \$112 million, \$14 million less than on September 30, 2025.

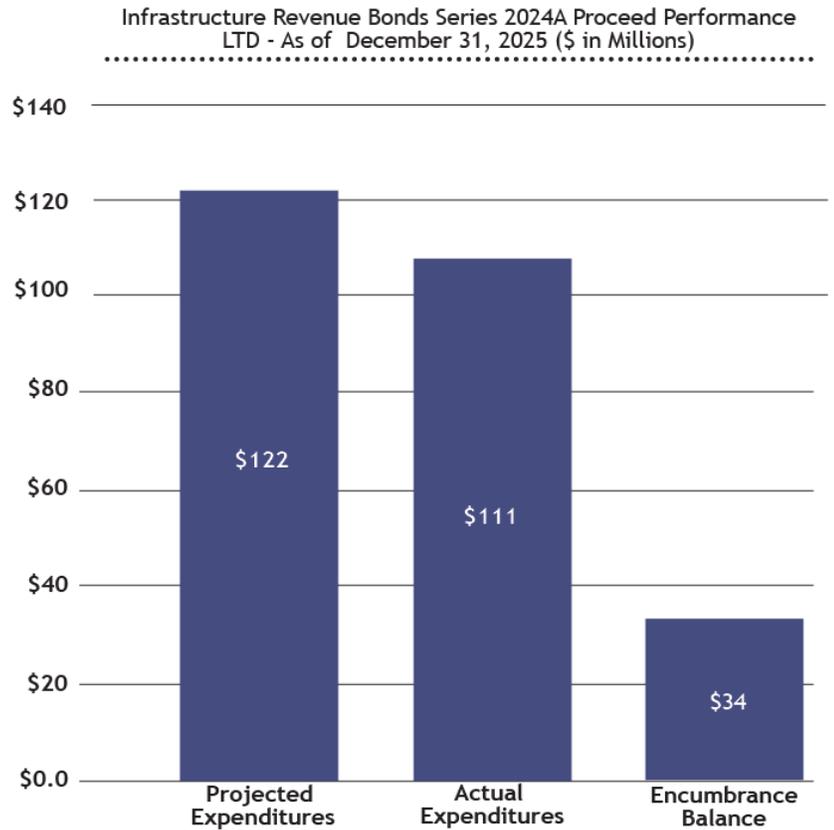


Figure J. Statewide Bridge & Tunnel Enterprise Program Performance IRB Series 2024A

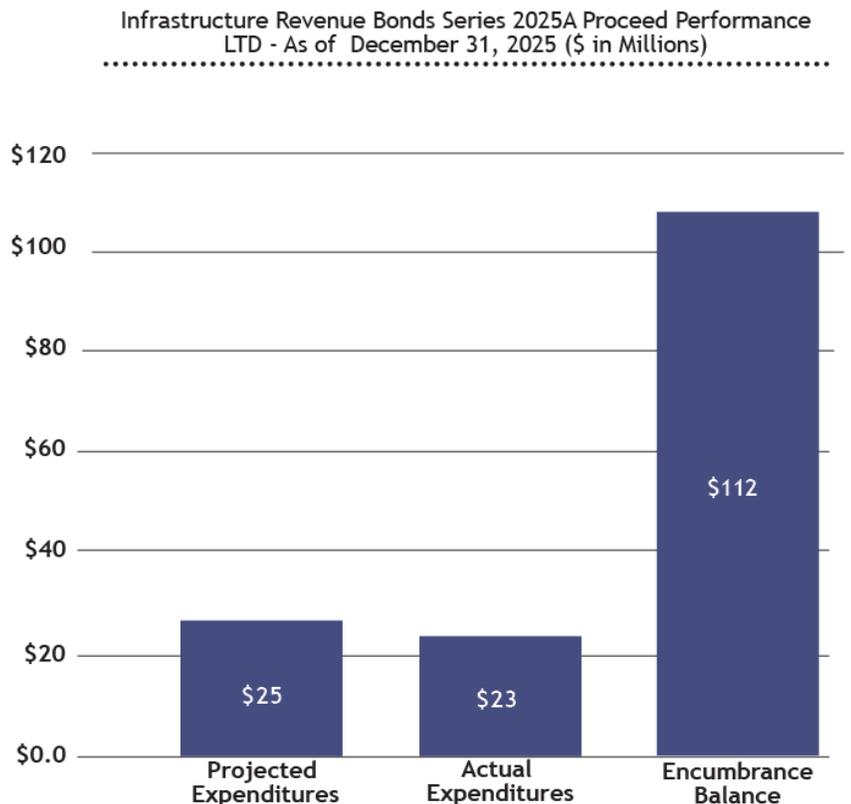


Figure K. Statewide Bridge & Tunnel Enterprise Program Performance IRB Series 2025A

## 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 10 shows the encumbrance and budget balances as of December 31, 2025, by Region, for projects that have been substantially complete for more than six months. On April 24, 2020, the Chief Engineer and Chief Financial Officer announced guidance regarding project de-budget and closure. This guidance has defined substantial completion as project final acceptance.

Table 10. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	397,030	384,839	2	2
2	109,116	635,056	1	3
3	244,381	1,874,101	2	2
4	0	0	0	0
5	0	0	0	0
<b>Total</b>	<b>750,527</b>	<b>2,893,996</b>	<b>5</b>	<b>7</b>
<b>% of Total Current Program</b>	<b>0.40%</b>	<b>1.75%</b>	<b>11.4%</b>	<b>11.3%</b>
Previous Quarter (Q1 FY2026)	189,293	728,054	3	5
<b>Difference</b>	<b>561,234</b>	<b>2,165,942</b>	<b>2</b>	<b>2</b>

There are five projects on the December 31st report. Two projects from Region 1 were added to the report, one of which is almost complete with final document close-out, the other is waiting on final LOMR approval. A project from Region 2 has been added to the report, but it is in the process of liquidating remaining encumbrances and is expected to proceed to project closure soon. The remaining two Region 3 projects on the report are in the process of liquidating encumbrances before proceeding to project closure. Since September 30th, 2025, the encumbrances increased by \$561,234, and the budget balances have increased by \$2,165,942.

Removed/Closed Out	Additions
US 85 over Sand Creek	I-76 over York St. I-76 Clear Creek Scour Mitigation US 50 over Blue Mesa K-07-B

Original Bridge Number	New Bridge Number	Facility Carried over Featured Intersection	Region	County	Major Project/Bundle	Project Status
E-16-EO	Not Assigned	SPEER BLVD SBND OVER I 25 ML	1	Denver	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	In Design
E-16-EW	Not Assigned	SPEER BLVD NBND OVER I 25 ML	1	Denver	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	In Design
E-16-GX	Not Assigned	I 70 ML WBND OVER SH 391 ML	1	Jefferson	I-70 and Kipling Street Interchange	In Design
E-16-GY	Not Assigned	I 70 ML EBND OVER SH 391 ML	1	Jefferson	I-70 and Kipling Street Interchange	In Design
E-17-ID	E-17-AGA	I 270 ML WBND OVER SOUTH PLATTE RIVER	1	Adams	I-270 Improvements and Congestion Relief from I-76 to I-70	In Design
E-17-IE	E-17-AGB	I 270 ML EBND OVER SOUTH PLATTE RIVER	1	Adams	I-270 Improvements and Congestion Relief from I-76 to I-70	In Design
E-17-IF	E-17-AGC	I 270 ML WBND OVER DITCH RD, BURLINGTON CANA	1	Adams	I-270 Improvements and Congestion Relief from I-76 to I-70	In Design
E-17-IG	E-17-AGD	I 270 EBND OVER E 64TH AVE, BURLINGTON CANAL	1	Adams	I-270 Improvements and Congestion Relief from I-76 to I-70	In Design
E-17-IH	E-17-AGE	I 270 ML WBND OVER SH 265 ML, UP RR, BNSF RR	1	Adams	I-270 Improvements and Congestion Relief from I-76 to I-70	In Design
E-17-IJ	E-17-AGG	I 270 ML WBND OVER SERVICE RD, BNSF RR	1	Adams	I-270 Improvements and Congestion Relief from I-76 to I-70	In Design
F-15-BL	F-15-BLA	I 70 ML WBND OVER US 6, CLEAR CREEK	1	Clear Creek	I-70 West: Floyd Hill	In Construction
F-15-BM	F-15-BMA	RAMP TO US 6 ML OVER CLEAR CREEK R	1	Clear Creek	I-70 West: Floyd Hill	In Construction
F-15-D	F-15-DR	I 70 FRONTAGE RD OVER CLEAR CREEK SR	1	Clear Creek	I-70 West: Floyd Hill	In Construction
F-16-DA	Not Assigned	23RD AVENUE OVER I 25 ML	1	Denver	I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	In Design
F-16-HI	F-16-HIA	I 70 ML WBND OVER US 40 ML	1	Jefferson	Regionwide Bridge Rehabilitation and Maintenance	In Design
F-16-O	F-16-YW	US 6 ML OVER SH 121 ML	1	Jefferson	US 6 and Wadsworth Boulevard Interchange	Design Complete
F-20-BA	Rehab	I 70 ML EBND OVER US 40 FRONTAGE ROAD	1	Arapahoe		In Construction
F-20-BB	Rehab	I 70 ML WBND OVER US 40 FRONTAGE RD	1	Arapahoe		In Construction
I-17-GQ	I-17-GS	I 25 ML NBND OVER ACADEMY BLVD	2	El Paso	I-25 and CO 94 Safety and Mobility Improvements (MAMSIP)	In Construction
I-17-GR	I-17-GS	I 25 ML SBND OVER ACADEMY BLVD	2	El Paso	I-25 and CO 94 Safety and Mobility Improvements (MAMSIP)	In Construction
J-18-M	Not Assigned	US 85 ML OVER FOUNTAIN CREEK	2	El Paso		In Design
K-18-J	K-18-JA K-18-JB	US 50 ML OVER I 25 ML	2	Pueblo	I-25 through Pueblo New Freeway	In Construction
K-18-L	K-18-LA	US 50 ML OVER FOUNTAIN CREEK	2	Pueblo	I-25 through Pueblo New Freeway	In Construction
N-17-AC	Not Assigned	I 25 ML NBND OVER US 160, SH 10, RR SPUR	2	Huerfano		In Design
B-07-S	Not Assigned	SH 13 ML OVER FORTIFICATION CREEK	3	Moffat		In Design
C-08-A_Minor	040A108384BL	US 40 ML OVER SHELTON DITCH	3	Routt		Design Complete
D-11-N	Not Assigned	SH 9 ML OVER UP RR	3	Grand		In Design
F-06-A	F-06-AI	US 6 ML OVER ELK CREEK	3	Garfield		In Construction
F-12-AS	F-12-ASA	I 70 ML EBND OVER POLK CREEK	3	Eagle	I-70 West: Vail Pass Safety Improvements - Phase 1	In Construction
H-03-BL	Rehab	SH 141 ML OVER COLORADO RIVER	3	Mesa		In Design
J-04-X	Not Assigned	SH 348 ML OVER IRONSTONE CANAL	3	Montrose		In Design
A-15-A	Not Assigned	US 287 ML OVER DALE CREEK	4	Larimer	Holyoke Bundle	In Design
A-27-A	A-27-AA	US 385 ML OVER DRAW	4	Sedgwick	Holyoke Bundle	In Construction
B-24-A	B-24-AAA	US 6 ML EBND OVER STERLING CANAL NO 1	4	Logan		Design Complete
B-27-A	B-27-AA	US 6 ML OVER FRENCHMAN CREEK	4	Phillips	Holyoke Bundle	In Construction
B-27-D	B-27-DA	US 6 ML OVER FRENCHMAN CREEK	4	Phillips	Holyoke Bundle	In Construction
B-27-F	B-27-FA	US 6 ML OVER DRAW	4	Phillips	Holyoke Bundle	In Construction
C-22-AY	Not Assigned	I 76 ML WBND OVER BNSF RR, BEAVER CREEK	4	Morgan	I-76 Phase IV Reconstruction from Fort Morgan to Brush: Multimodal Project Discretionary Grant	In Design
C-22-BG	Not Assigned	I 76 ML EBND OVER US 34 SPUR	4	Morgan	I-76 Phase IV Reconstruction from Fort Morgan to Brush: Multimodal Project Discretionary Grant	In Design
G-19-B	G-19-I	SH 86 ML OVER KIOWA CREEK	4	Elbert		In Construction
K-09-B	Not Assigned	SH 114 ML OVER COCHETOPA CREEK	5	Saguache		In Design
L-11-C	Not Assigned	SH 114 ML OVER SAGUACHE CREEK	5	Saguache		In Design
P-05-B	P-05-BC	US 160 ML OVER FLORIDA RIVER	5	La Plata	US 160 Elmore's Corner East	In Design
P-12-A	P-12-AA	US 285 ML OVER CONEJOS RIV.OVERFLOW	5	Conejos		In Construction

**Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan Q3 FY2026**

■ Good 
 ■ Better 
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT 10-Year Plan Planning Project ID*	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
<b>Top Tier</b>							
Design Complete	F-16-O	1	US 6 ML over SH 121 ML	2578			
In Design	E-17-IE	1	I 270 ML EBND over South Platte River	0002			
In Design	C-22-AY	4	I 76 ML WBND over BNSF RR, Beaver Creek	1428.2			
In Design	E-17-ID	1	I 270 ML WBND over South Platte River	0002			
In Design	E-17-IF	1	I 270 ML WBND over Ditch Rd, Burlington Canal	0002			
In Design	E-17-IG	1	I 270 ML EBND over Ditch Rd, Burlington Canal	0002			
In Design	E-17-IH	1	I 270 ML WBND over SH 265 ML, UPRR, BNSF RR	0002			
In Design	E-17-IJ	1	I 270 ML WBND over Service Rd, BNSF RR	0002			
In Design	E-16-JU	1	I 76 ML WBND over Marshall Street				
In Design	E-16-JV	1	I 76 ML EBND over Ramp To SH 121 ML				
In Design	E-16-JW	1	I 76 ML WBND over Ramp To SH 121 ML				
In Design	E-16-JX	1	I 76 ML EBND over I 70 ML WBND				
In Design	E-17-OC	1	I 76 ML EBND over I 25 ML				
In Design	B-07-S	3	SH 13 ML over Fortification Creek				
In Design	F-16-HI	1	I 70 ML WBND over US 40 ML	2697			
In Design	J-18-M	2	US 85 ML over Fountain Creek				
Remaining	E-17-AT	1	SH 6 ML over Sand Creek	0002			
In Design	F-11-T	3	US 24 ML over Eagle River				
Remaining	K-18-BT	2	SH 96 ML over UPRR, Fountain Crk				
In Design	L-11-C	5	SH 114 ML over Saguache Creek				
In Design	E-16-EO	1	Speer Blvd SBND over I 25 ML	2575			
In Design	N-17-AC	2	I 25 ML NBND over US 160, SH 10, RR Spur				
In Design	D-11-N	3	SH 9 ML over UPRR				
Remaining	E-17-EP	1	SH6 Ditch Rider Rd over Burlington Canal				
Remaining	G-17-AL	1	SH 105 ML over Draw				
Remaining	E-16-JJ	1	Ramp To I 70 EBND over I 70 ML				
In Design	E-16-GY	1	I 70 ML EBND over SH 391 ML	2580			
Remaining	F-18-AR	1	I 70 ML WBND over County Roads 26N, 105				
Remaining	F-18-AS	1	I 70 ML EBND over County Roads 26N, 105				
Remaining	F-18-AT	1	I 70 ML WBND over County Roads 28N, 113				
Remaining	F-18-AV	1	I 70 ML EBND over County Roads 28N, 113				
Remaining	F-19-AL	1	I 70 ML WBND over County Roads 31N, 125				
Remaining	F-19-AM	1	I 70 ML EBND over County Roads 31N, 125				
Remaining	F-16-GT	1	I 70 ML WBND over County Rd 93				
Remaining	F-16-HK	1	I 70 ML WBND over West 20th Ave	2697			
In Design	F-17-GN	1	Alameda Ave over I 225 ML				
Remaining	N-17-AM	2	I 25 ML SBND over Huerfano River				
Remaining	E-16-IT	1	I 76 ML WBND over Clear Creek				
Remaining	E-16-IU	1	I 76 ML EBND over Clear Creek				
Remaining	E-16-JT	1	I 76 ML EBND over Marshall Street				

\*CDOT 10-Year Plan Planning Project IDs per November 2025 10-Year Plan Annual Report

## Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan Q3 FY2026

■ Good 
 ■ Better 
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT 10-Year Plan Planning Project ID*	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	F-10-AA	3	I 70 ML WBND over US 6, RR, Eagle River				
Remaining	G-17-AC	1	CR107 (Liggett Rd) over I 25 ML				
Remaining	N-28-G	2	SH 116 ML over Beaty Creek				
Remaining	C-18-BH	4	US 34 EBND over UPRR	2695			
Remaining	H-11-U	3	SH 300 ML over Lake Fork Creek				
In Design	E-16-GX	1	I 70 ML WBND over SH 391 ML	2580			
Remaining	F-16-OG	1	Ramp To I 25 NBND over US 6 ML				
Remaining	L-27-O	2	US 385 ML over Amity Canal				
Remaining	F-11-AP	3	I 70 ML WBND over Timber Creek				
Remaining	F-11-AT	3	I 70 ML WBND over Black Gore Creek				
Remaining	F-12-AP	3	I 70 ML EBND over West Ten Mile Creek				
Remaining	L-20-C	2	US 50 ML over Farmers Oxford Ditch				
Remaining	M-16-D	2	SH 69 ML over Williams Creek				
Remaining	L-22-V	2	SH 109 ML over Draw				
Remaining	B-18-I	4	SH 14 ML over Eaton Ditch				
Remaining	F-16-HO	1	I 70 ML EBND over Moss Street, W 7th Ave	2697			
Remaining	F-20-BC	1	I 70 ML EBND over I 70 Buss Rt				
Remaining	G-18-BC	1	SH 83 ML over West Cherry Creek				
Remaining	B-26-E	4	SH 59 ML over Six Mile Creek	2676			
Remaining	F-08-Q	3	I 70 ML EBND over Colorado River				
Remaining	F-08-R	3	I 70 ML WBND over Colorado River				
Remaining	F-12-AL	3	I 70 ML WBND over Corral Creek				
Remaining	F-12-AO	3	I 70 ML EBND over Guller Gulch				
Remaining	C-09-Q	3	SH 131 ML over UPRR				
Remaining	F-16-HS	1	I 70 WBND Ramp over US 6 ML				
Remaining	H-03-AY	3	I 70 ML over US 6 ML, UPRR, Colo River				
Remaining	M-17-O	2	I 25 ML NBND over Graneros Creek				
Remaining	C-18-AP	4	US 34 ML WBND over US 85 Bus Rt	2695			
Remaining	D-15-AQ	4	SH 7 ML WBND over Boulder Creek				
Remaining	E-14-S	1	US 40 ML over I 70 ML, Clear Creek				
Remaining	F-17-CZ	1	US 285 ML over Little Dry Creek				
Remaining	D-15-AR	4	US 36 ML WBND over Boulder Creek				
Remaining	D-09-Z	3	SH 131 ML over Chimney Rock Creek				
Remaining	C-18-AV	4	US 34 ML EBND over Ramp To US85 SBND, 8th Ave	2695			
Remaining	F-12-AM	3	I 70 ML EBND over Smith Gulch				
Remaining	F-17-AA	1	SH 177 ML over Little Dry Creek				
Remaining	F-19-AF	1	County Road over I 70 ML				
Remaining	P-17-K	2	SH 12 ML over Draw				
Second Tier							
In Design	J-04-X	3	SH 348 ML over Ironstone Canal				
In Design	C-22-BG	4	I 76 ML EBND over US 34 Spur	1428.2			

\*CDOT 10-Year Plan Planning Project IDs per November 2025 10-Year Plan Annual Report

## Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan Q3 FY2026

■ Good 
 ■ Better 
 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT 10-Year Plan Planning Project ID*	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
In Design	G-17-AG	1	Happy Canyon Road over I 25 ML		Yellow	Yellow	Yellow
In Design	H-03-BL	3	SH 141 ML over Colorado River		Yellow	Yellow	Orange
In Design	A-15-A	4	US 287 ML over Dale Creek		Yellow	Orange	Green
In Design	E-16-EW	1	Speer Blvd NBND over I 25 ML	2575	Yellow	Orange	Yellow
Remaining	I-17-R	2	US 85 ML over Fountain Creek		Yellow	Orange	Yellow
Remaining	E-17-IN	1	I 270 ML WBND over Dahlia Street	0002	Yellow	Orange	Yellow
In Design	F-16-DA	1	23rd Avenue over I 25 ML	2575	Yellow	Orange	Yellow
Remaining	E-17-IC	1	York Street over I 270 ML	0002	Yellow	Orange	Yellow
Remaining	I-17-CO	2	US 85 ML over I 25 ML	2759	Yellow	Orange	Yellow
In Design	K-09-B	5	SH 114 ML over Cochetopa Creek		Yellow	Orange	Yellow
Remaining	K-18-AD	2	SH 96 ML over Big Dry Creek		Yellow	Orange	Yellow
Remaining	H-11-AB	3	SH 300 ML over California Gulch		Yellow	Orange	Orange
Remaining	C-18-BO	4	US 85 ML NBND over Cache La Poudre River		Yellow	Orange	Orange
Remaining	L-26-M	2	US 50 ML over Willow Creek		Yellow	Orange	Orange
Remaining	F-20-C	1	I 70 Service Rd over Rattlesnake Creek		Yellow	Orange	Orange
Remaining	F-20-D	1	US 36 ML over East Bijou Creek		Yellow	Orange	Orange
Remaining	L-19-G	2	SH 96 ML over Bob Creek Canal		Yellow	Orange	Orange
Remaining	C-12-B	3	SH 125 ML over Willow Creek		Yellow	Orange	Orange
Remaining	E-16-HS	1	SH 121 ML SBND over US 287 ML, RR Spur		Yellow	Orange	Orange
Remaining	K-15-G	2	US 50 ML over Draw		Yellow	Orange	Orange
Remaining	E-14-AV	1	I 70 ML over Clear Creek		Yellow	Orange	Orange
Remaining	F-16-BC	1	SH 88 ML over Bear Creek		Yellow	Orange	Orange
Remaining	F-16-FH	1	SH 95 ML NBND over Bear Creek		Yellow	Orange	Orange
Remaining	H-03-E	3	US 6 ML over Colorado River		Yellow	Orange	Orange
Remaining	N-28-H	2	SH 116 ML over Buffalo Creek		Yellow	Orange	Orange
Remaining	O-03-J	5	US 160 Business Rt over Mancos River		Yellow	Orange	Orange
Remaining	O-18-BI	2	County Road 63.1 over I 25 ML		Yellow	Orange	Orange
Remaining	G-04-A	3	US 6 ML over Colorado River		Yellow	Orange	Orange
Remaining	B-26-F	4	SH 59 ML over Sandy Creek		Yellow	Orange	Orange
Remaining	C-16-AB	4	US 287 Access over Loudon Canal		Yellow	Orange	Orange
Remaining	C-18-I	4	US 34 ML EBND over Greeley Canal No. 3		Yellow	Orange	Orange
Remaining	C-18-AG	4	US 85 ML SBND over South Platte River		Yellow	Orange	Orange
Remaining	G-11-T	3	US 24 ML over UPRR		Yellow	Orange	Orange
Remaining	K-18-EL	2	Bonforte Blvd over SH 47 ML		Yellow	Orange	Orange
Remaining	P-19-G	2	US 160 ML over RR Spur		Yellow	Orange	Orange
Remaining	G-18-H	1	SH 83 ML over Antelope Creek		Yellow	Orange	Orange
Remaining	E-17-HC	1	Dahlia Street over I 76 ML		Yellow	Orange	Orange
Remaining	F-16-FI	1	SH 95 ML SBND over Bear Creek		Yellow	Orange	Orange
Remaining	K-19-W	2	US 50 Service Rd over BNSF RR		Yellow	Orange	Orange
Remaining	N-17-L	2	I 25 Bus Rt over Bear Creek		Yellow	Orange	Orange
Remaining	O-26-I	2	US 160 ML over Draw		Yellow	Orange	Orange

\*CDOT 10-Year Plan Planning Project IDs per November 2025 10-Year Plan Annual Report

## Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan Q3 FY2026

■ Good 
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 ■ Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT 10-Year Plan Planning Project ID*	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	C-17-DF	4	SH 392 ML over Cache La Poudre River		Yellow	Orange	Orange
Remaining	E-17-HD	1	SH 35 ML over Sand Creek		Yellow	Orange	Orange
Remaining	F-17-ES	1	I 225 ML over Goldsmith Gulch		Yellow	Orange	Orange
Remaining	L-05-C	5	Farm Access To 550 over Cow Creek		Yellow	Orange	Orange
Remaining	H-16-M	2	SH 67 ML over Long Gulch Creek		Yellow	Orange	Orange
Remaining	L-21-G	2	US 50 ML EBND over Apishapa River		Yellow	Orange	Orange
Remaining	F-08-D	3	I 70 Frontage Sr over UPRR Sr		Yellow	Orange	Orange
Remaining	K-16-B	2	US 50 ML WBND over Six Mile Creek		Yellow	Orange	Orange
Remaining	K-19-V	2	Ordnance Road over US 50 ML		Yellow	Orange	Orange
Remaining	P-19-AP	2	US 350 ML over Draw		Yellow	Orange	Orange
Remaining	E-16-HQ	1	Mcintyre Street over SH 58 ML		Yellow	Orange	Orange
Remaining	F-10-AB	3	I 70 ML EBND over US 6, RR, Eagle River		Yellow	Orange	Orange
Remaining	E-16-DP	1	SH 391 ML over Clear Creek		Yellow	Orange	Orange
Remaining	F-22-V	4	US 36 ML over Vega Creek		Yellow	Orange	Orange
Remaining	L-19-A	2	US 50 Business over Six Mile Creek		Yellow	Orange	Orange
Remaining	P-09-X	5	IRR# US 84 ML over Coyote Creek		Yellow	Orange	Orange
Third Tier							
In Design	P-05-B	5	US 160 ML over Florida River	1334	Orange	Yellow	Green
Remaining	I-17-IL	2	Maxwell Street over Draw	2759	Orange	Orange	Yellow
Remaining	C-17-CX	4	SH 257 ML over Cache La Poudre River		Orange	Orange	Orange
Remaining	F-15-AE	1	Lookout Mountain Road over I 70 ML		Orange	Orange	Orange
Remaining	C-15-M	4	US 34 ML over Devils Gulch		Orange	Orange	Orange
Remaining	F-11-AD	3	I 70 ML over US 6/24, RR, Eagle River		Orange	Orange	Orange
Remaining	F-20-AX	1	I 70 ML WBND over County Road 201		Orange	Orange	Orange
Remaining	F-20-AY	1	I 70 ML EBND over County Road 201		Orange	Orange	Orange
Remaining	F-20-BG	1	I 70 ML WBND over County Road 197		Orange	Orange	Orange
Remaining	F-20-BI	1	I 70 ML EBND over County Road 197		Orange	Orange	Orange
Remaining	K-27-A	2	US 385 ML over Draw		Orange	Orange	Orange
Remaining	F-16-GG	1	Perry Street over US 6 ML		Orange	Orange	Orange
Remaining	F-08-AH	3	I 70 ML EBND over Access Rd, Colorado River		Orange	Orange	Orange
Remaining	F-08-BA	3	I 70 ML EBND over Colorado River		Orange	Orange	Orange
Remaining	F-11-AO	3	I 70 ML EBND over Timber Creek		Orange	Orange	Orange
Remaining	F-19-AJ	1	I 70 Strasburg Spu over UPRR		Orange	Orange	Orange
Remaining	F-20-F	1	US 40 ML over East Bijou Creek		Orange	Orange	Orange
Remaining	H-13-R	2	SH 9 ML over Middle Fk S.Platte River		Orange	Orange	Orange
Remaining	G-04-R	3	US 6 ML over Parachute Creek		Orange	Orange	Orange
Remaining	G-22-BL	4	I 70 ML EBND over US 24 ML		Orange	Orange	Orange
Remaining	G-22-H	4	US 24 ML over Draw		Orange	Orange	Orange
Remaining	H-13-M	2	US 24 ML over Middle Fk S.Platte River		Orange	Orange	Orange
Remaining	E-13-F	3	US 40 ML over Crooked Creek		Orange	Orange	Orange
Remaining	F-18-AX	1	Powhaton Road over I 70 ML		Orange	Orange	Orange

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## Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan Q3 FY2026

Good
  Better
  Best

Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT 10-Year Plan Planning Project ID*	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	N-01-A	5	US 491 ML over Alkali Creek				
Remaining	G-21-Y	4	I 70 Business Spur over I 70 ML				
Remaining	I-19-B	2	SH 94 ML over Big Spring Creek				
Remaining	M-16-Q	2	SH 69 ML over Draw				
Remaining	D-13-V	3	US 34 ML over Stillwater Creek				
Remaining	F-15-Q	1	US 40 ML over Beaver Brook				
Remaining	G-19-D	4	SH 86 ML over West Bijou Creek				
Remaining	E-16-MO	1	44th Ave over I 25 ML				
Remaining	J-12-AK	5	SH 291 ML over Cr 150, Arkansas River				
Remaining	C-26-A	4	SH 59 ML over Coyote Creek				
Remaining	F-06-Z	3	I 70 ML WBND over Colorado River				
Remaining	G-23-AF	4	County Road 34 over I 70 ML, Kyle RR				
Remaining	H-02-FI	3	I 70 Frontage Rd over Adobe Creek				
Remaining	P-19-G_MINOR	2	SH 239 ML over Canal				
Remaining	C-23-F	4	I 76 ML EBND over Twenty Two Slough				
Remaining	D-15-AZ	4	EBND US 36 ML over US 36 Spur/Baseline Rd				
Remaining	G-22-BB	4	SH 71 ML over I 70 ML				
Remaining	N-17-BG	2	I 25 ML NBND over Sull Creek				
Remaining	F-15-BC	1	US 6 ML over Clear Creek				
Remaining	M-01-G	5	US 491 ML over Coal Bed Creek				
Remaining	D-19-A	4	I 76 Service Rd over Lost Creek				
Remaining	K-13-O	2	US 50 ML over Draw				
Remaining	K-19-U	2	US 50 ML EBND over Chico Creek				
Remaining	O-18-C	2	I-25 ML over Gonzales Canyon Creek				
Remaining	I-17-X	2	US 24 Service Rd over Fountain Creek				
Remaining	K-14-B	2	US 50 ML over Oak Creek				
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML				
Remaining	I-17-O	2	I 25 Service Rd over Pine Creek				
Remaining	C-18-BK	4	US 85 Bypass SBND over US 85 Bus Rt				
Remaining	O-12-AD	5	SH 371 ML over Alamosa River				
Remaining	L-22-C	2	SH 96 ML over Meredith Canal				
Remaining	N-11-C	5	SH 112 ML over Rio Grande Canal				
Remaining	K-19-A	2	SH 231 ML over Arkansas River				

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## Statewide Bridge & Tunnel Enterprise Bridge Prioritization Plan Q3 FY2026

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Status	Original Bridge Number	Region	Facility Carried over Featured Intersection	CDOT 10-Year Plan Planning Project ID*	Prioritization Color Code	Readiness Color Code	Resource Availability Color Code
Remaining	N-01-A	5	US 491 ML over Alkali Creek				
Remaining	G-21-Y	4	I 70 Business Spur over I 70 ML				
Remaining	I-19-B	2	SH 94 ML over Big Spring Creek				
Remaining	M-16-Q	2	SH 69 ML over Draw				
Remaining	D-13-V	3	US 34 ML over Stillwater Creek				
Remaining	F-15-Q	1	US 40 ML over Beaver Brook				
Remaining	G-19-D	4	SH 86 ML over West Bijou Creek				
Remaining	E-16-MO	1	44th Ave over I 25 ML				
Remaining	J-12-AK	5	SH 291 ML over Cr 150, Arkansas River				
Remaining	C-26-A	4	SH 59 ML over Coyote Creek				
Remaining	F-06-Z	3	I 70 ML WBND over Colorado River				
Remaining	G-23-AF	4	County Road 34 over I 70 ML, Kyle RR				
Remaining	H-02-FI	3	I 70 Frontage Rd over Adobe Creek				
Remaining	P-19-G_MINOR	2	SH 239 ML over Canal				
Remaining	C-23-F	4	I 76 ML EBND over Twenty Two Slough				
Remaining	D-15-AZ	4	EBND US 36 ML over US 36 Spur/Baseline Rd				
Remaining	G-22-BB	4	SH 71 ML over I 70 ML				
Remaining	N-17-BG	2	I 25 ML NBND over Sull Creek				
Remaining	F-15-BC	1	US 6 ML over Clear Creek				
Remaining	M-01-G	5	US 491 ML over Coal Bed Creek				
Remaining	D-19-A	4	I 76 Service Rd over Lost Creek				
Remaining	K-13-O	2	US 50 ML over Draw				
Remaining	K-19-U	2	US 50 ML EBND over Chico Creek				
Remaining	O-18-C	2	I-25 ML over Gonzales Canyon Creek				
Remaining	I-17-X	2	US 24 Service Rd over Fountain Creek				
Remaining	K-14-B	2	US 50 ML over Oak Creek				
Remaining	F-16-KW	1	SH 470 ML WBND over I 70 ML				
Remaining	I-17-O	2	I 25 Service Rd over Pine Creek				
Remaining	C-18-BK	4	US 85 Bypass SBND over US 85 Bus Rt				
Remaining	O-12-AD	5	SH 371 ML over Alamosa River				
Remaining	L-22-C	2	SH 96 ML over Meredith Canal				
Remaining	N-11-C	5	SH 112 ML over Rio Grande Canal				
Remaining	K-19-A	2	SH 231 ML over Arkansas River				

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## Statewide Bridge and Tunnel Enterprise Program Allocation Plan - Quarterly Update As of December 31, 2025 (FY26 - Q2)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precan FASTER Funds, 1	Total Precan SB-240 Funds, 2	Precan Infrastructure Revenue Bonds, 3	Total Precan Other Funds, 4	Total Precan Funds	Total Construction FASTER Funds, 5	Total Construction SB-240 Funds, 6	Construction Infrastructure Revenue Bonds, 7	Total Construction Other Funds, 8	Total Construction Funds	Total Project Funds	Precan Start Date	Ad Date	Construction Start Date	Construction Completion Date	Open/Closed	
L22-E	FT LYON STORAGE CANAL	2	18179	1	Bridge Replacement and Major Rehabilitation	See L-22-D	See L-22-D	See L-22-D	See L-22-D	See L-22-D	See L-22-D	See L-22-D	See L-22-D	See L-22-D	See L-22-D	See L-22-D	12/1/2010				C	
L22-K	SH 71 ML over FT LYON CANAL	2	18640	1	Bridge Replacement and Major Rehabilitation	\$200	\$0	\$0	\$763,798	\$763,998	\$0	\$0	\$0	\$0	\$763,998	\$764,198	7/15/2011				C	
L22-G, E & K	COMBINED CONST. HOLLIBROOK & FT. LYON CANAL & STORAGE CANAL	2	18627	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$799,497	\$799,497	\$0	\$0	\$0	\$0	\$799,497	\$799,497	9/22/2011		8/20/2012	3/7/2013	C	
L-28-C	US 50 ML over BEEF BE	2	18155	1	Bridge Replacement and Major Rehabilitation	\$1,953,239	\$0	\$0	\$106,079	\$1,659,318	\$6,366,545	\$0	\$0	\$5	\$6,366,545	\$7,825,884	2/1/2011	7/17/2014	2/23/2015	7/1/2016	C	
L-27-S	US 50 ML over DRAW	2	18155	1	Bridge Replacement and Major Rehabilitation	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	See L-28-C	2/1/2011	7/17/2014	2/23/2015	7/1/2016	C	
D19-J	US 350 ML over DRAW	2	18461	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$299,217	\$299,217	\$0	\$0	\$0	\$2,325,844	\$2,405,061	10/15/2010	9/20/2012	12/3/2012	6/18/2013	C		
P19-AD	SH 239 ML over IRRIGATION CANAL	2	18461	1	Bridge Replacement and Major Rehabilitation	See D-19-J	See D-19-J	See D-19-J	See D-19-J	See D-19-J	See D-19-J	See D-19-J	See D-19-J	See D-19-J	See D-19-J	See D-19-J	10/15/2010	9/20/2012	12/3/2012	6/18/2013	C	
D19-H	US 350 ML over PURGATORIE RIVER	2	18208	1	Bridge Replacement and Major Rehabilitation	\$493,712	\$0	\$0	\$0	\$493,712	\$34,343	\$0	\$0	\$3,133,661	\$3,181,516	10/15/2010	4/29/2013	4/11/2014		C		
K16-S	SH 120 ML over DRAW, UP RR	2	18370	1	Bridge Replacement and Major Rehabilitation	\$505,078	\$0	\$0	\$755,829	\$1,260,907	\$4,306,201	\$0	\$0	\$533,427	\$4,414,738	\$5,679,426	3/15/2011	6/19/2014	10/28/2014	1/8/2016	C	
L-19-M & L-18-W	US 25 ML over Indiana Ave.	2	19206	0	Bridge Replacement and Major Rehabilitation	\$173,988	\$0	\$0	\$108,191	\$282,179	\$0	\$0	\$0	\$0	\$282,179	\$282,179	10/15/2012				C	
L-18-AQ	Northern Ave. over I-25 ML	2	19207	0	Bridge Replacement and Major Rehabilitation	\$173,988	\$0	\$0	\$108,191	\$282,179	\$0	\$0	\$0	\$0	\$282,179	\$282,179	10/15/2012				C	
K18-CK	US over Ilae, RR, Bennett	2	19205	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$58,208,808	\$0	\$0	\$1,492,740	\$59,701,548	\$59,701,548	3/6/2014		2/10/2015	7/31/2019	C	
L-18-AQ	Northern Ave. over I-25 ML	2	19205	1	Bridge Replacement and Major Rehabilitation	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	3/6/2014		4/1/2015	1/17/2019	C
K18-CL	US over Ilae, RR, Bennett	2	19205	1	Bridge Replacement and Major Rehabilitation	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	3/6/2014		2/10/2015	7/31/2019	C
L-18-M	US ML over Indiana Ave.	2	19205	1	Bridge Replacement and Major Rehabilitation	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	3/6/2014		4/1/2015	9/7/2017	C
L-18-AU	Neza Ave over I-25 ML	2	19205	1	Bridge Replacement and Major Rehabilitation	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	3/6/2014		4/1/2015	7/21/2017	C
K18-AX	US ML NHD over US 50 ML	2	19205	1	Bridge Replacement and Major Rehabilitation	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	3/6/2014		2/10/2015	10/1/2018	C
K18-R	US BUS EBND over Arkansas River	2	19205	1	Bridge Replacement and Major Rehabilitation	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	See R-18-CK	3/6/2014		2/10/2015	1/17/2019	C
K18-CL	US over Ilae, RR, Bennett	2	17664	0	Bridge Replacement and Major Rehabilitation	\$399,222	\$0	\$0	\$9,456,285	\$10,055,506	\$0	\$0	\$0	\$0	\$10,055,506	\$10,055,506	6/1/2011			5/21/2014	C	
K18-CK	US over Ilae, RR, Bennett	2	17664	0	Bridge Replacement and Major 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	6/1/2011			5/21/2014	C
H17-D	US Frontage Road over Pico Creek	2	19123	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$168,120	\$168,120	\$0	\$0	\$0	\$0	\$168,120	\$168,120	10/15/2012			9/11/2013	C	
H14-J	US ML over Draw Cottonwood Texas Creek	2	19304	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$342,596	\$342,596	\$1,424,992	\$0	\$0	\$0	\$1,424,992	\$1,797,588	10/30/2012	6/12/2014	3/1/2015	8/15/2019	C	
H16-P	US ML over Milligan Arroyo	2	19305	1	Bridge Replacement and Major Rehabilitation	\$3,460	\$0	\$0	\$385,840	\$389,300	\$0	\$0	\$0	\$0	\$389,300	\$392,760	12/19/2012		5/29/2018	6/26/2019	C	
H16-P	US ML over Milligan Arroyo	2	22320	1	Bridge Replacement and Major Rehabilitation	\$37,260	\$0	\$0	\$0	\$37,260	\$3,008,764	\$0	\$0	\$0	\$3,008,764	\$3,046,024	12/19/2012		5/29/2018	6/26/2019	C	
N17-C	US Bus Route over Subi Creek	2	19534	1	Bridge Replacement and Major Rehabilitation	\$3,876	\$0	\$0	\$508,109	\$512,985	\$0	\$0	\$0	\$3,953,242	\$4,472,227	12/19/2012	10/24/2013	2/17/2014	9/3/2014	C		
P23-A	SH160 ML over Smith Canyon	2	19533	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$373,691	\$373,691	\$1,771,780	\$0	\$0	\$0	\$1,771,780	\$2,145,471	12/19/2012	2/5/2015	5/26/2015	10/30/2015	C	
L22-L	SH71 ML over ARKANSAS RIVER	2	21012	1	Bridge Replacement and Major Rehabilitation	\$254,704	\$0	\$0	\$0	\$254,704	\$6,511,636	\$0	\$0	\$0	\$6,511,636	\$6,772,340	5/13/2015	8/30/2018	12/10/2018	11/15/2019	C	
K17-F	SH 96 over Rush Creek	2	21011	1	Bridge Replacement and Major Rehabilitation	\$346,896	\$0	\$0	\$0	\$346,896	\$2,275,375	\$0	\$0	\$0	\$2,275,375	\$2,622,271	7/29/2015	3/29/2018	7/16/2018	12/14/2018	C	
N17-BN	US over CO R0540, Butte Creek	2	20407	1	Bridge Replacement and Major Rehabilitation	\$541,169	\$0	\$0	\$0	\$541,169	\$9,229,247	\$0	\$0	\$0	\$9,229,247	\$9,770,416	10/23/2017	8/3/2018	10/15/2018	12/8/2020	C	
N17-C	US over CO R0103, Butte Creek	2	20407	1	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	10/23/2017	8/3/2018	10/15/2018	12/8/2020	C
H17-AD	US over US 160 ML, RR Spur	2	22380	1	Bridge Replacement and Major Rehabilitation	\$1,498,520	\$0	\$0	\$0	\$1,498,520	\$8,435,439	\$0	\$0	\$0	\$8,435,439	\$9,933,959	1/16/2017	10/20/2022	3/23/2023	10/30/2024	D	
H17-AD	Stacy Park Playground in Waverlyburg	2	26991	0	Bridge Replacement and Major Rehabilitation	\$175,000	\$0	\$0	\$0	\$175,000	\$0	\$0	\$0	\$0	\$175,000	\$175,000					D	
K18-U	US 58 over Draw	2	22823	1	Bridge Replacement and Major Rehabilitation	\$102,980	\$0	\$0	\$102,980	\$102,980	\$2,511,140	\$0	\$0	\$0	\$2,511,140	\$2,614,120	11/5/2018	12/5/2019	4/7/2020	10/30/2022	C	
H13-G	US 285 over South Fork South Platte River	2	22865	1	Bridge Replacement and Major Rehabilitation	\$473,405	\$0	\$0	\$0	\$473,405	\$4,422,136	\$0	\$0	\$0	\$4,422,136	\$4,895,541	1/1/2019	3/16/2021	6/13/2022	12/9/2022	C	
H22-N	SH 71 over HIGHLINE CANAL	2	23005	1	Bridge Replacement and Major Rehabilitation	\$333,686	\$0	\$0	\$0	\$333,686	\$1,667,733	\$0	\$0	\$0	\$1,667,733	\$2,001,419	6/1/2019	5/7/2020	2/23/2021	11/30/2021	C	
H24-A	SH 101 over DRAW	2	23006	1	Bridge Replacement and Major Rehabilitation	\$235,942	\$0	\$0	\$0	\$235,942	\$2,451,139	\$0	\$0	\$0	\$2,451,139	\$2,687,081	6/1/2019	7/31/2020	11/2/2020	5/5/2021	C	
H24-I	SH 101 over DRAW	2	23007	1	Bridge Replacement and Major Rehabilitation	\$190,000	\$0	\$0	\$0	\$190,000	\$0	\$0	\$0	\$0	\$190,000	\$190,000	6/1/2019	5/7/2020	9/17/2020	3/4/2021	C	
H19-C	US 58 over DRAW	2	22995	1	Bridge Replacement and Major Rehabilitation	\$215,998	\$0	\$0	\$0	\$215,998	\$1,888,031	\$0	\$0	\$0	\$1,888,031	\$2,099,029	3/29/2019	10/1/2021	11/1/2021	9/30/2021	C	
H17-GH	US 58 over S. ACADNEY BLVD.	2	23605	1	Bridge Replacement and Major Rehabilitation	\$1,541,172	\$0	\$0	\$0	\$1,541,172	\$4,527,474	\$0	\$0	\$1	\$4,527,475	\$6,068,647	10/1/2019	1/14/2021	11/29/2021	8/26/2024	D	
H17-GQ	US 58 over S. ACADNEY BLVD.	2	23605	1	Bridge Replacement and Major Rehabilitation	See H-17-GH	See H-17-GH	See H-17-GH	See H-17-GH	See H-17-GH	See H-17-GH	See H-17-GH	See H-17-GH	See H-17-GH	See H-17-GH	See H-17-GH	See H-17-GH	10/1/2019	1/14/2021	11/29/2021	8/26/2024	D
H12-C	R2 CHFP Grant (R282)	2	23558	1	Bridge Replacement and Major Rehabilitation	\$24,426	\$0	\$0	\$1,885,292	\$1,909,718	\$4,836,461	\$0	\$0	\$0	\$4,860,789	\$6,770,204	8/19/2020	7/31/2020	4/18/2022	1/22/2025	D	
H13-M	R2 CHFP Grant (R282)	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	8/19/2020	7/31/2020	4/18/2022	1/22/2025	D
H13-G	R2 CHFP Grant (R282)	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	8/19/2020	7/31/2020	4/18/2022	1/22/2025	D
H15-AD	R2 CHFP Grant (R282)	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	8/19/2020	7/31/2020	4/18/2022	1/22/2025	D
H15-T	R2 CHFP Grant (R282)	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	8/19/2020	7/31/2020	4/18/2022	1/22/2025	D
H14-C	R2 CHFP Grant (R282)	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	8/19/2020	7/31/2020	4/18/2022	1/22/2025	D
H15-G	R2 CHFP Grant (R282)	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	8/19/2020	7/31/2020	4/18/2022	1/22/2025	D
H21-B	R2 CHFP Grant (R282)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-														

## Statewide Bridge and Tunnel Enterprise Program Allocation Plan - Quarterly Update As of December 31, 2025 (FY26 - Q2)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precan FASTER Funds	Total Precan SB-240 Funds	Precan Infrastructure Revenue Bonds 1	Total Precan Other Funds 2	Total Precan Funds	Total Construction FASTER Funds	Total Construction SB-240	Construction Infrastructure Revenue Bonds 1	Total Construction Other Funds 2	Total Construction Funds	Total Project Funds	Precan Start Date	Aid Date	Construction Start Date	Construction Completion Date	Open/Closed	
S13.H	R2 Non-Grant	2	2359	1	Bridge Replacement and Major Rehabilitation	\$798,320	\$0	\$0	\$0	\$798,320	\$9,713,838	\$0	\$0	\$0	\$9,713,838	\$10,512,158	8/19/2020	7/31/2020	4/18/2022	1/22/2025	O	
D19.D	R2 Non-Grant	2	2359	1	Bridge Replacement and Major Rehabilitation	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	See I-13.H	See I-13.H	8/19/2020	7/31/2020	4/18/2022	1/22/2025	O	
W21.A	R2 Non-Grant	2	2359	1	Bridge Replacement and Major Rehabilitation	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	See I-13.H	See I-13.H	8/19/2020	7/31/2020	4/18/2022	1/22/2025	O	
I13.A	US 285 at SH 9	2	2402	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$6,532,905	\$0	\$0	\$0	\$6,532,905	\$6,532,905	2/24/2022	5/1/2023	11/1/2024		O	
K18.J	25 US 50 Interchange (New Pueblo Freeway)	2	2627	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,867,711	\$0	\$42,867,711	\$42,867,711	6/27/2024	8/1/2024	1/31/2027		O	
K18.L	25 US 50 Interchange (New Pueblo Freeway)	2	2627	1	Bridge Replacement and Major Rehabilitation	See K-18.J	See K-18.J	See K-18.J	See K-18.J	See K-18.J	See K-18.J	See K-18.J	See K-18.J	See K-18.J	See K-18.J	See K-18.J	6/27/2024	8/1/2024	1/31/2027		O	
J18.M	US 85 over Fountain Creek	2	2641	1	Bridge Replacement and Major Rehabilitation	\$3,255,841	\$0	\$0	\$0	\$3,255,841	\$3,000,000	\$0,000,000	\$0	\$0	\$42,000,000	\$45,255,841	5/1/2024				O	
N17.AC	25 over US160 Walsenburg	2	2628	1	Bridge Replacement and Major Rehabilitation	\$500,400	\$1,000,000	\$0	\$0	\$1,500,400	\$200,000,000	\$11,000,000	\$0	\$0	\$1,700,400	\$33,200,400	11/4/2024				O	
K18.AD	50 W Critical Bridges Replacement	2	2629	1	Bridge Replacement and Major Rehabilitation	\$1,990,000	\$0	\$0	\$760,000	\$2,750,000	\$3,000,000	\$11,000,000	\$0	\$0	\$42,000,000	\$44,750,000					O	
K18.BT	50 W Critical Bridges Replacement	2	2629	1	Bridge Replacement and Major Rehabilitation	See K-18.AD	See K-18.AD	See K-18.AD	See K-18.AD	See K-18.AD	See K-18.AD	See K-18.AD	See K-18.AD	See K-18.AD	See K-18.AD	See K-18.AD	See K-18.AD					O
I17.CO	Safety and Operational Improvements EV# 135 South Academy to Ex# 138 Circle Lake	2	780	1	Bridge Replacement and Major Rehabilitation	\$0	\$2,900,000	\$0	\$0	\$2,900,000	\$10,000,000	\$0	\$0	\$0	\$12,900,000	\$12,900,000					O	
I17.AL	Safety and Operational Improvements EV# 135 South Academy to Ex# 138 Circle Lake	2	780	1	Bridge Replacement and Major Rehabilitation	See I-17.CO	See I-17.CO	See I-17.CO	See I-17.CO	See I-17.CO	See I-17.CO	See I-17.CO	See I-17.CO	See I-17.CO	See I-17.CO	See I-17.CO	See I-17.CO					O
G11.F	US 24 ML over UPRR	3	1767	1	Bridge Replacement and Major Rehabilitation	\$3,300	\$0	\$0	\$409,711	\$413,011	\$300,000	\$0	\$0	\$5,709,989	\$6,043,193					C		
F09.H	US 6 ML over EAGLE RIVER	3	18160	1	Bridge Replacement and Major Rehabilitation	\$190,986	\$0	\$0	\$195,656	\$386,642	\$0	\$0	\$0	\$4,203,313	\$4,589,955	9/28/2010	5/19/2011	7/20/2011	5/18/2012	C		
J09.C	US 50 SERVICE RD over GUNNSON RVR	SR	18193	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$347,098	\$347,098	\$0	\$0	\$0	\$2,360,188	\$2,707,286	6/1/2010	6/23/2011	8/29/2011	8/31/2012	C		
J09.D	US 50 SERVICE RD over GUNNSON RVR	SR	18193	1	Bridge Replacement and Major Rehabilitation	See J-09.C	See J-09.C	See J-09.C	See J-09.C	See J-09.C	See J-09.C	See J-09.C	See J-09.C	See J-09.C	See J-09.C	See J-09.C	6/1/2010	6/23/2011	8/29/2011	8/31/2012	C	
F08.F	70 SERVICE RD over COLORADO RIVER SR	3	18162	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,932,566	\$1,932,566	\$0	\$0	\$0	\$7,966,400	\$9,899,072	4/6/2011	9/2/2012	9/4/2012	9/30/2013	C		
F08.F	Historic Eagle County Bridges Book	3	19325	0	Bridge Replacement and Major Rehabilitation	\$32,062	\$0	\$0	\$0	\$32,062	\$0	\$0	\$0	\$0	\$32,062					C		
C09.C	US ML over FORK ELK RIVER	3	18138	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,517,178	\$1,517,178	\$0	\$0	\$0	\$4,111,918	\$5,629,096	4/1/2011	12/13/2012	2/28/2013	11/19/2013	C		
F11.AC	70 EMD over US 6, RR, EAGLE RIVER	3	18159	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,779,324	\$1,779,324	\$12,457,096	\$0	\$0	\$10,000,000	\$14,236,420	4/1/2011	3/16/2014	7/19/2014	5/5/2017	C		
F11.AB	70 ML WIND over US 6, RR, EAGLE RIVER	3	18159	1	Bridge Replacement and Major Rehabilitation	See F-11.AC	See F-11.AC	See F-11.AC	See F-11.AC	See F-11.AC	See F-11.AC	See F-11.AC	See F-11.AC	See F-11.AC	See F-11.AC	See F-11.AC	4/1/2011	3/16/2014	7/19/2014	5/5/2017	C	
F07.A	50 ML over 170 ML COLORADO RIVER RR	3	18158	1	Bridge Replacement and Major Rehabilitation	\$30,684,254	\$0	\$0	\$10,412,824	\$41,097,078	\$59,415,362	\$0	\$0	\$5,818,821	\$100,712,342	5/1/2011	7/1/2015	1/1/2016	10/30/2018	C		
F07.A	HEBETMAN BRIDGE over COLORADO RIVER	3	21122	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$8,288,804	\$0	\$0	\$8,463,860	\$16,752,664	3/11/2011	7/1/2015	1/1/2016	10/30/2018	C		
D13.A	US 34 over NORTH FORK COLORADO RIVER	3	21010	1	Bridge Replacement and Major Rehabilitation	\$872,718	\$0	\$0	\$0	\$872,718	\$5,694,432	\$0	\$0	\$0	\$6,566,842	\$7,439,560	6/8/2017	11/7/2018	4/1/2019	9/15/2019	C	
F05.L	70 WIND over Colorado River	3	21007	1	Bridge Replacement and Major Rehabilitation	\$26,919	\$0	\$0	\$331,182	\$358,101	\$0	\$0	\$0	\$0	\$358,101		8/12/2015	2/1/2018	4/2/2018	12/15/2018	C	
F05.L	70 WIND over Colorado River	3	23359	0	Bridge Replacement and Major Rehabilitation	\$40,876	\$0	\$0	\$0	\$40,876	\$3,077,349	\$0	\$0	\$0	\$3,118,225		8/12/2015	2/1/2018	4/2/2018	12/15/2018	C	
F10.L	70 EMD over US, RR, Eagle River	3	21008	1	Bridge Replacement and Major Rehabilitation	\$26,104	\$0	\$0	\$225,184	\$251,288	\$0	\$0	\$0	\$0	\$251,288		8/12/2015	3/16/2018	8/20/2018		C	
F10.L	70 EMD over US, RR, Eagle River	3	23360	0	Bridge Replacement and Major Rehabilitation	\$30,226	\$0	\$0	\$0	\$30,226	\$3,345,365	\$0	\$0	\$0	\$3,375,591		8/12/2015	1/11/2018	3/16/2018	8/20/2018	C	
G03.Q	70 WIND over Colorado River Overflow	3	21009	1	Bridge Replacement and Major Rehabilitation	\$47,567	\$0	\$0	\$410,999	\$458,566	\$0	\$0	\$0	\$0	\$458,566		8/12/2015	1/4/2018	3/26/2018	8/15/2018	C	
G03.Q	70 WIND over Colorado River Overflow	3	23170	0	Bridge Replacement and Major Rehabilitation	\$63,961	\$0	\$0	\$0	\$63,961	\$3,200,000	\$0	\$0	\$0	\$3,263,961		8/12/2015	1/4/2018	3/26/2018	8/15/2018	C	
F09.K	US 6 ML over CASTLE CREEK	3	22576	1	Bridge Replacement and Major Rehabilitation	\$44,910	\$0	\$0	\$0	\$44,910	\$3,824,078	\$0	\$0	\$0	\$3,868,988		7/1/2019	5/2/2019	7/22/2019	12/14/2019	C	
F13.S Minor	70 over FOREST SERVICE ROAD	3	22712	1	Bridge Replacement and Major Rehabilitation	\$1,843,854	\$0	\$0	\$0	\$1,843,854	\$4,470,573	\$0	\$0	\$0	\$6,314,427		8/7/2018	2/10/2021	4/28/2021	7/22/2022	C	
U05.V	50 ML over GUNNSON RIVER	3	22943	1	Bridge Replacement and Major Rehabilitation	\$834,536	\$0	\$0	\$0	\$834,536	\$12,730,553	\$0	\$0	\$0	\$13,565,089		3/18/2019	10/22/2020	11/4/2021	3/4/2023	C	
B04.G	50 ML over STANBERRY CREEK	3	23061	1	Bridge Replacement and Major Rehabilitation	\$594,128	\$0	\$0	\$0	\$594,128	\$13,746,888	\$0	\$0	\$0	\$14,340,744		7/1/2019	9/30/2022	3/20/2023	6/4/2024	C	
B03.A	50 ML over WHITE RIVER	3	23061	1	Bridge Replacement and Major Rehabilitation	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	
F11.AD	70 over US 6, US 24, RR, EAGLE RIVER	3	23217	1	Bridge Replacement and Major Rehabilitation	\$435,013	\$0	\$0	\$0	\$435,013	\$0	\$0	\$0	\$0	\$435,013		7/1/2019			11/30/2020	C	
F12.AS/AT	70 VAL PASS Design	3	23929	0	Bridge Replacement and Major Rehabilitation	\$6,887,500	\$0	\$0	\$0	\$6,887,500	\$0	\$0	\$0	\$0	\$6,887,500		12/1/2020			1/5/2024	O	
F12.AS	70 VAL PASS	3	24896	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$7,934,573	\$0	\$0	\$46,445,518	\$54,380,091		1/8/2024	4/22/2024	11/30/2024		O	
F12.AT	70 WIND VAL PASS	3	24894	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$24,345,319	\$23,542,312	\$0	\$0	\$47,887,711	\$47,887,711	12/1/2020	6/27/2022	8/12/2022	7/31/2024	O	
F06.A	US 6 over Elk Creek	3	24493	1	Bridge Replacement and Major Rehabilitation	\$2,837,620	\$0	\$0	\$0	\$2,837,620	\$13,000,185	\$0	\$0	\$0	\$15,837,805		6/27/2022	7/15/2025	10/15/2025	10/30/2024	O	
C08.A Minor	US 40 Over Shelton Ditch near Hayden	3	26274	1	Bridge Replacement and Major Rehabilitation	\$515,538	\$0	\$0	\$0	\$515,538	\$0	\$14,434,540	\$0	\$0	\$14,950,078		4/1/2024			11/20/2025	O	
K07.B	US 50 Blue Mesa K-07-B Critical Repairs	3	26446	2	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,028,177		6/8/2024	7/3/2024		C	
K07.A	US 50 Blue Mesa K-07-A Permanent Repairs	3	26447	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$45,546,560	\$0	\$12,133,096	\$0	\$57,682,656		7/5/2024			7/11/2025	O	
K07.A	US 50 Blue Mesa K-07-A Permanent Repairs	3	26448	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$10,913,066	\$10,908,005	\$8,738,281	\$0	\$20,559,352		7/5/2024			7/14/2025	O	
K07.A	Blue Mesa - Risk and Resiliency Repairs	3	27391	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000					O		
K07.A	Blue Mesa - Risk and Resiliency Repairs	3	27391	0	Bridge Replacement and Major Rehabilitation	See K-07.A	See K-07.A	See K-07.A	See K-07.A	See K-07.A	See K-07.A	See K-07.A	See K-07.A	See K-07.A	See K-07.A	See K-07.A					O	
D11.N	049 RR Bridge Replacement	3	26956	1	Bridge Replacement and Major Rehabilitation	\$731,236	\$0	\$0	\$0	\$731,236	\$0	\$17,500,000	\$0	\$0	\$18,231,236		4/1/2025				O	
F11.T	US 40 over Eagle River - Red Cliff Arch	3	27145	1	Bridge Replacement and Major Rehabilitation	\$5,000,000	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$8,000,000	\$0	\$0	\$18,000,000	\$23,000,000					O	
J104.X	0148 over Ironstone Canal	3	26992	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$710,000	\$0	\$0	\$0	\$710,000					O		
B07.S	0113 over Fortification Creek	3	26260	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$5,000,000	\$0	\$0	\$7,000,000	\$7,000,000					O	
A24.C	US 138 over Ditch	4	17674	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$27,785	\$27,785	\$276	\$0	\$0	\$842,610	\$870,671					O		
A26.F	US 138 over Draw	4	17674	1	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					O	
S22.J	US 24 ML over BRAW	4	18003																			

## Statewide Bridge and Tunnel Enterprise Program Allocation Plan - Quarterly Update As of December 31, 2025 (FY26 - Q2)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precorr FASTER Funds	Total Precorr SB-240 Funds	Precorr Infrastructure Revenue Bonds 1	Total Precorr Other Funds 2	Total Precorr Funds	Total Construction FASTER Funds	Total Construction SB-240	Construction Infrastructure Revenue Bonds 1	Total Construction Other Funds 2	Total Construction Funds	Total Project Funds	Precorr Start Date	Aid Date	Construction Start Date	Construction Completion Date	Open/Closed	
C-17-BH	25 SERVICE RD over LITTLE THOMPSON RIVER SR	4	18033	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$941,887	\$941,887	\$0	\$0	\$0	\$0	\$0	\$941,887	2/1/2011	4/5/2012	9/4/2012	4/12/2013	C	
B-28-B	35 3/4 MI. over N'FM REPUBLICAN RIVER	4	18432	1	Bridge Replacement and Major Rehabilitation	\$781,069	\$0	\$0	\$0	\$781,069	\$0	\$0	\$0	\$0	\$0	\$781,069	11/23/2010	4/26/2012	6/25/2012	12/14/2013	C	
B-17-AK	34 MI. over ST VINNIN RIVER	4	18224	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,311,071	\$1,311,071	\$0	\$0	\$0	\$0	\$0	\$1,311,071	2/1/2011	9/6/2012	11/5/2012	6/18/2014	C	
S-21-B	70 FRONTAGE ROAD over DRAW	4	18610	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$48,714	\$48,714	\$0	\$0	\$0	\$0	\$0	\$48,714	11/16/2011	9/5/2011	1/28/2013	5/23/2013	C	
B-16-D	31 1/4 MI. over CACHE LA POUDE RIVER	4	18065	1	Bridge Replacement and Major Rehabilitation	\$351,787	\$0	\$0	\$2,149,437	\$2,501,224	\$0	\$0	\$0	\$0	\$2,501,224	\$1,337,902	\$11,839,124	7/14/2009	6/19/2014	9/22/2014	11/20/2015	C
B-17-C	35 MI. over UPPER NURN BRIDGE	4	18669	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,254,778	\$1,254,778	\$0	\$0	\$0	\$0	\$0	\$1,254,778	5/23/03	6/24/2011	3/17/2013	6/13/2014	C	
C-17-B	36D over SOUTH PLATTE RIVER	4	21146	1	Bridge Replacement and Major Rehabilitation	\$1,109,585	\$0	\$0	\$0	\$1,109,585	\$0	\$0	\$0	\$0	\$0	\$1,109,585	6/17/2015	6/21/2018	10/1/2018	11/1/2019	C	
B-16-EU	25 MI. over COUNTY ROAD 48	4	20999	1	Bridge Replacement and Major Rehabilitation	\$943,689	\$0	\$0	\$0	\$943,689	\$0	\$0	\$0	\$0	\$0	\$943,689	6/17/2016	2/14/2019	5/22/2019	1/27/2020	C	
B-16-AM	Project Road over I-25	4	22348	1	Bridge Replacement and Major Rehabilitation	\$3,030,953	\$0	\$0	\$0	\$3,030,953	\$0	\$0	\$0	\$0	\$0	\$3,030,953	1/27/2017	5/12/2017	4/5/2018	9/29/2018	C	
C-17-BL	25 MI. over DRAW (Hilltop)	4	22482	1	Bridge Replacement and Major Rehabilitation	\$19,054	\$0	\$0	\$0	\$19,054	\$0	\$0	\$0	\$0	\$0	\$19,054	5/21/2018	5/12/2017	6/27/2018	11/30/2024	C	
C-25-K	3199 over I-70 (Emergency)	4	22664	1	Bridge Replacement and Major Rehabilitation	\$270,964	\$0	\$0	\$0	\$270,964	\$0	\$0	\$0	\$0	\$0	\$270,964	4/16/2018	5/5/2019	4/27/2018	11/16/2019	C	
B-27-G	35 3/4 MI. over N'FM REPUBLICAN RIVER	4	22962	1	Bridge Replacement and Major Rehabilitation	\$561,694	\$0	\$0	\$0	\$561,694	\$0	\$0	\$0	\$0	\$0	\$561,694	3/1/2019	4/1/2020	6/29/2020	11/18/2020	C	
B-28-P	35 3/4 OVER REPUBLICAN RIVER	4	22963	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	5/7/18/2018	4/1/2020	4/27/2020	6/14/2021	C	
Various	TIMBER BRIDGE EASTERN PLAINS	4	23101	0	Bridge Replacement and Major Rehabilitation	\$4,201,138	\$0	\$0	\$0	\$4,201,138	\$0	\$0	\$0	\$0	\$0	\$4,201,138	2/21/2021				C	
F-19-E	TIMBER BRIDGE EASTERN PLAINS - PKG 1	4	24367	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	9/1/2022	11/1/2021	2/28/2022	11/30/2022	C	
F-20-J	TIMBER BRIDGE EASTERN PLAINS - PKG 1	4	24367	1	Bridge Replacement and Major Rehabilitation	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	9/1/2022	11/1/2021	2/28/2022	11/30/2022	C	
F-20-L	TIMBER BRIDGE EASTERN PLAINS - PKG 1	4	24367	1	Bridge Replacement and Major Rehabilitation	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	9/1/2022	11/1/2021	2/28/2022	11/30/2022	C	
C-22-K	TIMBER BRIDGE EASTERN PLAINS - PKG 2	4	24405	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	9/1/2022	8/9/2022	10/25/2022	10/26/2023	C	
D-24-D	TIMBER BRIDGE EASTERN PLAINS - PKG 2	4	24405	1	Bridge Replacement and Major Rehabilitation	See C-22-K	See C-22-K	See C-22-K	See C-22-K	See C-22-K	See C-22-K	See C-22-K	See C-22-K	See C-22-K	See C-22-K	See C-22-K	9/1/2022	8/9/2022	10/25/2022	10/26/2023	C	
B-25-E	TIMBER BRIDGE EASTERN PLAINS - PKG 3	4	25407	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	9/1/2022	3/29/2023	10/23/2023	10/30/2024	C	
B-28-D	TIMBER BRIDGE EASTERN PLAINS - PKG 4	4	25644	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	9/1/2022	10/24/2023	4/1/2024	11/30/2024	C	
B-28-N	35 MI. over DRAW	4	24224	1	Bridge Replacement and Major Rehabilitation	\$440,347	\$0	\$0	\$1	\$440,348	\$0	\$0	\$0	\$0	\$0	\$440,349	7/6/14/2017	11/1/2021	12/14/2023	4/1/2024	D	
B-27-A	Holyoke Bundle	4	22529	1	Bridge Replacement and Major Rehabilitation	\$2,049,153	\$0	\$0	\$0	\$2,049,153	\$18,241,302	\$0	\$0	\$0	\$0	\$18,241,302	\$1,261,505	10/5/2022	4/5/2024	3/17/2024	9/30/2026	D
B-27-D	Holyoke Bundle	4	22529	1	Bridge Replacement and Major Rehabilitation	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	D
B-27-F	Holyoke Bundle	4	22529	1	Bridge Replacement and Major Rehabilitation	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	D
A-27-A	Holyoke Bundle	4	22529	1	Bridge Replacement and Major Rehabilitation	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	D
G-18-B	SR 88 over Kiowa Creek	4	24083	1	Bridge Replacement and Major Rehabilitation	\$707,643	\$0	\$0	\$0	\$707,643	\$7,414,963	\$0	\$0	\$0	\$0	\$7,414,963	\$8,122,606	3/1/2024				D
C-22-AY	78 WB over BNSF, Beaver Creek	4	26378	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$18,000,000	\$0	\$0	\$0	\$0	\$18,000,000	\$18,000,000					D
C-22-BG	78 WB over BNSF, Beaver Creek	4	26378	1	Bridge Replacement and Major Rehabilitation	See C-22-AY	See C-22-AY	See C-22-AY	See C-22-AY	See C-22-AY	See C-22-AY	See C-22-AY	See C-22-AY	See C-22-AY	See C-22-AY	See C-22-AY	See C-22-AY					D
B-24-A	35 A Ahead to Starting	4	26861	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$1,939,830	\$0	\$0	\$0	\$0	\$1,939,830	\$1,939,830					D
A-15-A	35 287 Passing Lanes and Safety Improvements	4	27244	1	Bridge Replacement and Major Rehabilitation	\$0	\$1,045,145	\$0	\$0	\$1,045,145	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000	\$11,045,145					D
C-18-AP	35 85 and US 34 Interchange	4	780	1	Bridge Replacement and Major Rehabilitation	\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$10,000,000	\$17,000,000	\$0	\$0	\$0	\$27,000,000	\$27,000,000					D
C-18-AV	35 85 and US 34 Interchange	4	780	1	Bridge Replacement and Major Rehabilitation	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP					D
C-18-BH	35 85 and US 34 Interchange	4	780	1	Bridge Replacement and Major Rehabilitation	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP	See C-18-AP					D
C-17-DF	31 392 over Cache La Poudre River	4	780	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					D
L-06-A	35 550 MI. over Bear Creek	5	17670	1	Bridge Replacement and Major Rehabilitation	\$6,388	\$0	\$0	\$117,113	\$123,501	\$1,805	\$0	\$0	\$0	\$4,784,830	\$4,793,024	\$4,882,136					C
L-04-B	31 143 MI. over LOGAN CREEK	5	18231	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$506,177	\$506,177	\$0	\$0	\$0	\$0	\$0	\$506,177	\$1,855,132	2/1/2011	3/15/2012	5/15/2012	5/30/2013	C
L-05-B	34 42 MI. over UNCOMPAGNE RIVER	5	18233	1	Bridge Replacement and Major Rehabilitation	\$1,012,619	\$0	\$0	\$28,923	\$1,041,542	\$0	\$0	\$0	\$0	\$0	\$1,041,542	\$1,804,995	2/1/2011	2/9/2012	4/24/2012	5/30/2013	C
K-01-C	30R0 over DOLORES RIVER	5	20817	1	Bridge Replacement and Major Rehabilitation	\$965,694	\$0	\$0	\$0	\$965,694	\$4,971,188	\$0	\$0	\$0	\$0	\$4,971,188	\$5,942,883	1/30/2015	11/9/2015	12/5/2016	8/18/2017	C
K-11-G	35 90 over AGATE CREEK	5	22436	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$1,526,737	\$0	\$0	\$0	\$0	\$1,526,737	\$1,526,737	3/29/2018	3/29/2018	6/18/2018	10/8/2018	C
F-12-A	35 285 over RD CONE JOG OVERFLOW	5	23049	1	Bridge Replacement and Major Rehabilitation	\$338,982	\$0	\$0	\$0	\$338,982	\$1,817,617	\$0	\$0	\$0	\$0	\$1,817,617	\$4,211,419	4/18/2014	11/1/2015	4/1/2024	5/1/2027	D
B-07-S	31751 MI. (Colbert Failure)	5	23757	1	Bridge Replacement and Major Rehabilitation	\$183,462	\$0	\$0	\$0	\$183,462	\$3,881,601	\$0	\$0	\$0	\$0	\$3,881,601	\$4,071,264	4/24/2023	6/23/2023	8/21/2023	11/22/2023	C
J-12-AJ	35 285 MI. over DRAW	5	26105	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$605,573	\$0	\$0	\$0	\$0	\$605,573	\$605,573	1/4/2024	4/15/2024	8/21/2024		D
P-05-B	35 180 over Florida River	5	26704	1	Bridge Replacement and Major Rehabilitation	\$0	\$2,637,488	\$0	\$0	\$2,637,488	\$6,144,256	\$6,228,442	\$1,520,214	\$0	\$0	\$14,899,912	\$17,530,400	9/1/2024	2/28/2026			D
L-11-C	31 114 Bridges	5	26416	1	Bridge Replacement and Major Rehabilitation	\$862,635	\$0	\$0	\$0	\$862,635	\$7,500,000	\$0	\$0	\$0	\$0	\$8,362,635	\$8,362,635	9/1/2024	2/18/2027			D
K-09-B	31 114 Bridges	5	26416	1	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	9/1/2024	2/18/2027			D
F-13-Y	LMT Tunnel Projects	1	780	1	Tunnel	\$0	\$0	\$0	\$0	\$0	\$0	\$14,542,749	\$0	\$0	\$0	\$14,542,749	\$14,542,749					D
F-13-X	LMT Tunnel Projects	1	780	1	Tunnel	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y					D
F-13-Y	Monum Loner	1	25881	0	Tunnel	\$0	\$0	\$0	\$0	\$0	\$0	\$28,000,084	\$0	\$0	\$0	\$28,000,084	\$28,000,084			7/31/2021	10/31/2025	D
F-13-Z	Monum Loner	1	25881	0	Tunnel	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y	See F-13-Y			7/31/2021	10/31/2025	D
F-13-Y	LMT LED Lighting Upgrade	1	26276	0	Tunnel	\$0	\$1,863,408	\$0	\$0	\$1,863,408	\$0	\$42,446,										

## Statewide Bridge and Tunnel Enterprise Program Allocation Plan - Quarterly Update As of December 31, 2025 (FY26 - Q2)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precan FASTER Funds	Total Precan SB-240 Funds	Precan Infrastructure Revenue Bonds <sup>1</sup>	Total Precan Other Funds <sup>2</sup>	Total Precan Funds	Total Construction FASTER Funds	Total Construction SB-240	Construction Infrastructure Revenue Bonds <sup>1</sup>	Total Construction Other Funds <sup>2</sup>	Total Construction Funds	Total Project Funds	Precan Start Date	Ad Date	Construction Start Date	Construction Completion Date	Open/Closed
L22.L	SOY over ARKANSAS RIVER	2	24738	1	Preventative Maintenance	\$18,918	\$0	\$0	\$0	\$18,918	\$913,308	\$0	\$0	\$0	\$913,308	\$972,126	4/12/2022		10/4/2022	6/15/2023	C
E13.W	75 NP 213 Repair	3	26060	1	Preventative Maintenance	\$25,000	\$0	\$0	\$0	\$25,000	\$40,000	\$0	\$0	\$0	\$40,000	\$65,000					O
F08.AD	70 Glenwood Canyon Preventative Maintenance	3	25603	1	Preventative Maintenance	\$0	\$0	\$0	\$0	\$0	\$8,693,008	\$0	\$0	\$0	\$8,693,008	\$8,693,008			12/12/2024	5/5/2025	O
F08.AE	70 Glenwood 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			12/12/2024	5/5/2025	O
F08.AH	70 Glenwood 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			12/12/2024	5/5/2025	O
F08.AL	70 Glenwood 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			12/12/2024	5/5/2025	O
F08.AR	70 Glenwood 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			12/12/2024	5/5/2025	O
F08.AS	70 Glenwood 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			12/12/2024	5/5/2025	O
F08.AU	70 Glenwood 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			12/12/2024	5/5/2025	O
F08.AV	70 Glenwood 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			12/12/2024	5/5/2025	O
F08.AC	70 Glenwood 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			12/12/2024	5/5/2025	O
F08.BH	70 Glenwood 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			12/12/2024	5/5/2025	O
F08.BI	70 Glenwood 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			12/12/2024	5/5/2025	O
F08.BJ	70 Glenwood 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			12/12/2024	5/5/2025	O
F07.AR	70 Glenwood Canyon Critical Asset Repair - Bridge Rail and Polyester Concrete Overlay	3	TBD	1	Preventative Maintenance	\$0	\$0	\$0	\$0	\$0	\$17,751,000	\$8,743,000	\$0	\$0	\$26,500,000	\$26,500,000					O
F08.AL	70 Glenwood Canyon Critical Asset Repair - Bridge Rail and Polyester Concrete Overlay	3	TBD	1	Preventative Maintenance	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR					O
F07.AV	70 Glenwood Canyon Critical Asset Repair - Bridge Rail and Polyester Concrete Overlay	3	TBD	1	Preventative Maintenance	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR					O
F07.AW	70 Glenwood Canyon Critical Asset Repair - Bridge Rail and Polyester Concrete Overlay	3	TBD	1	Preventative Maintenance	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR					O
F07.AX	70 Glenwood Canyon Critical Asset Repair - Bridge Rail and Polyester Concrete Overlay	3	TBD	1	Preventative Maintenance	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR					O
F08.AA	70 Glenwood Canyon Critical Asset Repair - Bridge Rail and Polyester Concrete Overlay	3	TBD	1	Preventative Maintenance	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR					O
F08.AC	70 Glenwood Canyon Critical Asset Repair - Bridge Rail and Polyester Concrete Overlay	3	TBD	1	Preventative Maintenance	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR					O
F08.AF	70 Glenwood Canyon Critical Asset Repair - Bridge Rail and Polyester Concrete Overlay	3	TBD	1	Preventative Maintenance	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR					O
F08.AJ	70 Glenwood Canyon Critical Asset Repair - Bridge Rail and Polyester Concrete Overlay	3	TBD	1	Preventative Maintenance	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR					O
F08.BA	70 Glenwood Canyon Critical Asset Repair - Bridge Rail and Polyester Concrete Overlay	3	TBD	1	Preventative Maintenance	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR	See F-10-AR					O

- 1: Infrastructure Revenue Bond Series 2024A, 2025A, and contemplated financings totaling \$450-\$500 million
- 2: Other funds made up of Federal, State, Local, Bank of America Loan, and 2010A Bonds Principal and Interest

Statewide Bridge and Tunnel Enterprise Program Allocation Plan -  
Quarterly Update As of December 31, 2025 (FY26 - Q2)

Summary of Program Funding Allocations by Source and Project Phase

Funding Source	Closed Project Preconstruction	Open Project Preconstruction	Closed Project Construction	Open Project Construction	Construction
FASTER	\$ 88,556,401	\$ 235,787,223	\$ 484,587,539	\$ 864,678,379	\$ 1,673,609,542
SB-260 Bridge and Tunnel Fees	\$ -	\$ 37,372,233	\$ -	\$ 484,681,753	\$ 522,053,986
Infrastructure Revenue Bonds (Principal and Interest) <sup>1</sup>	\$ -	\$ -	\$ 9,028,177	\$ 489,852,321	\$ 498,880,498
Federal	\$ 5,106,977	\$ 2,645,293	\$ 21,225,639	\$ 10,589,709	\$ 39,567,618
State	\$ 925,518	\$ -	\$ 143,827	\$ -	\$ 1,069,345
Local	\$ 139,797	\$ 25,000,000	\$ 11,163,135	\$ -	\$ 36,302,932
Bank of America Loan	\$ 12,030,650	\$ -	\$ 28,668,324	\$ -	\$ 40,698,973
Series 2010A Bonds (Principal and Interest)	\$ 53,382,847	\$ -	\$ 254,586,876	\$ -	\$ 307,969,722
<b>Total</b>	<b>\$ 160,142,189</b>	<b>\$ 300,804,749</b>	<b>\$ 809,403,516</b>	<b>\$ 1,849,802,162</b>	<b>\$ 3,120,152,616</b>

Structure Count for Funding Allocations

Total Bridge Replacement and Major Rehabilitation Structures	239
Total Preventative Maintenance Structures	24
Total Tunnel Projects	4

1: Infrastructure Revenue Bond Series 2024A, Series 2025A, and contemplated financings totaling \$450-\$500 million

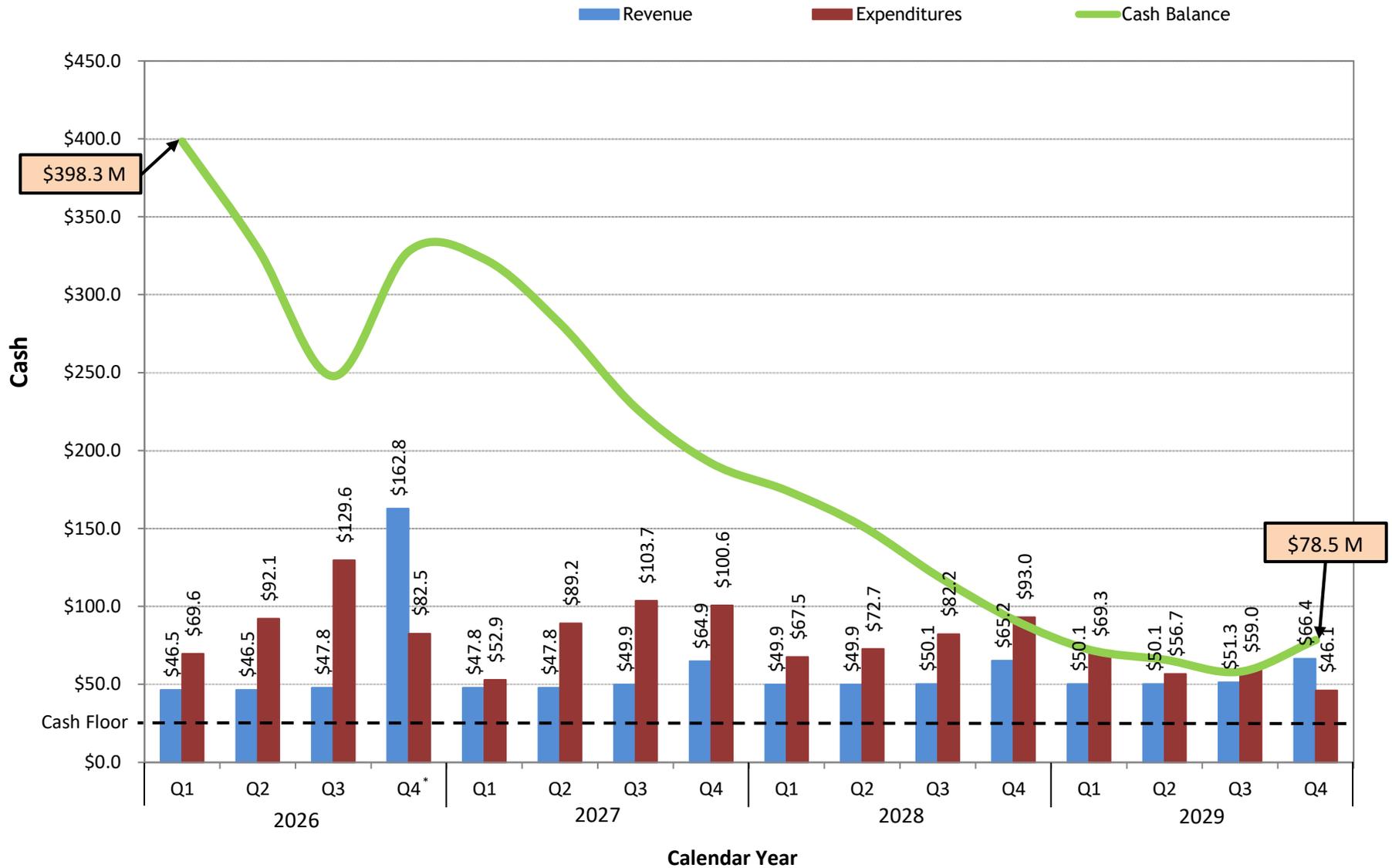
Statewide Bridge and Tunnel Enterprise Program Allocation Plan -  
Quarterly Update As of December 31, 2025 (FY26 - Q2)

Summary of Program Funding Allocations by Source and Project Phase

Funding Source	Open	Closed	Total
FASTER	\$ 1,100,465,602	\$ 573,143,940	\$ 1,673,609,542
SB-260 Bridge and Tunnel Fees	\$ 522,053,986	\$ -	\$ 522,053,986
Infrastructure Revenue Bonds (Principal and Interest) <sup>1</sup>	\$ 489,852,321	\$ 9,028,177	\$ 498,880,498
Federal	\$ 13,235,002	\$ 26,332,616	\$ 39,567,618
State	\$ -	\$ 1,069,345	\$ 1,069,345
Local	\$ 25,000,000	\$ 11,302,932	\$ 36,302,932
Bank of America Loan	\$ -	\$ 40,698,973	\$ 40,698,973
Series 2010A Bonds (Principal and Interest)	\$ -	\$ 307,969,722	\$ 307,969,722
<b>Total</b>	<b>\$ 2,150,606,911</b>	<b>\$ 969,545,705</b>	<b>\$ 3,120,152,616</b>

1: Infrastructure Revenue Bond Series 2024A, Series 2025A, and contemplated financings totaling \$450-\$500 million

### Bridge and Tunnel Enterprise Four Year Quarterly Cash Flow Projection (in millions)



\*The spike in the cash balance is the result of the final contemplated IRB issuance of \$100 million in 2026.