

Bridge and Tunnel Enterprise Q3 FY2025 Report



COLORADO
Department of Transportation
Statewide Bridge and Tunnel Enterprise

#56

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This report is the 56th 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 January, February, and March of 2025; which coincides with the third quarter of the Colorado Department of Transportation's (CDOT) 2025 Fiscal Year (Q3 FY2025). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, Sustainability of the Transportation System (SB21-260) legislation, HB23-1276: Scope of Bridge and Tunnel Enterprise legislation, program developments and activities, bond programs, previous significant milestones and achievements can be found in the Program Annual Newsletters and Quarterly Reports and are viewable on the Bridge and Tunnel Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>, or by request (email: cdot_bteadmin@state.co.us).

- Supported CDOT with the ongoing delivery of the CDOT 10-Year Plan and continued the evaluation of strategies to leverage BTE financing to advance planned projects with BTE eligible scope items:
 - Staff continued planning efforts for the issuance of new money revenue bonds in spring 2025 for calendar year 2025 construction projects.
 - Standard and Poor's updated BTE's Infrastructure Revenue Bond (IRB) credit rating to an "A" with a stable outlook.
 - Moody's Ratings and Kroll Bond Rating Agency assigned ratings of "A1" and "A+", respectively, with a stable outlook to BTE's IRB credit.
 - The Board ratified the approving resolution for the Colorado Bridge and Tunnel Enterprise Infrastructure Revenue Bonds, Series 2025A.
- Drafted and finalized the 55th Bridge and Tunnel Enterprise Quarterly Report (Q2 FY2025).
- Received Board approval for the 4th Budget Supplement of FY2025 to:
 - Establish the construction phase budget for the I-70 Floyd Hill Construction Package #4 in Clear Creek County.
 - Increase the design phase budget for the I-270 Critical Bridge project in Adams County.
 - Increase the design phase budget for US 6 over Elk Creek in Garfield County.
- Received Board approval of the final budget for FY2026.
- Drafted, finalized, and distributed the January 2025 BTE Bridge Prioritization Plan based on the updated Staff Bridge Poor List (previously advanced to the Q2 FY2025 report for expedited distribution).
 - Conducted statewide regional outreach to collect information needed to update the BTE Bridge Prioritization Plan and identify safety critical bridges.
- Performed maintenance on the program baseline cost estimates, including monitoring and planning for increased commodity, material, and labor price inflation and adjusting program forecasts as necessary.
- Performed status updates for various program metrics including: major achievements, total program financial performance, and status of BTE eligible structures.
- Completed monthly updates to the program schedule for work completed in January, February, and March of 2025, and conducted the regularly scheduled Schedule Change Control Board meetings.
- Continued efforts to de-budget excess funds on projects with completed phases and reallocate savings to other BTE projects.

BTE Plan of Finance

The successful issuance of the first tranche of the Enterprise’s Infrastructure Revenue Bonds (“IRBs”) in spring 2024 generated approximately \$163 million in project funds to support CDOT with the funding and delivery of the 10-Year Plan and the US 50 Blue Mesa Bridges Emergency Response Project (see images 1-4 below). These funds are now fully budgeted to BTE’s calendar year 2024 construction projects. While planning for future Infrastructure Revenue Bond issuances, BTE identified an opportunity to address an existing debt service “bottleneck” through the refunding of its outstanding Series 2010A Build America Bonds (BABs). By refunding BTE’s outstanding BABs in January 2025 and flattening BTE’s debt service profile, the Enterprise benefits from increased structuring flexibility and capacity for the financings needed to deliver the 10-Year Plan, increased near-term pay-as-you-go program revenues for safety critical projects through fiscal year 2041, and programmatic risk reduction. In addition to these benefits, the Series 2024B Senior Refunding Bond transaction resulted in approximately \$1.5 million in net present value savings on debt service payments. A summary of the programmatic goals for the refunding transaction can be found below in Figure A.



Images 1-4. Projects Funded through Series 2024A Bond Proceeds

During this quarter, the Bridge and Tunnel Enterprise Board of Directors ratified the approving resolution for the second tranche of the IRBs. This transaction is forecast to generate a project fund of \$225 million to fully fund the BTE eligible share of the fourth and final Floyd Hill construction package, which is scheduled to start construction in May 2025. In advance of the upcoming transaction, Standard and Poor’s upgraded BTE’s IRB credit rating to an “A” with a stable outlook, and Moody’s Ratings and Kroll Bond Rating Agency assigned ratings of “A1” and “A+”, respectively, with a stable outlook. Ultimately, BTE anticipates financing an estimated total of \$400 million to \$500 million in BTE eligible 10-Year Plan scope in multiple tranches to address the Enterprise’s current funding gap and allow for the timely completion of several key strategic projects. A high-level progress update for the BTE eligible scope included in the 10-Year Plan is provided below in Figure B.

Figure A. Series 2024B Senior Refunding Bond Programmatic Goals

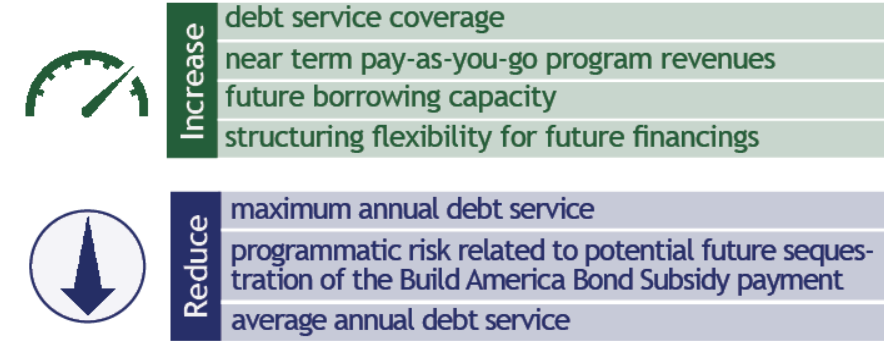
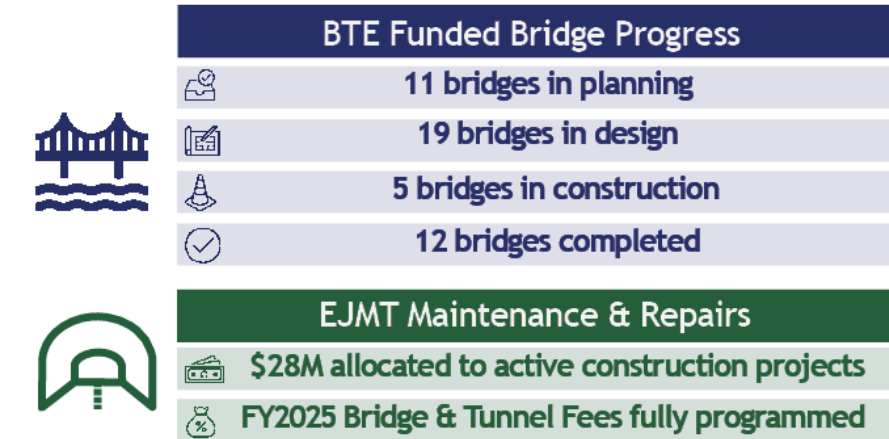


Figure B. BTE Funded 10-Year Plan Project Progress Update



I-70 Floyd Hill

In Q3 FY2025, the I-70 Floyd Hill project achieved a significant milestone when the design phase for the fourth and final Construction Package (CP #4) was completed. In a corresponding action, the Bridge and Tunnel Enterprise Board of Directors approved a construction phase budget supplement for \$240,865,613 to fund the BTE eligible scope included in CP #4, contingent on the successful execution of the planned BTE Infrastructure Revenue Bond transaction in April 2025. This approval provides the necessary budget for CP #4 to proceed with construction-agreed-price (CAP) negotiations. To date, the Board has approved a total of approximately \$300 million for this key strategic project, which is now fully funded through innovative financing by BTE and Colorado Transportation Investment Office, CDOT strategic funds, and an Infrastructure for Rebuilding America (INFRA) grant.

The 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.

Construction Package #3 (CP #3), which is primarily funded through BTE's April 2024 Infrastructure Revenue Bond transaction, is progressing on schedule and on budget. The package includes site access scope to prepare for the construction of the BTE eligible bridges. The excavation at the saddle cut where the new viaduct replacing F-15-BL will touch down to the west near Sawmill Gulch has made significant progress. The access road and wall construction at the bottom of Floyd Hill to the east, which are necessary to complete installation of the foundations and substructure units supporting the viaduct, have also been progressing through the winter months.



Image 5. CP #3 Access Road Construction Adjacent to I-70



Image 6. Concrete Pour for CP #3



Image 7. CP #3 Saddle Cut Excavation



Image 8. Existing I-70 WBND over US 6 and Clear Creek Structure



Image 9. Rendering of the Future I-70 Floyd Hill Viaduct

Program Performance Summary

In Q3 FY2025, 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.

Planned, incremental design funding increases were approved by the Board for seven bridges being delivered through two projects. The first budget supplement allows the design phase of the I-270 Critical Bridges Project to advance from the 30% level to the 60% level while the larger I-270 Improvement and Congestion Relief 10-Year Plan project advances through the National Environmental Policy Act (NEPA) process toward the completion of the Environmental Impact Statement (EIS). The 30% design milestone was achieved in November 2024. Additional information on the I-270 project can be found on page 11. The second budget supplement increases the design phase budget for the US 6 over Elk Creek bridge in Garfield County. The project achieved its 90% design milestone in January 2025 and additional funds were needed to complete the design and right-of-way phases of the project. Both projects were funded through FASTER Bridge Safety Surcharge Revenues.

Table 1. Structures with Design Funding Increases in Q3 FY2025

Bridge ID	Region	Facility Carried over Featured Intersection	County
E-17-ID	1	I-270 ML WBND over South Platte River	Adams
E-17-IE	1	I-270 ML EBND over South Platte River	Adams
E-17-IF	1	I-270 ML WBND over Ditch Road, Burlington Canal	Adams
E-17-IG	1	I-270 ML EBND over Ditch Road, Burlington Canal	Adams
E-17-IH	1	I-270 ML WBND over SH 265 ML, UPRR, BNSF RR	Adams
E-17-IJ	1	I-270 WBND over Service Road, BNSF RR	Adams
F-06-A	3	US 6 ML over Elk Creek	Garfield

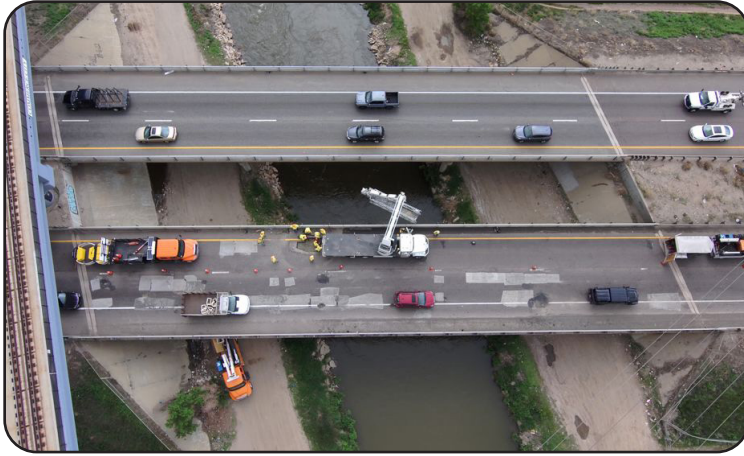


Image 10. Patches to the Deck of I-270 WBND over Ditch Road, Burlington Canal



Image 11. Weight Limit Posting on US 6 ML over Elk Creek

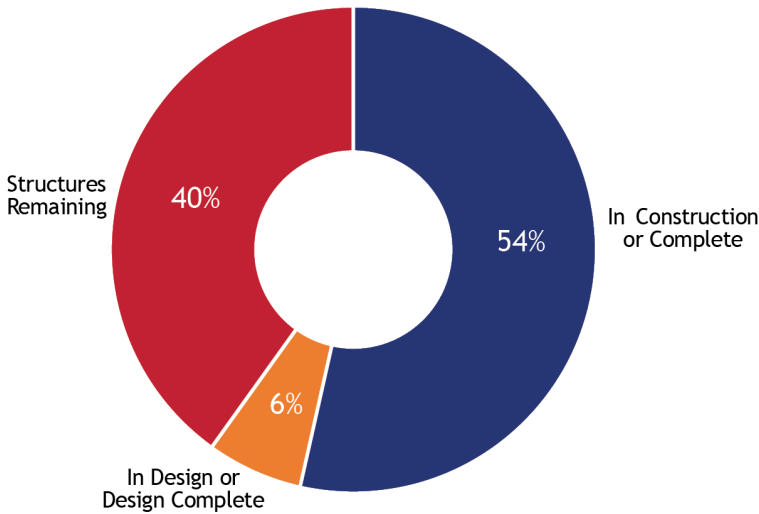
The I-70 Floyd Hill project received Board approval to fund Construction Package #4 (CP #4) using BTE Series 2025A IRB proceeds, BTE Series 2024A IRB interest earnings, and Senate Bill (SB) 21-260 Bridge and Tunnel fee revenues. CP #4 will replace the three BTE eligible structures tabulated below. See Program Highlights above for additional information on the I-70 Floyd Hill Project and BTE's Plan of Finance.

Table 2. Structures with Construction Funding Approved in Q3 FY2025

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

Q3 FY2025 BTE Eligible Poor-rated Bridge Statistics

- 1 structure started design (B-24-A)
- 4 structures started construction (A-27-A, B-27-A, B-27-D, B-27-F)



Project Status	Q3 FY2025 # of Structures	Q2 FY2025 # of Structures
Remaining	182	183
In Design	29	28
Design Complete	0	4
In Construction	15	11
Complete	229	229
Total	454	454

Table 3. Project Status of BTE Eligible Poor-rated Bridges

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

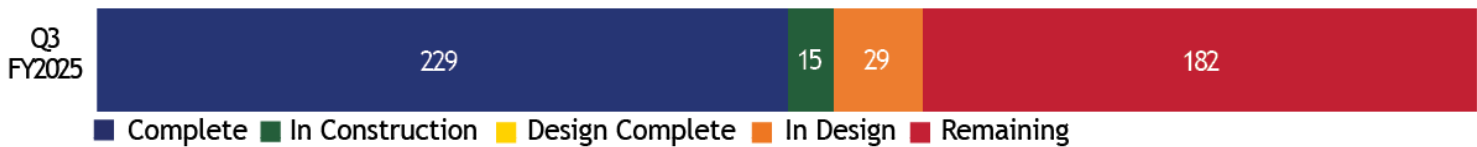
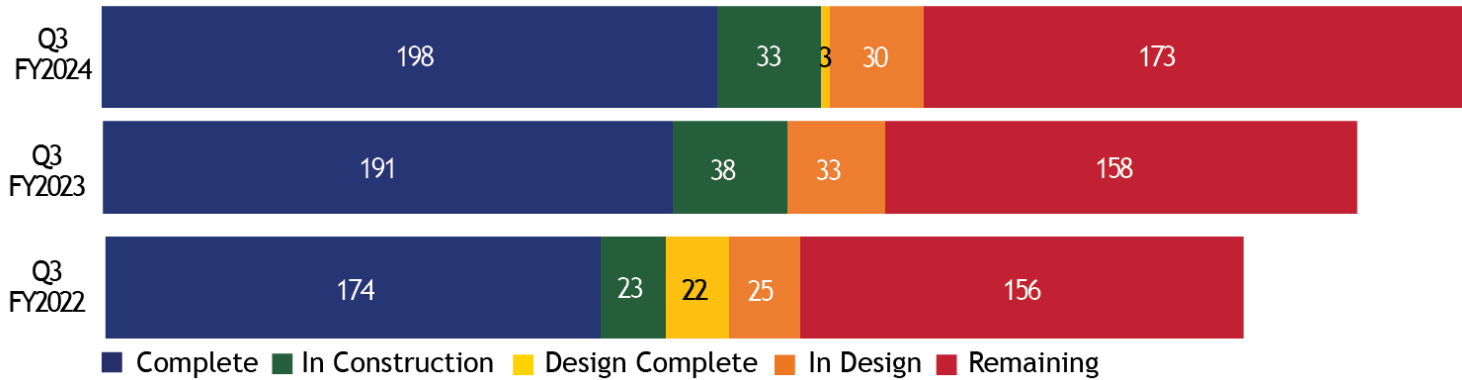
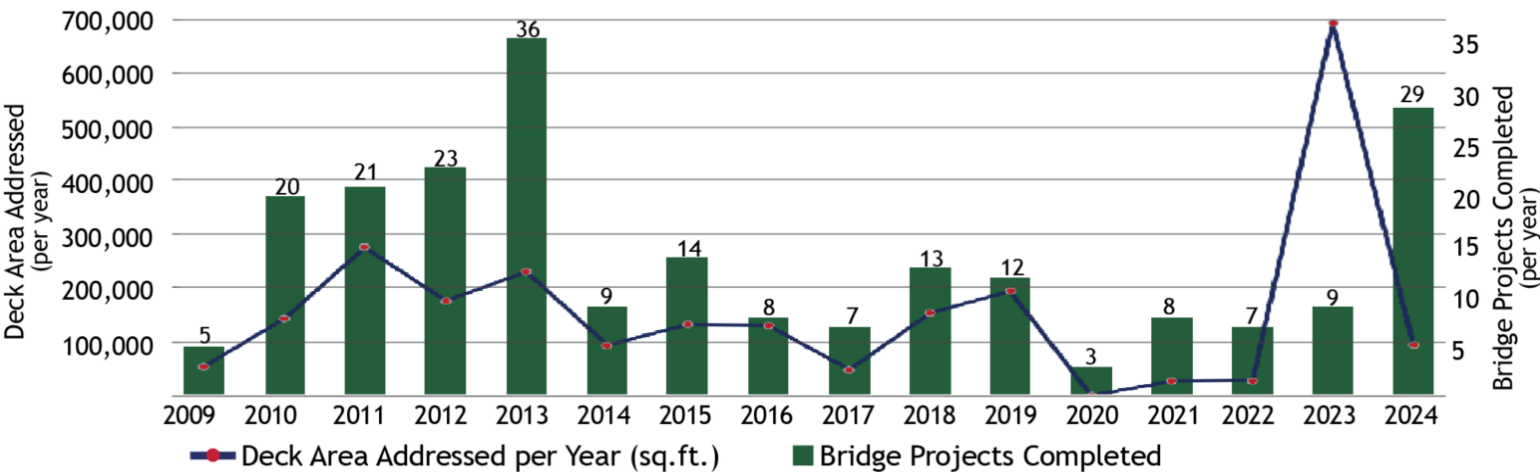


Figure D. Historic Status of BTE Eligible Poor-rated Bridges



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

Figure E. 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 27 bridge projects that will rehabilitate or replace 44 BTE eligible structures and address approximately 523,000 square feet of eligible poor-rated bridge deck area statewide. The map below provides the locations of all active BTE projects¹.

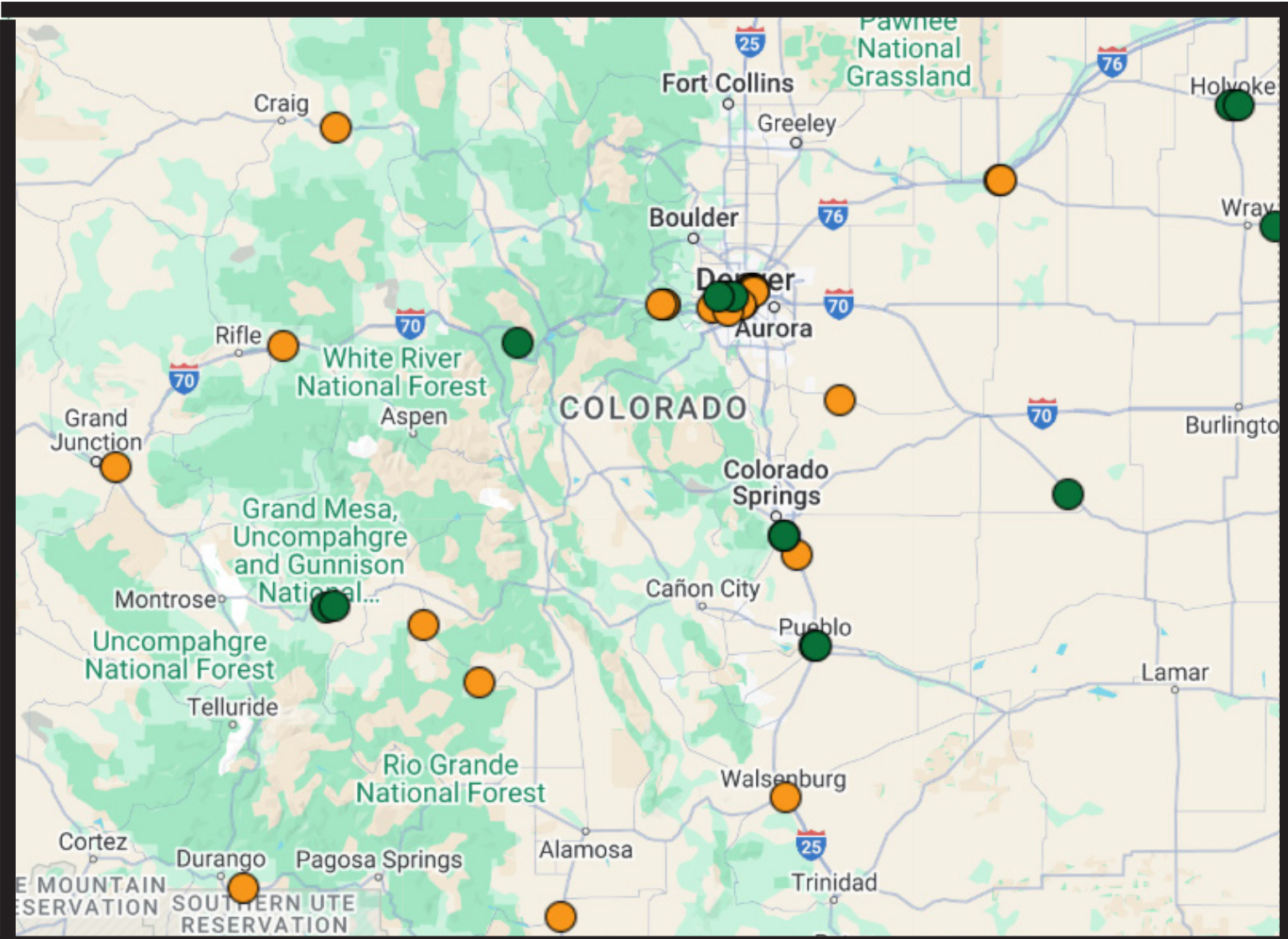


Image 12. BTE Active Project Portfolio

Status: ● In Design ● Design Complete ● In Construction

Program Controls

The active project Schedule Performance Index (SPI) at the end of Q3 FY2025 was 0.94, up from 0.92 at the end of Q2 FY2025. This key performance indicator is used by program 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 program’s project portfolio are being executed efficiently. The program active monthly SPI for Q3 FY2025 is listed to the right.

Table 4. Active Project SPI by Month

Month	Active SPI
January	0.95
February	0.95
March	0.94

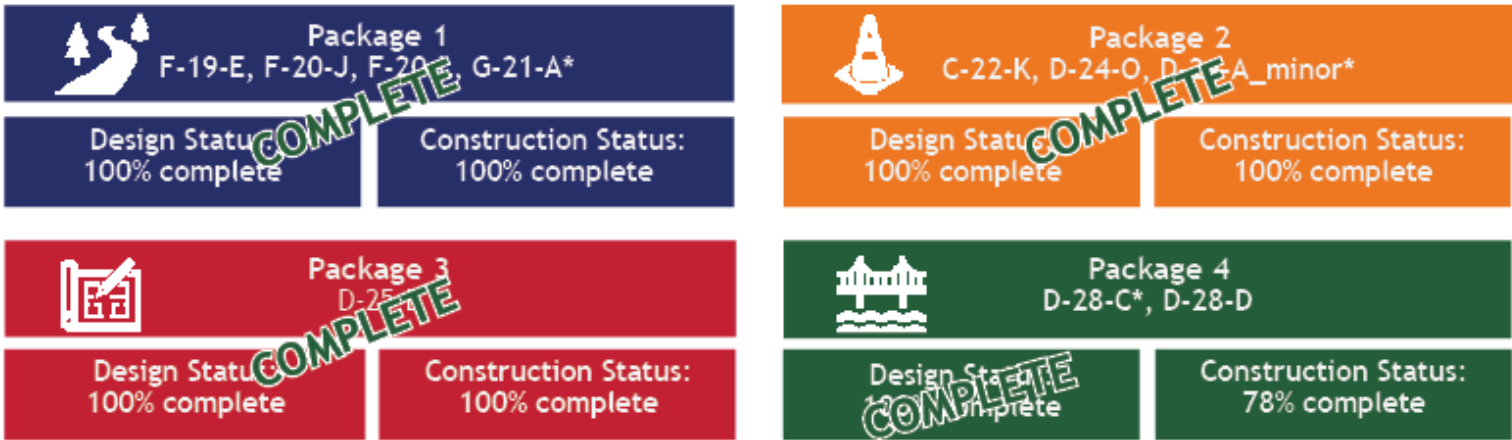
🎯 The active project SPI for the BTE Program is 0.94, meets the 0.90 BTE Program goal.

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

Region 4/1 Rural Bridge Replacement Program

The Eastern Plains Bridge Replacement Program addresses seven BTE eligible structures and four non-eligible structures throughout Eastern Colorado in CDOT Regions 4 and 1. These bridges provide critical rural mobility and play a key role in the movement of agricultural and resource products in the State. Maintenance needs of the bridges has greatly increased in recent years and the average age of the existing bridges is approaching 80 years. The project is utilizing construction manager/general contractor (CM/GC) contracting and will be delivered in multiple packages of similar structures located in close geographic proximity to gain efficiencies during design and construction. The fourth and final construction package included in the project is currently scheduled to complete construction in Q4 FY2025.

Program Update by Package



* Indicates non-BTE eligible structures

I-25 and US 50 B Interchange Reconstruction Project
Part of the I-25 Through New Pueblo Freeway: Advancing Transportation Safety Project

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

The next phase of the NPF will be the I-25 and US 50B Interchange Reconstruction Project, which will shift US 50 to the north and replace the existing interchange with a modified diverging diamond. This new configuration will improve traffic safety and accommodate oversized trailers that are used to transport items such as locally manufactured wind turbine blades. The BTE eligible component of the project includes the replacement of two BTE eligible structures, US 50 over I-25 (K-18-J) and US 50 over Fountain Creek (K-18-L). Replacing these structures will enhance safety and efficiency for the approximately 30,000 daily users of the bridges and remove two structures with numerous condition, maintenance, and clearance issues from the inventory.



Image 13. Groundbreaking for the New Pueblo Freeway Project

Project Updates

- The BTE Board approved \$44M in construction phase funding for the replacement of the two bridges included in the project in May 2024.
- The project was funded by BTE’s Series 2024A Infrastructure Revenue Bonds.
- The project was advertised in June 2024 and a construction contract has been awarded.
- Construction of the replacement bridges started in late 2024 and is scheduled to complete in early 2027.
- During this quarter, construction started on the US 50 bridge over Fountain Creek (K-18-L).

I-70 Vail Pass Safety and Operations Improvement Project

CDOT/BTE was awarded \$60.7M through the FY2020 USDOT INFRA Discretionary Grant Program to advance the I-70 Vail Pass Safety and Operations Improvement Project. The BTE program was leveraged to improve the competitiveness of the grant applications by increasing the state funding match and showing participation of multiple stakeholders. The project includes: the reconstruction of the BTE eligible westbound and eastbound structures over Polk Creek, construction of an eastbound auxiliary lane, shoulder widening, curve modifications, re-construction of a truck ramp, dynamic message signs, wildlife underpasses and fencing, and a variable speed limit system.



Image 14. New I-70 WBND Structure and Substructure Units for the New I-70 EBND Structure

Project Updates

- Construction Package #3 (CP #3), which included the westbound bridge (F-12-AT), was completed in fall 2024.
- Construction of the eastbound bridge (F-12-AS) in CP #5 started in spring 2024.
- CP #5 was funded by BTE's Series 2024A Infrastructure Revenue Bonds and FASTER bridge safety surcharge revenues.
- Construction of CP #5 is currently in winter shut down and is scheduled to complete in fall 2026.

I-270 Critical Bridges Project

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

Project Updates

- CDOT is advancing the Environmental Impact Statement (EIS) for the larger corridor improvement project, which will serve as the clearance document for I-270 Critical Bridges.
- CM/GC project delivery was approved by the Transportation Commission June 2022.
- A CDOT (non-BTE) construction contract to repair the bridges and keep them operating safely until they are replaced was completed in 2024.
- Design reached 30% completion in November 2024.
- The BTE Board approved additional design funding in Q3 FY2025 for the six poor-rated bridges to advance design to 60% completion as part of the planned incremental budgeting process.

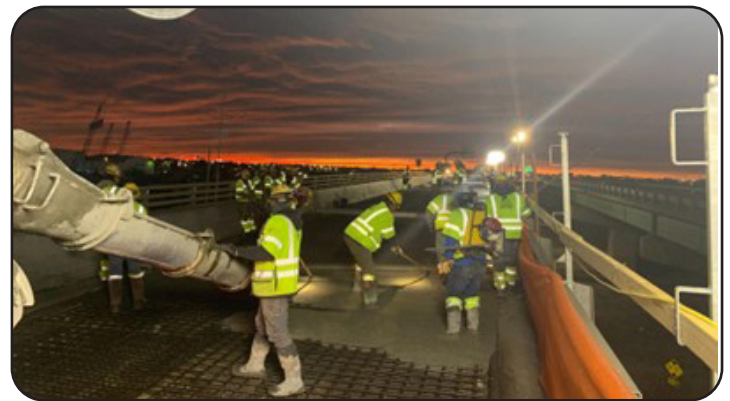


Image 15. Emergency Repairs on I-270

Eisenhower Johnson Memorial Tunnels Maintenance and Repairs

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 SB21-260 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

This Plenum Liner Consolidated Grouting Project will make repairs to the plenum liner (a structural liner within the tunnel walls) in both tunnel bores to mitigate water intrusion within the tunnel plenum liner during freeze/thaw cycles. The project aims 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. This project will decrease engineering and maintenance costs by increasing the longevity and resiliency of EJMT and repairing a defect that has resulted in damage to numerous tunnel elements. The construction phase budget for this project was approved by the Board in December 2022.



Image 16. Ice Buildup on the EJMT Plenum Liner

Project Updates

- 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.
- During this quarter, the Contractor began mobilizing to grout the tunnel segments on the west side of the facility.
- Construction is scheduled to complete in fall 2025.

LED Lighting Project

In November 2024, funding was approved to initiate the design phase budget for the EJMT LED Lighting Upgrade project. The project will replace the existing aged lighting system with energy efficient LED lighting fixtures, emergency lighting and related electrical distribution systems in the tunnels. The project will replace 2,108 fixtures in the Johnson bore and 2,644 light fixtures in 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

- The design consultant has been selected.
- Design is scheduled to start in spring 2025 and complete in spring 2026.
- Construction is scheduled to start in summer 2026.

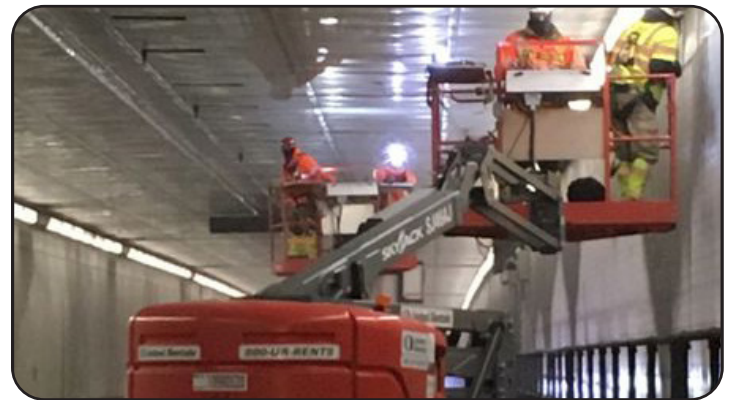


Image 17. Repairs and Maintenance on the EJMT Lighting

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 5 shows the encumbrance and budget balances as of December 31, 2024, by Region, for projects that have been substantially complete for more than six months. On April 24, 2020, the Chief Engineer and Chief Financial Officer announced guidance regarding project de-budget and closure. This guidance has defined substantial completion as project final acceptance.

Table 5. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	12,400	11,684	1	1
5	0	0	0	0
Total	12,400	11,684	1	1
% of Total Current Program	0.01%	0.003%	2.3%	1.7%
Previous Quarter (Q2 FY2025)	0	448,339	2	2
Difference	12,400	(436,655)	(1)	(1)

The Region 4 project is awaiting the completion and approval of a Letter of Map Revision (LOMR). Since December 31st, 2024, the encumbrances increased by \$12,400, and the budget balances have decreased by \$436,655.

Removed/Closed Out	Additions
SH 64 over Strawberry Creek/White River	None

Financial Information

The following is a program overview of financial statistics as of March 31, 2025.

- The program has multiple funding sources, including proceeds 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, other funds which are primarily federal funds, and proceeds from previous financing initiatives.
- From program inception or life-to-date (LTD) through March 31, 2025, a total of approximately \$2,249.3 million has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,830.4 million and \$83.2 million (all funding sources), respectively. Reference Table 6 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q2 FY2025) are reported in the far-right column

Table 6. Program Financial Statistics as of March 31, 2025 (\$ in Millions)

Financial Component	IRB Proceeds*	FASTER Bridge	SB21-260	Other Funds	Total Q3 FY2025	Total Q2 FY2025
Budget	\$390.4	\$1,346.1	\$88.0	\$424.8	\$2,249.3	\$2,004.6
Expenditures	\$56.3	\$1,294.5	\$54.8	\$424.8	\$1,830.4	\$1,803.1
Encumbrances	\$43.2	\$23.7	\$16.3	\$0.0	\$83.2	\$89.7

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

The Bridge and Tunnel Enterprise program currently consists of 238 bridge structures and three tunnel projects, including 15 structures funded with IRB bond funds. The bridge count has increased by three since Q2 FY2025 due to the addition of one bridge replacement project and one bridge rehabilitation project. The current programmed amount for these 238 structures and three tunnel projects is approximately \$2,619.2 million. Table 7 below provides an itemization of current allocations by funding source for the BTE program.

Table 7. Current Allocation Plan as of March 31, 2025 (\$ in Millions)

Total Estimated IRB Proceeds	FASTER Bridge	SB21-260	Other Funds	Total Q3 FY2025	Total Q2 FY2025
\$490.4	\$1,458.2	\$244.0	\$426.6	\$2,619.2	\$2,597.0

The Program Allocation Plan² tracks BTE projects programmed since the beginning of the Series 2010A Bond Program by funding source, preconstruction activity and construction activity. In addition, the Program Allocation Plan includes programmed projects that have yet to be budgeted, beginning with FY2025 through FY2029, and includes budget adjustments that have not been posted as of March 31, 2025. The program life-to-date (LTD) total liabilities for the BTE program are \$2,619.2 million, an increase of \$22.2 million from the \$2,597.0 million total liability reported on March 31, 2025.

The Four-Year Quarterly Cash Flow Projection³ depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. Included in the forecast 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, the drawdowns associated with these projects that are forecast during this four-year period, and estimated debt service for the bond issuances. More information on BTE's revenue sources and a revenue forecast is provided on page 15.

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 \$212.8 million cash balance at the end Q1 of CY2029 is expected to be expended on CDOT 10-Year Plan projects that will fall outside this four-year cash flow. BTE will continue to closely monitor project cost estimates, project timing, and revenues and will adjust its Plan of Finance and programmed projects to optimize the Enterprise's cash flow and limit the accumulation of significant cash balances.

² Reference Appendix B for the Program Allocation Plan

³ Reference Appendix C for the Four Year Quarterly Cash Flow Projection

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

As of Q3 FY 2025, the budgeted amount of FASTER funds for the fiscal year is \$110.4 million, which is based on a revenue forecast that was developed prior to the start of the fiscal year. The most recent Q3 FY2025 revenue forecast predicts \$115.6 million in collections. As of March 31, 2025, the revenue collections totaled \$85.2 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 FY 2023 to FY 2032. The Bridge and Tunnel dedicated portion of the Retail Delivery Fee is a flat fee of 2.9 cents that is placed on all retail deliveries. These fees are indexed to the National Highway Construction Cost Index (NHCCI) after FY 2032 and FY 2023, respectively. These revenues are directly used to fund projects to mitigate the impact of vehicles utilizing the state's bridges and tunnels. In accordance with the statute, BTE prioritizes projects included in the CDOT 10-Year Vision Plan when allocating these revenues.

As of Q3 FY 2025, the budgeted amount of SB21-260 funds is \$35.9 million, which is based on a revenue forecast that was developed prior to the start of the fiscal year. The most recent Q3 FY2025 revenue forecast predicts \$37.8 million in collections. As of March 31, 2025, revenue collections totaled \$26.5 million. This information is shown to the right in Figure

Figure F. Forecast vs Actual FASTER Revenue Comparison

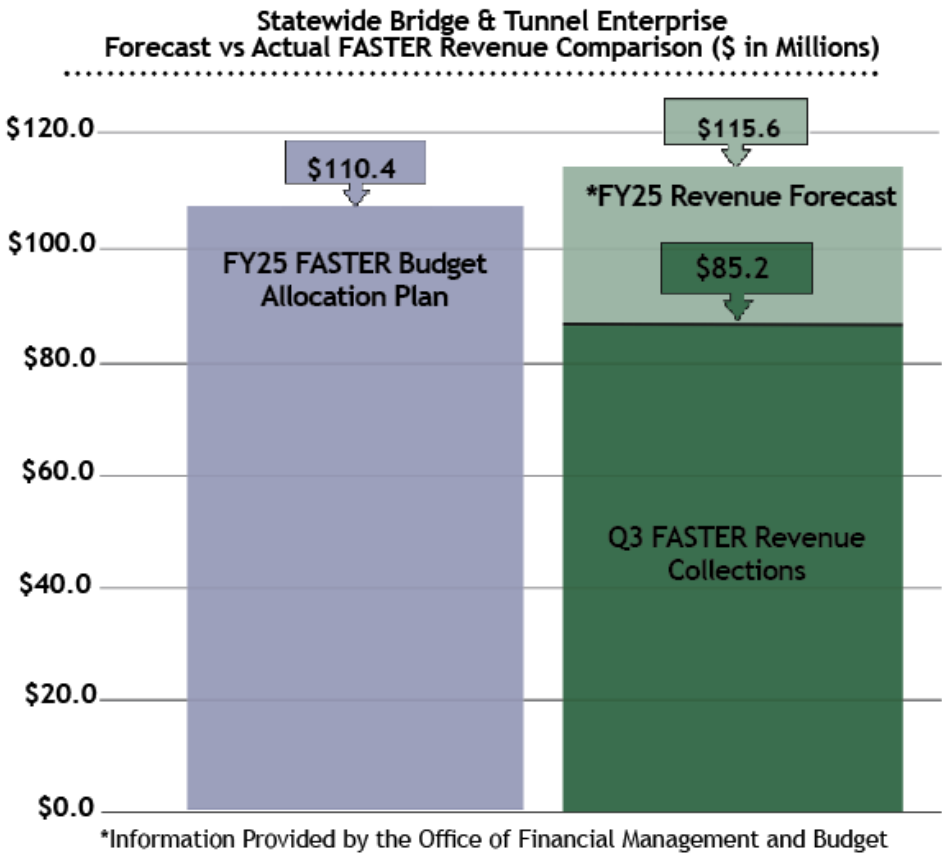
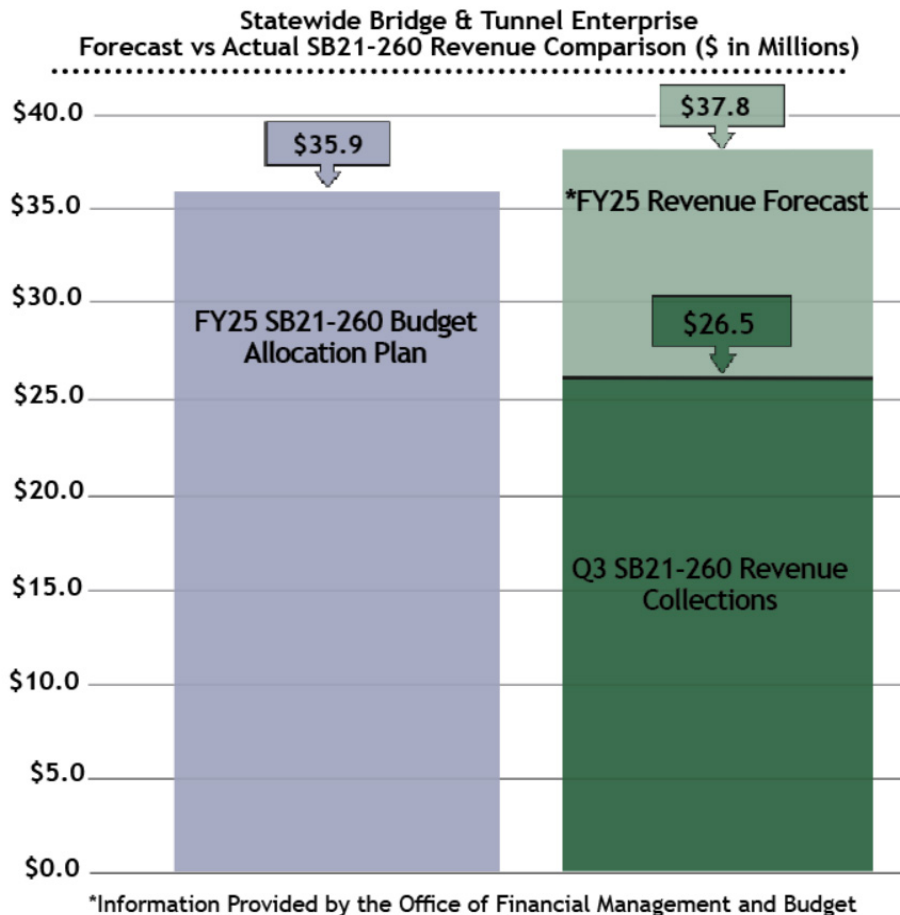


Figure G. Forecast vs Actual SB21-260 Revenue Comparison



The total program financial performance graphs (Figure H and Figure I) depict actual expenditures and encumbrance balances against projected expenditures for various BTE funding sources. Figure H represents BTE projects from the inception of the program that are funded by all revenue sources with the exception of the BTE Infrastructure Revenue Bonds (IRBs), which are shown in Figure I below. Projected expenditures are forecast at \$1,825 million on March 31, 2024, an increase of \$27 million since December 31, 2024. Actual life-to-date (LTD) expenditures as of March 31, 2025 are \$1,774 million, as compared to \$1,754 million on December 31, 2024, an increase of \$20 million. The current encumbrance balance is \$40 million, the same as on December 31, 2024.

Figure I represents BTE projects that are funded by the IRB proceeds, including I-70 Floyd Hill Construction Packages #3 and #4, 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 \$78 million on March 31, 2025, an increase of \$17 million since December 31, 2024. Actual LTD expenditures as of March 31, 2025 are \$56 million, as compared to \$49 million on December 31, 2024, an increase of \$7 million. The current encumbrance balance is \$43 million, a decrease of \$7 million since December 31, 2024.

Figure H. Statewide Bridge & Tunnel Enterprise Program Performance

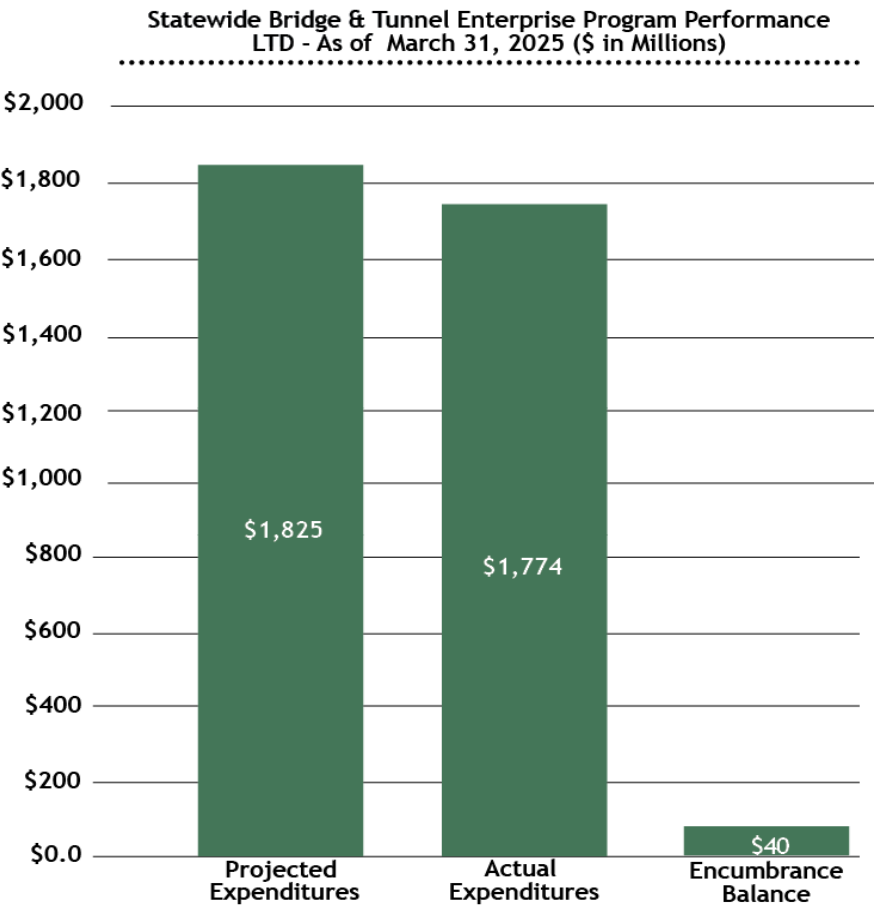
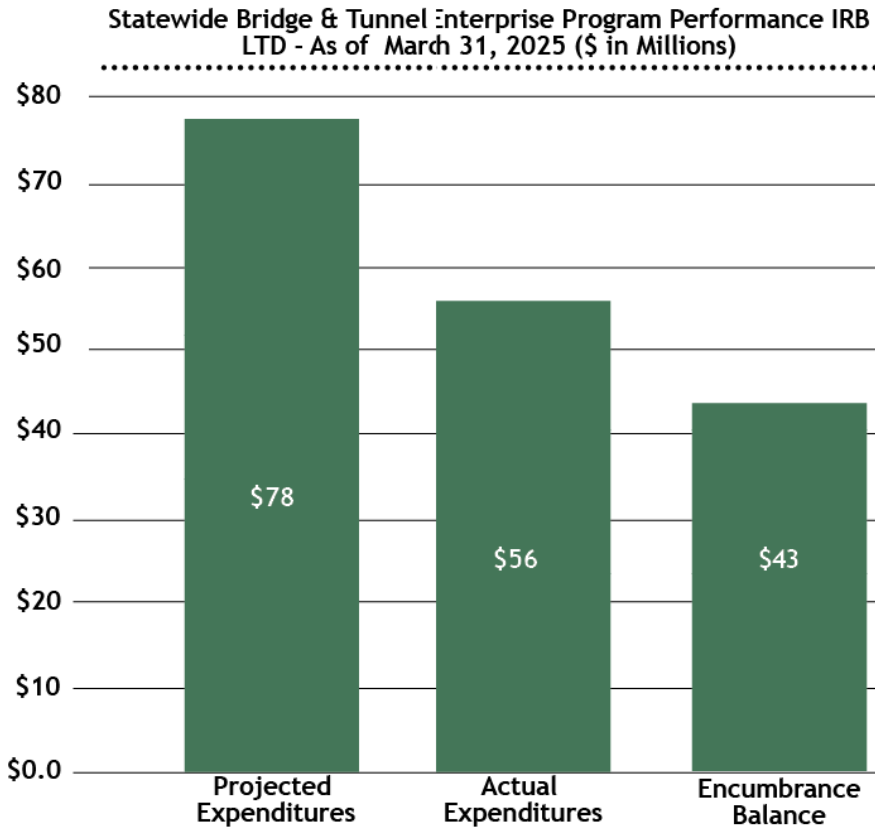


Figure I. Statewide Bridge & Tunnel Enterprise Program Performance IRB



Appendix A - Active Project Portfolio

Original Bridge Number	New Bridge Number	Facility Carried over Featured Intersection	Region	County	Major Project/Bundle	Project Status
E-16-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-FZ	E-16-FZA	I 70 ML OVER HARLAN STREET	1	Jefferson	I-70/Harlan Bridge Replacement	In Construction
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-16-JL	E-16-JA	I 70 ML WBND OVER SH 72 ML	1	Jefferson	I-70 Corridor-West Metro Bridges	In Construction
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 Design
F-15-BM	F-15-BMA	RAMP TO US 6 ML OVER CLEAR CREEK R	1	Clear Creek	I-70 West: Floyd Hill	In Design
F-15-D	F-15-DR	I 70 FRONTAGE RD OVER CLEAR CREEK SR	1	Clear Creek	I-70 West: Floyd Hill	In Design
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	In Design
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
C-08-A_Minor	Not Assigned	US 40 ML OVER SHELTON DITCH	3	Routt		In Design
F-06-A	F-06-AI	US 6 ML OVER ELK CREEK	3	Garfield		In Design
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
K-07-A	Rehab	US 50 ML OVER LAKE FK GUNNISON RIVER	3	Gunnison	Blue Mesa Rehabilitation	In Construction
K-07-B	Rehab	US 50 ML OVER GUNNISON/BLUE MESA RES	3	Gunnison	Blue Mesa Rehabilitation	In Construction
A-27-A	A-27-AA	US 385 ML OVER DRAW	4	Sedgwick	Holyoke Bundle	In Construction
B-24-A	Not Assigned	US 6 ML EBND OVER STERLING CANAL NO 1	4	Logan		In Design
B-27-A	B-27-AAA	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
D-28-D	D-28-DA	US 34 ML OVER REPUBLICAN RIVER	4	Yuma	Eastern Plains Bundle - Pkg 4	In Construction
G-19-B	Not Assigned	SH 86 ML OVER KIOWA CREEK	4	Elbert		In Design
I-24-N	I-24-Z	US 40 ML OVER DRAW	4	Lincoln		In Construction
K-09-B	Rehab	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 Design

Statewide Bridge and Tunnel Enterprise
Program Allocation Plan - Quarterly Update
As of March 31, 2025 (FY25 - Q3)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precon FASTER Funds	Total Precon SB-260 Funds	Precon Infrastructure Revenue Bonds ¹	Total Precon Other Funds ²	Total Precon Funds	Total Construction FASTER Funds	Total Construction SB-260	Construction Infrastructure Revenue Bonds ¹	Total Construction Other Funds ²	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion Date	
E-17-EZ	84TH Ave over I-25 ML	1	17535	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$969,937	\$969,937	\$1	\$0	\$0	\$8,956,344	\$8,956,345	\$9,926,282					
F-14-B	I-70 FRONTAGE ROAD over Clear Creek	1	17671	1	Bridge Replacement and Major Rehabilitation	\$16,620	\$0	\$0	\$209,788	\$226,408	\$0	\$0	\$0	\$1,700,685	\$1,700,685	\$1,927,093					
F-17-AE	SH30 ML Havana over Cherry Creek	1	18081	1	Bridge Replacement and Major Rehabilitation	\$50,896	\$0	\$0	\$141,823	\$192,719	\$3,764,587	\$0	\$0	\$113,337	\$3,877,924	\$4,070,643					
F-19-B	US 36 ML over COMANCHE CREEK	1	18276	1	Bridge Replacement and Major Rehabilitation	\$87,922	\$0	\$0	\$480,916	\$568,838	\$0	\$0	\$0	\$1,293,744	\$1,293,744	\$1,862,582	11/1/2010	1/5/2012	4/23/2012	6/15/2012	
G-16-B	US 85 Cook Ranch Road to Louviers over draws	1	18899	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$40,845	\$0	\$0	\$2,952,598	\$2,993,443	\$2,993,443		6/28/2012	10/19/2012	11/15/2013	
G-16-C	US 85 Cook Ranch Road to Louviers over draws	1	18899	1	Bridge Replacement and Major Rehabilitation	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	See G-16-B	6/28/2012	10/19/2012	11/15/2013	
G-17-A	US 85 over Sand Creek	1	19201	1	Bridge Replacement and Major Rehabilitation	\$22,913	\$0	\$0	\$280,565	\$303,478	\$3,383,656	\$0	\$0	\$0	\$3,383,656	\$3,687,135		3/2/2012	2/28/2020	8/17/2020	7/1/2022
F-16-DT	I-25 SANTA FE BRIDGES	1	18107	1	Bridge Replacement and Major Rehabilitation	\$624,989	\$0	\$0	\$103,040	\$728,029	\$2,977,229	\$0	\$0	\$11,225,034	\$14,202,263	\$14,930,292		11/4/2010	3/16/2011	7/11/2011	7/7/2014
F-16-DW	I-25 SANTA FE BRIDGES	1	18107	1	Bridge Replacement and Major Rehabilitation	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	See F-16-DT	11/4/2010	3/16/2011	7/11/2011	7/7/2014
E-17-GE	I 70 ML WBND over SAND CREEK	1	17537	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,332,918	\$1,332,918	\$72,565	\$0	\$0	\$9,190,738	\$9,263,303	\$10,596,221		3/31/2010	3/31/2011	7/29/2011	7/6/2012
E-17-BY	I 70 ML EBND over SAND CREEK	1	17537	1	Bridge Replacement and Major Rehabilitation	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	See E-17-GE	3/31/2010	3/31/2011	7/29/2011	7/6/2012
E-17-GM	I 76 ML EBND over SOUTH PLATTE RIVER	1	18070	1	Bridge Replacement and Major Rehabilitation	\$962,189	\$0	\$0	\$0	\$962,189	\$23,276	\$0	\$0	\$12,080,497	\$12,103,773	\$13,065,962		3/29/2010	5/19/2011	9/12/2011	7/13/2012
E-17-GL	I 76 ML WBND over SOUTH PLATTE RIVER	1	18070	1	Bridge Replacement and Major Rehabilitation	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	See E-17-GM	3/29/2010	5/19/2011	9/12/2011	7/13/2012
F-16-FW	US 287-SH 88 over US 40 ML	1	18083	1	Bridge Replacement and Major Rehabilitation	\$603,407	\$0	\$0	\$516,500	\$1,119,907	\$14,414	\$0	\$0	\$6,420,641	\$6,435,055	\$7,554,962		3/31/2010	6/30/2011	9/26/2011	1/16/2013
F-16-CS	SH121 ML-WADSWORTH over BEAR CREEK	1	18220	1	Bridge Replacement and Major Rehabilitation	\$1,076,625	\$0	\$0	\$0	\$1,076,625	\$120,892	\$0	\$0	\$8,780,759	\$8,901,651	\$9,978,276		4/1/2010	10/20/2011	3/26/2012	8/30/2013
E-16-GQ	SH 95 ML over UP RR, RR SPUR	1	18082	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$396,399	\$396,399	\$60,333	\$0	\$0	\$6,293,279	\$6,353,612	\$6,750,011		4/29/2008	2/2/2012	4/24/2012	11/1/2013
F-16-FL	US 6 ML over SH 95 ML/SHERIDAN AVE.	1	18154	1	Bridge Replacement and Major Rehabilitation	\$585,721	\$0	\$0	\$318,483	\$904,204	\$312	\$0	\$0	\$12,626,612	\$12,626,924	\$13,531,128		4/1/2009	10/21/2011	1/3/2012	7/12/2013
E-16-FK	SH 121 WADSWORTH PARKWAY ML SBND over US 36 ML	1	18194	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,571,097	\$1,571,097	\$4,273,930	\$0	\$0	\$19,370,801	\$23,644,731	\$25,215,828		5/27/2011	9/30/2011	5/10/2012	10/30/2013
E-16-FL	CNTY RD / OLD WADS over US 36 ML	1	18195	1	Bridge Replacement and Major Rehabilitation	\$583,182	\$0	\$0	\$1,500,620	\$2,083,802	\$1,878,228	\$0	\$0	\$8,537,572	\$10,415,800	\$12,499,601		5/27/2011	9/30/2011	5/10/2012	10/30/2013
F-17-F	US 40 ML EBND over SAND CREEK	1	18180	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,819,331	\$1,819,331	\$1,250,185	\$0	\$0	\$6,000,689	\$7,250,874	\$9,070,205		8/1/2011	5/2/2013	7/23/2013	3/16/2015
F-17-BS	US 40 ML WBND over SAND CREEK	1	18180	1	Bridge Replacement and Major Rehabilitation	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	See F-17-F	8/1/2011	5/2/2013	7/23/2013	3/16/2015
E-16-FW	PECOS STREET over I 70 ML	1	18149	1	Bridge Replacement and Major Rehabilitation	\$6,097,615	\$0	\$0	\$512,347	\$6,609,962	\$249,582	\$0	\$0	\$18,477,698	\$18,727,280	\$25,337,242		4/1/2011	8/7/2012	11/5/2012	10/1/2013
E-17-EK	PEORIA STREET over I 76 ML	1	18152	1	Bridge Replacement and Major Rehabilitation	\$10,998	\$0	\$0	\$1,466,306	\$1,477,304	\$14,108	\$0	\$0	\$3,299,496	\$3,313,604	\$4,790,908		4/1/2011	5/2/2013	7/24/2013	12/5/2013
F-16-F	US 85 ML NBND over DAD CLARK GULCH	1	18191	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$686,671	\$686,671	\$0	\$0	\$0	\$2,316,449	\$2,316,449	\$3,003,120		10/14/2011	8/16/2012	11/27/2012	9/5/2013
F-17-DM	SH 88 ML/ARAP RD over CHERRY CREEK	1	18147	1	Bridge Replacement and Major Rehabilitation	\$7,611,291	\$0	\$0	\$850,700	\$8,461,991	\$9,821,300	\$0	\$0	\$11,060,728	\$20,882,028	\$29,344,019		2/1/2011	8/15/2013	10/21/2013	8/3/2015
F-17-DM	Wetland Monitoring	1	21474	0	Bridge Replacement and Major Rehabilitation	\$159,589	\$0	\$0	\$0	\$159,589	\$0	\$0	\$0	\$0	\$0	\$159,589					
E-17-DC	I 76 ML EBND over UP RR	1	18151	1	Bridge Replacement and Major Rehabilitation	\$2,477,672	\$0	\$0	\$0	\$2,477,672	\$11,628,627	\$0	\$0	\$1,371,722	\$13,000,349	\$15,478,021		4/15/2011	2/14/2014	8/4/2014	11/6/2015
E-17-DU	I 76 ML WBND over UP RR	1	18151	1	Bridge Replacement and Major Rehabilitation	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	See E-17-DC	4/15/2011	2/14/2014	8/4/2014	11/6/2015
E-17-ER	SH 44 ML over BULL SEEP	1	18206	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$3,735,924	\$3,735,924	\$5,182,593	\$0	\$0	\$4,178,032	\$9,360,625	\$13,096,548		7/1/2011	9/26/2013	1/6/2014	8/14/2015
E-17-CA	SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	1	18206	1	Bridge Replacement and Major Rehabilitation	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	See E-17-ER	7/1/2011	9/26/2013	1/6/2014	8/14/2015
F-16-EF	US 6 ML over SOUTH PLATTE RIVER	1	19190	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$9,750,739	\$0	\$0	\$6,942,205	\$16,692,944	\$16,692,944		9/1/2011	10/15/2012	6/30/2013	12/21/2015
F-16-EN	US 6 ML over BRYANT STREET	1	18192	1	Bridge Replacement and Major Rehabilitation	\$3,530,749	\$0	\$0	\$5,445,850	\$8,976,599	\$11,000,419	\$0	\$0	\$16,067,615	\$27,068,034	\$36,044,633		9/1/2011	10/15/2012	6/30/2013	12/21/2015
F-16-EJ	US 6 ML over BNSF RR	1	18202	1	Bridge Replacement and Major Rehabilitation	\$1,195,223	\$0	\$0	\$0	\$1,195,223	\$4,447,009	\$0	\$0	\$7,595,919	\$12,042,928	\$13,238,151		9/1/2011	10/15/2012	6/30/2013	12/21/2015
F-17-GO	US 40 ML EBND over TOLLGATE CREEK	1	18204	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$2,325,420	\$2,325,420	\$9,117,758	\$0	\$0	\$738,325	\$9,856,084	\$12,181,503		2/1/2011	1/16/2014	6/9/2014	9/22/2016
F-17-GA	US 40 ML WBND over TOLLGATE CREEK	1	18204	1	Bridge Replacement and Major Rehabilitation	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	See F-17-GO	2/1/2011	1/16/2014	6/9/2014	9/22/2016
E-16-HA	SH 58 over FORD	1	18770	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$692,994	\$692,994	\$57,877	\$0	\$0	\$5,271,384	\$5,329,261	\$6,022,255		11/14/2011	3/21/2013	6/3/2014	6/27/2014
E-16-AA	US 287 Federal over BNSF at 69th Ave.	1	18908	1	Bridge Replacement and Major Rehabilitation	\$1,073,902	\$0	\$0	\$2,260,507	\$3,334,409	\$15,230,467	\$0	\$0	\$522,453	\$15,752,920	\$19,087,329		11/1/2012	11/20/2014	1/29/2015	11/18/2016
E-16-AA	US 287 Federal over BNSF at 69th Ave.	1	20513	0	Bridge Replacement and Major Rehabilitation	\$648,232	\$0	\$0	\$0	\$648,232	\$0	\$0	\$0	\$0	\$0	\$648,232		11/1/2012	11/20/2014	1/29/2015	11/18/2016
E-17-JP	I-70 ML over Havana St.	1	19339	1	Bridge Replacement and Major Rehabilitation	\$86,567	\$0	\$0	\$1,675,000	\$1,761,567	\$24,351,102	\$0	\$0	\$500,000	\$24,851,102	\$26,612,669		11/26/2012	11/20/2014	4/13/2015	11/29/2016
F-16-ER	US 6 over Garrison	1	19478	1	Bridge Replacement and Major Rehabilitation	\$605,839	\$0	\$0	\$200,000	\$805,839	\$13,338,258	\$0	\$0	\$500,000	\$13,838,258	\$14,644,096		3/29/2013	7/3/2014	1/15/2015	4/30/2016
E-17-FX	Central 70	1	19631	1	Bridge Replacement and Major Rehabilitation	\$168,303,462	\$0	\$0	\$25,000,000	\$193,303,462	\$291,997,877	\$0	\$0	\$0	\$291,997,877	\$485,301,339		7/22/2013	2/6/2017	2/19/2018	2/28/2023
E-17-EW	Central 70	1	19631	1	Bridge Replacement and Major Rehabilitation	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	7/22/2013	2/6/2017	2/19/2018	2/28/2023
E-17-DF	Central 70	1	19631	1	Bridge Replacement and Major Rehabilitation	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	7/22/2013	2/6/2017	2/19/2018	2/28/2023
E-17-KR	Central 70	1	19631	1	Bridge Replacement and Major Rehabilitation	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	7/22/2013	2/6/2017	2/19/2018	2/28/2023
E-17-GA	Central 70	1	19631	1	Bridge Replacement and Major Rehabilitation	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	7/22/2013	2/6/2017	2/19/2018	2/28/2023
E-17-GB	Central 70	1	19631	1	Bridge Replacement and Major Rehabilitation	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	See E-17-FX	7/22/2013	2/6/2017	2/19/2018	2/28/2023
F-14-Y	I 70(BUSINESS RT) over I 70 ML	1	19984	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$546,911	\$546,911	\$10,937,963	\$0	\$0	\$0	\$10,937,963	\$11,484,873		1/27/2014	3/6/2015	4/2/2015	6/27/2016
F-15-BL	I 70 WB over US 6, CLEAR CREEK- Floyd Hill	1	22716	1	Bridge Replacement and Major Rehabilitation	\$18,371,560	\$0	\$0	\$0	\$18,371,560	\$0	\$0	\$0	\$0	\$0	\$18,371,560		9/6/2018	2/27/2024		
F-15-BM	US ML over CLEAR CREEK- Floyd Hill	1	22716	1	Bridge Replacement and Major Rehabilitation	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL.1	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	9/6/2018	2/27/2024		
F-15-D	I-70 FRONTAGE ROAD over CLEAR CREEK- Floyd Hill	1	22716	1	Bridge Replacement and Major Rehabilitation	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL.1	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	See F-15-BL	9/6/2018	2/27/2024		
F-15-BL.1	I 70 WB over US 6, CLEAR CREEK- Floyd Hill (CP 3)	1	25800	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,951,656	\$0	\$39,951,656	\$39,951,656			8/12/2024	6/30/2026	
F-15-BM	US ML over CLEAR CREEK- Floyd Hill (CP 3)	1	25800	0	Bridge Replacement and Major Rehabilitation	See F-15-BL.1	See F-15-BL.1														

Statewide Bridge and Tunnel Enterprise
Program Allocation Plan - Quarterly Update
As of March 31, 2025 (FY25 - Q3)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precon FASTER Funds	Total Precon SB-260 Funds	Precon Infrastructure Revenue Bonds ¹	Total Precon Other Funds ²	Total Precon Funds	Total Construction FASTER Funds	Total Construction SB-260	Construction Infrastructure Revenue Bonds ¹	Total Construction Other Funds ²	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion Date	
E-16-LU	I-76 WBND over CLEAR CREEK	1	22391	1	Bridge Replacement and Major Rehabilitation	\$660,150	\$0	\$0	\$0	\$660,150	\$2,837,863	\$0	\$0	\$0	\$2,837,863	\$3,498,013	11/19/2018	1/9/2020	6/1/2020	10/30/2020	
E-16-LT	I-76 EBND over CLEAR CREEK	1	22391	1	Bridge Replacement and Major Rehabilitation	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	See E-16-LU	11/19/2018	1/9/2020	6/1/2020	10/30/2020	
E-16-LU.1	I-76 WBND over CLEAR CRK SCOUR MITIGATE	1	23444	0	Bridge Replacement and Major Rehabilitation	\$407,105	\$0	\$0	\$0	\$407,105	\$2,935,738	\$0	\$0	\$0	\$2,935,738	\$3,342,843	11/24/2019	7/14/2022	11/8/2022	5/22/2025	
E-16-LT	I-76 EBND over CLEAR CRK SCOUR MITIGATE	1	23444	0	Bridge Replacement and Major Rehabilitation	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	See E-16-LU.1	11/24/2019	7/14/2022	11/8/2022	5/22/2025	
H-17-CH	South I-25 GAP Segment 3	1	22927	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$5,041,100	\$0	\$0	\$0	\$5,041,100	\$5,041,100		7/2/2019	8/7/2019	10/30/2022	
H-17-CI	South I-25 GAP Segment 3	1	22927	1	Bridge Replacement and Major Rehabilitation	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH	See H-17-CH		7/2/2019	8/7/2019	8/30/2022	
H-17-CF	South I-25 GAP Segment 4	1	23477	1	Bridge Replacement and Major Rehabilitation	\$1,194,212	\$0	\$0	\$0	\$1,194,212	\$12,787,472	\$0	\$0	\$0	\$12,787,472	\$13,981,684	3/4/2020	12/15/2020	1/8/2021	11/23/2022	
E-16-EW	SPEER BLVD. over I-25	1	22969	1	Bridge Replacement and Major Rehabilitation	\$1,919,746	\$4,000,000	\$0	\$0	\$5,919,746	\$0	\$60,000,000	\$0	\$0	\$60,000,000	\$65,919,746	3/23/2021				
E-16-EO	SPEER BLVD. over I-25	1	22969	1	Bridge Replacement and Major Rehabilitation	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	3/23/2021				
F-16-DA	23rd AVE over I-25	1	22969	1	Bridge Replacement and Major Rehabilitation	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	See E-16-EW	3/23/2021				
E-16-HE	I-70 over 32nd AVE EBND	1	23673	1	Bridge Replacement and Major Rehabilitation	\$1,761,093	\$0	\$0	\$0	\$1,761,093	\$13,872,546	\$0	\$0	\$0	\$13,872,546	\$15,633,639	11/25/2020	11/7/2021	2/14/2022	11/29/2023	
E-16-HF	I-70 over 32nd AVE WBND	1	23673	1	Bridge Replacement and Major Rehabilitation	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	See E-16-HE	11/25/2020	11/7/2021	2/14/2022	11/29/2023	
E-17-GW	I-76 over YORK ST.	1	23681	1	Bridge Replacement and Major Rehabilitation	\$589,981	\$0	\$0	\$0	\$589,981	\$12,595,057	\$0	\$0	\$0	\$12,595,057	\$13,185,037	5/14/2020	2/28/2022	5/31/2022	10/1/2024	
E-17-GV	I-76 over YORK ST.	1	23681	1	Bridge Replacement and Major Rehabilitation	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	See E-17-GW	5/14/2020	2/28/2022	5/31/2022	10/1/2024	
E-17-ID	I-270 Critical Bridges	1	24947	1	Bridge Replacement and Major Rehabilitation	\$8,078,264	\$0	\$0	\$0	\$8,078,264	\$20,000,000	\$0	\$100,000,000	\$0	\$120,000,000	\$128,078,264	9/16/2022				
E-17-IE	I-270 Critical Bridges	1	24947	1	Bridge Replacement and Major Rehabilitation	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	9/16/2022				
E-17-IF	I-270 Critical Bridges	1	24947	1	Bridge Replacement and Major Rehabilitation	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	9/16/2022				
E-17-IH	I-270 Critical Bridges	1	24947	1	Bridge Replacement and Major Rehabilitation	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	9/16/2022				
E-17-IG	I-270 Critical Bridges	1	24947	1	Bridge Replacement and Major Rehabilitation	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	9/16/2022				
E-17-IJ	I-270 Critical Bridges	1	24947	1	Bridge Replacement and Major Rehabilitation	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	See E-17-ID	9/16/2022				
F-16-O	US 6 over SH 121 Wadsworth	1	26208	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$25,000,000	\$0	\$0	\$0	\$25,000,000	\$25,000,000			4/1/2026	7/1/2028	
Various	R1 BTE Bridge Scoping	1	26595	0	Bridge Replacement and Major Rehabilitation	\$168,000	\$0	\$0	\$0	\$168,000	\$0	\$0	\$0	\$0	\$0	\$168,000					
F-20-BA	I-70E Bridges	1	26979	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$4,500,000	\$0	\$0	\$0	\$4,500,000	\$4,500,000					
F-20-BB	I-70E Bridges	1	26979	1	Bridge Replacement and Major Rehabilitation	See F-20-BA	See F-20-BA	See F-20-BA	See F-20-BA	See F-20-BA	See F-20-BA	See F-20-BA	See F-20-BA	See F-20-BA	See F-20-BA	See F-20-BA					
L-22-F	SH 96 ML over Draw and Black Draw	2	17668	1	Bridge Replacement and Major Rehabilitation	\$757	\$0	\$0	\$149,300	\$150,057	\$205,306	\$0	\$0	\$3,561,371	\$3,766,677	\$3,916,734					
K-23-C	SH 96 ML over Draw and Black Draw	2	17668	1	Bridge Replacement and Major Rehabilitation	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F				
K-23-B	SH 96 ML over Draw and Black Draw	2	17668	1	Bridge Replacement and Major Rehabilitation	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F				
K-24-A	SH 96 ML over Draw and Black Draw	2	17668	1	Bridge Replacement and Major Rehabilitation	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F	See L-22-F				
N-16-L	SH 69 over Turkey Creek	2	17669	1	Bridge Replacement and Major Rehabilitation	\$7,222	\$0	\$0	\$93,864	\$101,086	\$23,859	\$0	\$0	\$2,077,266	\$2,101,125	\$2,202,211					
H-16-K	US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 67over Draw	2	17675	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$219,669	\$219,669	\$0	\$0	\$0	\$2,418,297	\$2,418,297	\$2,637,966					
I-17-AE	US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 67over Draw	2	17675	1	Bridge Replacement and Major Rehabilitation	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K				
I-15-Y	US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 67over Draw	2	17675	1	Bridge Replacement and Major Rehabilitation	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K	See H-16-K				
N-17-N	I-25 ML NB over Missouri Creek	2	18115	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$1,725,376	\$0	\$0	\$0	\$1,725,376	\$1,725,376					
J-15-B	SH 9 ML over CURRANT CREEK	2	18059	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$180,766	\$180,766	\$1	\$0	\$0	\$1,675,834	\$1,675,835	\$1,856,601	12/9/2010		5/4/2011	10/31/2011	
L-28-F	SH 89 ML over ARKANSAS RIVER	2	18131	1	Bridge Replacement and Major Rehabilitation	\$63,267	\$0	\$0	\$177,535	\$240,802	\$0	\$0	\$0	\$6,129,155	\$6,129,155	\$6,369,957	6/1/2010	12/30/2010	2/16/2011	4/30/2012	
G-12-L	SH9 ML over Buckskin Gulch	2	17681	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$133,913	\$133,913	\$0	\$0	\$0	\$188,553	\$188,553	\$322,466	1/4/2010	6/9/2011	9/5/2011	12/29/2011	
J-18-S	I 25 ML NBND over DRAW	2	18414	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,043,384	\$1,043,384	\$1,043,384	9/1/2010	10/13/2011	2/20/2012	9/17/2012	
J-18-T	I 25 ML NBND over DRAW	2	18414	1	Bridge Replacement and Major Rehabilitation	See J-18-S	See J-18-S	See J-18-S	See J-18-S	See J-18-S	See J-18-S	See J-18-S	See J-18-S	See J-18-S	See J-18-S	See J-18-S	See J-18-S	9/1/2010	10/13/2011	2/20/2012	9/10

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

As of March 31, 2025 (FY25 - Q3)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precon FASTER Funds	Total Precon SB-260 Funds	Precon Infrastructure Revenue Bonds ¹	Total Precon Other Funds ²	Total Precon Funds	Total Construction FASTER Funds	Total Construction SB-260	Construction Infrastructure Revenue Bonds ¹	Total Construction Other Funds ²	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion Date	
O-19-J	US 350 ML over DRAW	2	18461	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$299,217	\$299,217	\$0	\$0	\$0	\$2,105,844	\$2,105,844	\$2,405,061	10/15/2010	9/20/2012	12/3/2012	6/18/2013	
P-19-AD	SH 239 ML OVER IRRIGATION CANAL	2	18461	1	Bridge Replacement and Major Rehabilitation	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	See O-19-J	10/15/2010	9/20/2012	12/3/2012	6/18/2013	
O-19-H	US 350 ML over PURGATOIRE RIVER	2	18208	1	Bridge Replacement and Major Rehabilitation	\$493,712	\$0	\$0	\$0	\$493,712	\$34,143	\$0	\$0	\$3,153,661	\$3,187,804	\$3,681,516	10/15/2010	2/21/2013	4/29/2013	4/11/2014	
K-16-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	\$4,106,291	\$0	\$0	\$312,427	\$4,418,718	\$5,679,626	3/15/2011	6/19/2014	10/28/2014	1/8/2016	
L-18-M & L-18-W	I-25 ML over Indiana Ave.	2	19206	0	Bridge Replacement and Major Rehabilitation	\$123,988	\$0	\$0	\$108,191	\$232,179	\$0	\$0	\$0	\$0	\$0	\$232,179	10/15/2012				
L-18-AQ	Northern Ave. over I-25 ML	2	19207	0	Bridge Replacement and Major Rehabilitation	\$132,619	\$0	\$0	\$2,000	\$134,619	\$0	\$0	\$0	\$0	\$0	\$134,619	10/15/2012				
K-18-CK	I-25 over Ilex, RR, Bennet	2	19205	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$58,208,838	\$0	\$0	\$1,462,740	\$59,671,578	\$59,671,578	3/6/2014	2/10/2015	7/31/2019		
K-18-CL	I-25 over Ilex, RR, Bennet	2	19205	1	Bridge Replacement and Major Rehabilitation	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	3/6/2014	2/10/2015	7/31/2019	
L-18-M	I-25 ML over Indiana Ave.	2	19205	1	Bridge Replacement and Major Rehabilitation	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	3/6/2014	4/1/2015	9/7/2017	
L-18-W	I-25 ML over Indiana Ave.	2	19205	1	Bridge Replacement and Major Rehabilitation	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	3/6/2014	4/1/2015	9/7/2027	
L-18-AQ	Northern Ave. over I-25 ML	2	19205	1	Bridge Replacement and Major Rehabilitation	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	3/6/2014	4/1/2015	1/17/2019	
L-18-AU	Mesa Ave over I-25 ML	2	19205	1	Bridge Replacement and Major Rehabilitation	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	3/6/2014	4/1/2015	7/21/2017	
K-18-AX	I-25 ML NBND over US 50 ML	2	19205	1	Bridge Replacement and Major Rehabilitation	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	3/6/2014	2/10/2015	10/1/2018	
K-18-R	US 50 BUS EBNd over Arkansas River	2	19205	1	Bridge Replacement and Major Rehabilitation	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	See K-18-CK	3/6/2014	2/10/2015	1/17/2019	
K-18-CL	I-25 over Ilex, RR, Bennet	2	17666	0	Bridge Replacement and Major Rehabilitation	\$599,222	\$0	\$0	\$9,456,285	\$10,055,506	\$0	\$0	\$0	\$0	\$0	\$10,055,506	6/1/2011			5/21/2014	
K-18-CK	I-25 over Ilex, RR, Bennet	2	17666	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
I-17-O	I-25 Frontage Road over Pine Creek	2	19123	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$168,125	\$168,125	\$0	\$0	\$0	\$0	\$0	\$168,125	10/15/2012			9/11/2013	
K-14-J	US50 ML over Draw Cotopaxi-Texas Creek	2	19304	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$342,596	\$342,596	\$1,452,992	\$0	\$0	\$0	\$1,452,992	\$1,795,588	10/30/2012	6/12/2014	3/1/2015	8/15/2015	
M-16-P	SH69 ML over Milligan Arroyo	2	19055	1	Bridge Replacement and Major Rehabilitation	\$3,460	\$0	\$0	\$385,840	\$389,300	\$0	\$0	\$0	\$0	\$0	\$389,300	12/19/2012	3/1/2018	5/29/2018	6/26/2019	
M-16-P	SH69 ML over Milligan Arroyo	2	22320	1	Bridge Replacement and Major Rehabilitation	\$37,260	\$0	\$0	\$0	\$37,260	\$3,598,764	\$0	\$0	\$0	\$3,598,764	\$3,636,024	12/19/2012	3/1/2018	5/29/2018	6/26/2019	
N-17-C	I-25 Bus Route over Sull Creek	2	19054	1	Bridge Replacement and Major Rehabilitation	\$3,876	\$0	\$0	\$558,109	\$561,985	\$0	\$0	\$0	\$1,910,242	\$1,910,242	\$2,472,227	12/19/2012	10/24/2013	2/17/2014	9/3/2014	
P-23-A	SH160 ML over Smith Canyon	2	19053	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$373,691	\$373,691	\$1,775,780	\$0	\$0	\$0	\$1,775,780	\$2,149,471	12/19/2012	2/5/2015	5/26/2015	10/30/2015	
L-22-L	SH71 over ARKANSAS RIVER	2	21012	1	Bridge Replacement and Major Rehabilitation	\$254,704	\$0	\$0	\$0	\$254,704	\$6,517,636	\$0	\$0	\$0	\$6,517,636	\$6,772,340	5/13/2015	8/30/2018	12/10/2018	11/15/2019	
K-17-F	SH 96 over Rush Creek	2	21011	1	Bridge Replacement and Major Rehabilitation	\$344,896	\$0	\$0	\$0	\$344,896	\$2,275,375	\$0	\$0	\$0	\$2,275,375	\$2,620,272	7/29/2015	3/29/2018	7/16/2018	12/14/2018	
N-17-BN	I-25 over CO RD640, 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	
N-17-S	I-25 over CO RD 103, 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	10/23/2017	8/3/2018	10/15/2018	12/8/2020	
N-17-AD	I-25 over US 160 ML, RR Spur	2	22350	1	Bridge Replacement and Major Rehabilitation	\$1,698,520	\$0	\$0	\$0	\$1,698,520	\$26,437,439	\$0	\$0	\$0	\$26,437,439	\$28,135,959	11/6/2017	10/20/2022	3/23/2023	10/30/2024	
N-17-AD	Stacy Park Playground in Walsenburg	2	26891	0	Bridge Replacement and Major Rehabilitation	\$135,000	\$0	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0	\$0	\$135,000					
K-18-U	I-25 SB over Draw	2	22823	1	Bridge Replacement and Major Rehabilitation	\$102,980	\$0	\$0	\$0	\$102,980	\$2,531,140	\$0	\$0	\$0	\$2,531,140	\$2,634,121	11/5/2018	12/5/2019	4/7/2020	10/30/2020	
H-13-G	US 285 over South Fork South Platte River	2	22865	1	Bridge Replacement and Major Rehabilitation	\$473,405	\$0	\$0	\$0	\$473,405	\$4,422,126	\$0	\$0	\$0	\$4,422,126	\$4,895,531	1/1/2019	3/16/2021	6/13/2022	12/9/2022	
M-22-N	SH 71 over HIGHLINE CANAL	2	23005	1	Bridge Replacement and Major Rehabilitation	\$333,686	\$0	\$0	\$0	\$333,686	\$1,667,723	\$0	\$0	\$0	\$1,667,723	\$2,001,410	6/1/2019	5/7/2020	2/23/2021	11/30/2021	
M-24-A	SH 101 over DRAW	2	23006	1	Bridge Replacement and Major Rehabilitation	\$235,942	\$0	\$0	\$0	\$235,942	\$2,457,119	\$0	\$0	\$0	\$2,457,119	\$2,693,061	6/1/2019	7/31/2020	11/2/2020	5/5/2021	
M-24-I	SH 101 over DRAW	2	23007	1	Bridge Replacement and Major Rehabilitation	\$190,050	\$0	\$0	\$0	\$190,050	\$0	\$0	\$0	\$0	\$0	\$190,050	6/1/2019	5/7/2020	9/17/2020	3/4/2021	
H-19-C	US 24 over DRAW	2	22995	1	Bridge Replacement and Major Rehabilitation	\$215,998	\$0	\$0	\$0	\$215,998	\$1,883,031	\$0	\$0	\$0	\$1,883,031	\$2,099,029	3/29/2019	10/1/2020	1/1/2021	9/30/2021	
I-17-GR	I-25 SB over S. ACADEMY BLVD.	2	23605	1	Bridge Replacement and Major Rehabilitation	\$1,541,172	\$0	\$0	\$0	\$1,541,172	\$24,527,474	\$0	\$0	\$1	\$24,527,475	\$26,068,647	10/1/2019	1/14/2021	11/29/2021	8/26/2024	
I-17-GQ	I-25 NB over S. ACADEMY BLVD.	2	23605	1	Bridge Replacement and Major Rehabilitation	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	See I-17-GR	10/1/2019	1/14/2021	11/29/2021	8/26/2024	
G-12-C	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	\$524,426	\$0	\$0	\$1,885,292	\$2,409,718	\$36,492,422	\$0	\$0	\$10,589,708	\$47,082,130	\$49,491,849	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
H-13-N	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
I-13-G	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
J-15-AO	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
I-15-T	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
J-14-C	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
J-15-G	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
M-21-B	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
M-21-C	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
M-21-J	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
M-22-U	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
M-22-Y	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
N-21-C	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
N-21-F	R2 CHBP Grant (R2B2)	2	23558	1	Bridge Replacement and Major Rehabilitation	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	See G-12-C	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
I-13-H	R2 Non-Grant	2	23559	1	Bridge Replacement and Major Rehabilitation	\$788,320	\$0	\$0	\$0	\$788,320	\$10,148,595	\$0	\$0	\$0	\$10,148,595	\$10,936,915	8/19/2020	7/31/2020	4/18/2022	1/22/2025	
O-19-D	R2 Non-Grant	2	23559	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	
M-21-I	R2 Non-Grant	2	23559	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	
H-13-A	US 285 at SH 9	2	24052	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	
K-18-J	I-25/US 50 Interchange (New Pueblo Freeway)</																				

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 March 31, 2025 (FY25 - Q3)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precon FASTER Funds	Total Precon SB-260 Funds	Precon infrastructure Revenue Bonds ¹	Total Precon Other Funds ²	Total Precon Funds	Total Construction FASTER Funds	Total Construction SB-260	Construction Infrastructure Revenue Bonds ¹	Total Construction Other Funds ²	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion Date	
N-17-AC	I-25 over US160 Walsenburg	2	26288	1	Bridge Replacement and Major Rehabilitation	\$500,400	\$0	\$0	\$0	\$500,400	\$0	\$0	\$0	\$0	\$0	\$500,400	11/4/2024	8/6/2026			
K-18-AD	CO 96 Critical Bridges Replacement	2	26289	1	Bridge Replacement and Major Rehabilitation	\$189,999	\$0	\$0	\$1,800,001	\$1,990,000	\$0	\$0	\$0	\$0	\$0	\$1,990,000					
K-18-BT	CO 96 Critical Bridges Replacement	2	26289	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					
G-11-F	US 24 ML over UPRR	3	17672	1	Bridge Replacement and Major Rehabilitation	\$3,500	\$0	\$0	\$409,711	\$413,211	\$350,000	\$0	\$0	\$5,279,983	\$5,629,983	\$6,043,194					
F-09-H	US 6 ML over EAGLE RIVER	3	18160	1	Bridge Replacement and Major Rehabilitation	\$150,986	\$0	\$0	\$155,656	\$306,642	\$0	\$0	\$0	\$4,201,213	\$4,201,213	\$4,507,855	9/28/2010	5/19/2011	7/20/2011	5/18/2012	
J-09-C	US 50 SERVICE RD over GUNNISON RVR SR	3	18193	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$347,098	\$347,098	\$0	\$0	\$0	\$2,369,188	\$2,369,188	\$2,716,286	6/1/2010	6/23/2011	8/29/2011	8/31/2012	
J-09-D	US 50 SERVICE RD over GUNNISON RVR SR	3	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	See J-09-C	6/1/2010	6/23/2011	8/29/2011	8/31/2012
F-08-F	I 70 SERVICE RD over COLORADO RIVER SR	3	18162	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,952,566	\$1,952,566	\$0	\$0	\$0	\$7,966,405	\$7,966,405	\$9,918,971	4/6/2011	9/2/2012	9/4/2012	9/30/2013	
F-08-F	Historic Eagle County Bridges Book	3	19325	0	Bridge Replacement and Major Rehabilitation	\$22,062	\$0	\$0	\$0	\$22,062	\$0	\$0	\$0	\$0	\$0	\$22,062	1/0/1900	1/0/1900	1/0/1900	1/0/1900	
C-09-C	US 40 ML over E FORK ELK RIVER	3	18138	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,517,178	\$1,517,178	\$0	\$0	\$0	\$4,117,918	\$4,117,918	\$5,635,096	4/1/2011	12/13/2012	2/28/2013	11/19/2013	
F-11-AC	I 70 ML EBND over US 6, RR, EAGLE RIVER	3	18159	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,779,324	\$1,779,324	\$12,457,996	\$0	\$0	\$500,000	\$12,957,996	\$14,737,320	4/1/2011	3/6/2014	7/19/2014	5/5/2017	
F-11-AB	I 70 ML WBND 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	See F-11-AC	4/1/2011	3/6/2014	7/19/2014	5/5/2017
F-07-A	SH 82 ML over I70 ML,COLORADO RVR,RR	3	18158	1	Bridge Replacement and Major Rehabilitation	\$30,684,256	\$0	\$0	\$10,612,924	\$41,297,179	\$57,561,362	\$0	\$0	\$1,853,821	\$59,415,183	\$100,712,362	5/11/2011	7/1/2015	1/1/2016	10/30/2018	
	PEDESTRIAN BRIDGE over COLORADO RVR	3	21122	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$9,298,894	\$0	\$0	\$5,492,960	\$14,791,854	\$14,791,854	5/11/2011	7/1/2015	1/1/2016	10/30/2018	
D-13-A	US 34 over NORTH FORK COLORADO RIVER	3	21010	1	Bridge Replacement and Major Rehabilitation	\$872,718	\$0	\$0	\$0	\$872,718	\$5,954,412	\$0	\$0	\$0	\$5,954,412	\$6,827,129	6/8/2017	11/7/2018	4/1/2019	9/15/2020	
F-05-L	I-70 WBND over Colorado River	3	21007	1	Bridge Replacement and Major Rehabilitation	\$26,919	\$0	\$0	\$231,182	\$258,101	\$0	\$0	\$0	\$0	\$0	\$258,101	8/12/2015	2/1/2018	4/2/2018	12/15/2018	
F-05-L	I-70 WBND over Colorado River	3	22359	0	Bridge Replacement and Major Rehabilitation	\$40,876	\$0	\$0	\$0	\$40,876	\$3,077,349	\$0	\$0	\$0	\$3,077,349	\$3,118,225	8/12/2015	2/1/2018	4/2/2018	12/15/2018	
F-10-L	I-70 EBND over US6,RR, Eagle River	3	21008	1	Bridge Replacement and Major Rehabilitation	\$26,104	\$0	\$0	\$225,184	\$251,288	\$0	\$0	\$0	\$0	\$0	\$251,288	8/12/2015	1/11/2018	3/16/2018	8/20/2018	
F-10-L	I-70 EBND over US6,RR, Eagle River	3	22360	0	Bridge Replacement and Major Rehabilitation	\$50,226	\$0	\$0	\$0	\$50,226	\$3,145,365	\$0	\$0	\$0	\$3,145,365	\$3,195,591	8/12/2015	1/11/2018	3/16/2018	8/20/2018	
G-03-Q	I-70 WBND over Colorado River Overflow	3	21009	1	Bridge Replacement and Major Rehabilitation	\$47,567	\$0	\$0	\$410,959	\$458,526	\$0	\$0	\$0	\$0	\$0	\$458,526	8/12/2015	1/4/2018	3/26/2018	8/15/2018	
G-03-Q	I-70 WBND over Colorado River Overflow	3	22170	0	Bridge Replacement and Major Rehabilitation	\$63,961	\$0	\$0	\$0	\$63,961	\$3,200,030	\$0	\$0	\$0	\$3,200,030	\$3,263,991	8/12/2015	1/4/2018	3/26/2018	8/15/2018	
F-09-K	US 6 ML over CASTLE CREEK	3	22576	1	Bridge Replacement and Major Rehabilitation	\$44,910	\$0	\$0	\$0	\$44,910	\$3,824,079	\$0	\$0	\$0	\$3,824,079	\$3,868,988	7/1/2019	5/2/2019	7/22/2019	12/14/2019	
F-13-S_Minor	I-70 over FOREST SERVICE ROAD	3	22712	1	Bridge Replacement and Major Rehabilitation	\$1,843,854	\$0	\$0	\$0	\$1,843,854	\$14,470,575	\$0	\$0	\$0	\$14,470,575	\$16,314,429	8/9/2018	2/10/2021	4/28/2021	7/22/2022	
I-05-V	SH 92 ML over GUNNISON RIVER	3	22943	1	Bridge Replacement and Major Rehabilitation	\$834,536	\$0	\$0	\$0	\$834,536	\$12,723,532	\$0	\$0	\$0	\$12,723,532	\$13,558,068	3/18/2019	10/22/2020	11/4/2021	2/4/2023	
D-04-G	SH 64 over STRAWBERRY CREEK	3	23061	1	Bridge Replacement and Major Rehabilitation	\$594,125	\$0	\$0	\$0	\$594,125	\$13,746,068	\$0	\$0	\$0	\$13,746,068	\$14,340,194	7/1/2019	9/30/2022	3/20/2023	6/4/2024	
D-03-A	SH 64 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	See D-04-G	7/1/2019	9/30/2022	3/20/2023	6/4/2024
F-11-AD	US 6 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	\$0	\$435,013	7/1/2019			11/30/2020	
F-12-AS/AT	I-70 VAIL PASS Design	3	23929	0	Bridge Replacement and Major Rehabilitation	\$6,887,500	\$0	\$0	\$0	\$6,887,500	\$0	\$0	\$0	\$0	\$0	\$6,887,500	12/1/2020			1/5/2024	
F-12-AS	I-70 EBND VAIL PASS	3	24896	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$7,934,573	\$0	\$45,445,516	\$0	\$53,380,089	\$53,380,089		1/8/2024	4/22/2024	11/30/2026	
F-12-AT	I-70 WBND VAIL PASS	3	24894	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$25,385,379	\$22,957,340	\$0	\$0	\$48,342,719	\$48,342,719	12/1/2020	6/27/2022	8/12/2022	7/31/2024	
F-06-A	US 6 over Elk Creek	3	24493	1	Bridge Replacement and Major Rehabilitation	\$2,837,620	\$0	\$0	\$0	\$2,837,620	\$12,100,000	\$0	\$0	\$0	\$12,100,000	\$14,937,620	6/27/2022	7/15/2025	10/15/2025	10/30/2026	
C-08-A Minor	US 40 Over Shelton Ditch near Hayden	3	26274	1	Bridge Replacement and Major Rehabilitation	\$445,800	\$0	\$0	\$0	\$445,800	\$3,500,000	\$0	\$0	\$0	\$3,500,000	\$3,945,800	4/1/2024			11/20/2025	
K-07-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	\$9,533,008	\$0	\$9,533,008	\$9,533,008			6/8/2024	7/3/2024	
K-07-B	US 50 Blue Mesa K-07-B Permanent Repairs	3	26447	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$28,568,569	\$0	\$17,132,936	\$0	\$45,701,505	\$45,701,505			7/5/2024		
K-07-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	\$21,038,205	\$8,728,281	\$0	\$40,679,552	\$40,679,552			7/5/2024		
D-11-N	SH9 RR Bridge Replacement	3	26956	1	Bridge Replacement and Major Rehabilitation	\$731,236	\$0	\$0	\$0	\$731,236	\$0	\$0	\$0	\$0	\$0	\$731,236					
A-24-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	\$842,886	\$870,671					
A-26-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	See A-24-C				
G-22-J	US 24 ML over DRAW	4	18003	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,044,720	\$1,044,720	\$1,044,720	4/1/2008	12/16/2010	5/2/2011	8/24/2011	
B-16-AE	US 287 ML over DRAW	4	17804	1	Bridge Replacement and Major Rehabilitation	\$85,1															

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 March 31, 2025 (FY25 - Q3)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precon FASTER Funds	Total Precon SB-260 Funds	Precon Infrastructure Revenue Bonds ¹	Total Precon Other Funds ²	Total Precon Funds	Total Construction FASTER Funds	Total Construction SB-260	Construction Infrastructure Revenue Bonds ¹	Total Construction Other Funds ²	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion Date
F-19-E	TIMBER BRIDGE EASTERN PLAINS: PKG 1	4	24367	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$9,341,799	\$0	\$0	\$0	\$9,341,799	\$9,341,799	9/1/2022	11/1/2021	2/28/2022	11/30/2022
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
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-22-K	TIMBER BRIDGE EASTERN PLAINS: PKG 2	4	24405	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$3,790,503	\$0	\$0	\$0	\$3,790,503	\$3,790,503	9/1/2022	8/9/2022	10/25/2022	10/26/2023
D-24-O	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
D-25-E	TIMBER BRIDGE EASTERN PLAINS: PKG 3	4	25447	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$5,106,354	\$0	\$0	\$0	\$5,106,354	\$5,106,354	9/1/2022	3/29/2023	10/23/2023	10/30/2024
D-28-D	TIMBER BRIDGE EASTERN PLAINS: PKG 4	4	25866	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$5,688,482	\$0	\$0	\$0	\$5,688,482	\$5,688,482	9/1/2022	10/24/2023	4/1/2024	1/30/2025
I-24-N	US 40 ML over DRAW	4	24224	1	Bridge Replacement and Major Rehabilitation	\$440,347	\$0	\$0	\$1	\$440,348	\$9,992,479	\$0	\$0	\$0	\$9,992,479	\$10,432,827	1/1/2021	12/14/2023	4/1/2024	
B-27-A	Holyoke Bundle	4	22529	1	Bridge Replacement and Major Rehabilitation	\$2,049,153	\$0	\$0	\$0	\$2,049,153	\$19,241,352	\$0	\$0	\$0	\$19,241,352	\$21,290,505	10/5/2022	4/5/2024	3/17/2024	9/30/2026
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	10/5/2022	4/5/2024	3/17/2024	9/30/2026
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	10/5/2022	4/5/2024	3/17/2024	9/30/2026
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	10/5/2022	4/5/2024	3/17/2024	9/30/2026
G-18-B	SH 86 over Kiowa Creek	4	26083	1	Bridge Replacement and Major Rehabilitation	\$707,643	\$0	\$0	\$0	\$707,643	\$12,300,000	\$0	\$0	\$0	\$12,300,000	\$13,007,643	3/1/2024			
C-22-AY	I-76 WB over BNSF, Beaver Creek	4	26378	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$18,000,000	\$0	\$0	\$0	\$18,000,000	\$18,000,000				
C-22-BG	I-76 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				
B-24-A	US 6 Atwood to Sterling	4	26861	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$2,000,000				
L-06-A	US 550 ML over Bear Creek	5	17670	1	Bridge Replacement and Major Rehabilitation	\$6,388	\$0	\$0	\$117,113	\$123,501	\$1,805	\$0	\$0	\$4,756,830	\$4,758,635	\$4,882,136				
L-04-B	SH 145 ML over LEOPARD CREEK	5	18231	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$506,177	\$506,177	\$0	\$0	\$0	\$3,349,175	\$3,349,175	\$3,855,352	2/1/2011	3/15/2012	5/15/2012	5/30/2013
L-05-B	SH 62 ML over UNCOMPAHGRE RIVER	5	18323	1	Bridge Replacement and Major Rehabilitation	\$1,012,619	\$0	\$0	\$268,923	\$1,281,542	\$0	\$0	\$0	\$6,523,054	\$6,523,054	\$7,804,596	2/1/2011	2/9/2012	4/24/2012	5/30/2013
K-01-C	SH90 over DOLORES RIVER	5	20817	1	Bridge Replacement and Major Rehabilitation	\$965,694	\$0	\$0	\$0	\$965,694	\$4,977,169	\$0	\$0	\$0	\$4,977,169	\$5,942,863	1/30/2015	11/9/2015	12/5/2016	8/18/2017
K-11-G	US 50 over AGATE CREEK	5	22436	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$1,526,757	\$0	\$0	\$0	\$1,526,757	\$1,526,757	3/29/2018	3/29/2018	6/18/2018	10/8/2018
P-12-A	US 285 over RIO CONEJOS OVERFLOW	5	23069	1	Bridge Replacement and Major Rehabilitation	\$192,900	\$0	\$0	\$0	\$192,900	\$5,240,000	\$0	\$0	\$0	\$5,240,000	\$5,432,900	4/18/2019	11/1/2025	4/1/2026	5/1/2027
P-07-S	SH151 ML (Culvert Failure)	5	25737	1	Bridge Replacement and Major Rehabilitation	\$183,662	\$0	\$0	\$0	\$183,662	\$3,887,602	\$0	\$0	\$0	\$3,887,602	\$4,071,264	4/24/2023	6/23/2023	8/31/2023	11/22/2023
J-12-AJ	US 285 ML over DRAW	5	26105	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$605,373	\$0	\$0	\$0	\$605,373	\$605,373	1/4/2024	4/15/2024	8/21/2024	
P-05-B	US 160 over Florida River	5	26704	1	Bridge Replacement and Major Rehabilitation	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$14,000,000	\$0	\$0	\$14,000,000	\$15,000,000	9/1/2024	2/28/2026		
L-11-C	SH 114 Timber Bridges	5	26416	1	Bridge Replacement and Major Rehabilitation	\$862,635	\$0	\$0	\$0	\$862,635	\$0	\$0	\$0	\$0	\$0	\$862,635	9/1/2024	2/18/2027		
K-09-B	SH 114 Timber 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	9/1/2024	2/18/2027		
F-13-Y	EJMT Tunnel Projects	1	TBD	1	Tunnel	\$0	\$0	\$0	\$0	\$0	\$0	\$21,500,000	\$0	\$0	\$21,500,000	\$21,500,000				
F-13-X	EJMT Tunnel Projects	1	TBD	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				
F-13-Y	Plenum Liner	1	25881	0	Tunnel	\$0	\$0	\$0	\$0	\$0	\$0	\$28,009,084	\$0	\$0	\$28,009,084	\$28,009,084			7/31/2023	10/31/2025
F-13-X	Plenum Liner	1	25881	0	Tunnel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			7/31/2023	10/31/2025
F-13-Y	EJMT LED Lighting Upgrade	1	26276	0	Tunnel	\$0	\$1,803,600	\$0	\$0	\$1,803,600	\$0	\$42,446,400	\$0	\$0	\$42,446,400	\$44,250,000	11/18/2024			
F-13-X	EJMT LED Lighting Upgrade	1	26276	0	Tunnel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
F-13-Y	EJMT Generator Upgrade	1	25306	0	Tunnel	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000,000	\$0	\$0	\$13,000,000	\$13,000,000				
F-13-X	EJMT Generator Upgrade	1	25306	0	Tunnel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
L-22-LL	SH71 over ARKANSAS RIVER	2	24738	1	Preventative Maintenance	\$18,918	\$0	\$0	\$0	\$18,918	\$953,208	\$0	\$0	\$0	\$953,208	\$972,126	4/12/2022		10/4/2022	6/15/2023
F-13-V	I-70 MP 211 Repair	3	26060	1	Preventative Maintenance	\$25,000	\$0	\$0	\$0	\$25,000	\$40,000	\$0	\$0	\$0	\$40,000	\$65,000				
F-08-AD	I-70 Glenwood Canyon Preventative Maintenance	3	25603	1	Preventative Maintenance	\$0	\$0	\$0	\$0	\$0	\$8,655,008	\$0	\$0	\$0	\$8,655,008	\$8,655,008			12/12/2024	
F-08-AE	I-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	
F-08-AH	I-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	
F-08-AL	I-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	
F-08-AR	I-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	
F-08-AS	I-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	
F-08-AU	I-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	
F-08-AV	I-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	
F-08-BC	I-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	
F-08-BH	I-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	
F-08-BI	I-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	
F-08-BJ	I-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	
Total Bridge Replacement and Major Rehabilitation Structures			224																	
Total Tunnel Projects			3																	
Total Preventative Maintenance Structures			14																	
Total			241																	

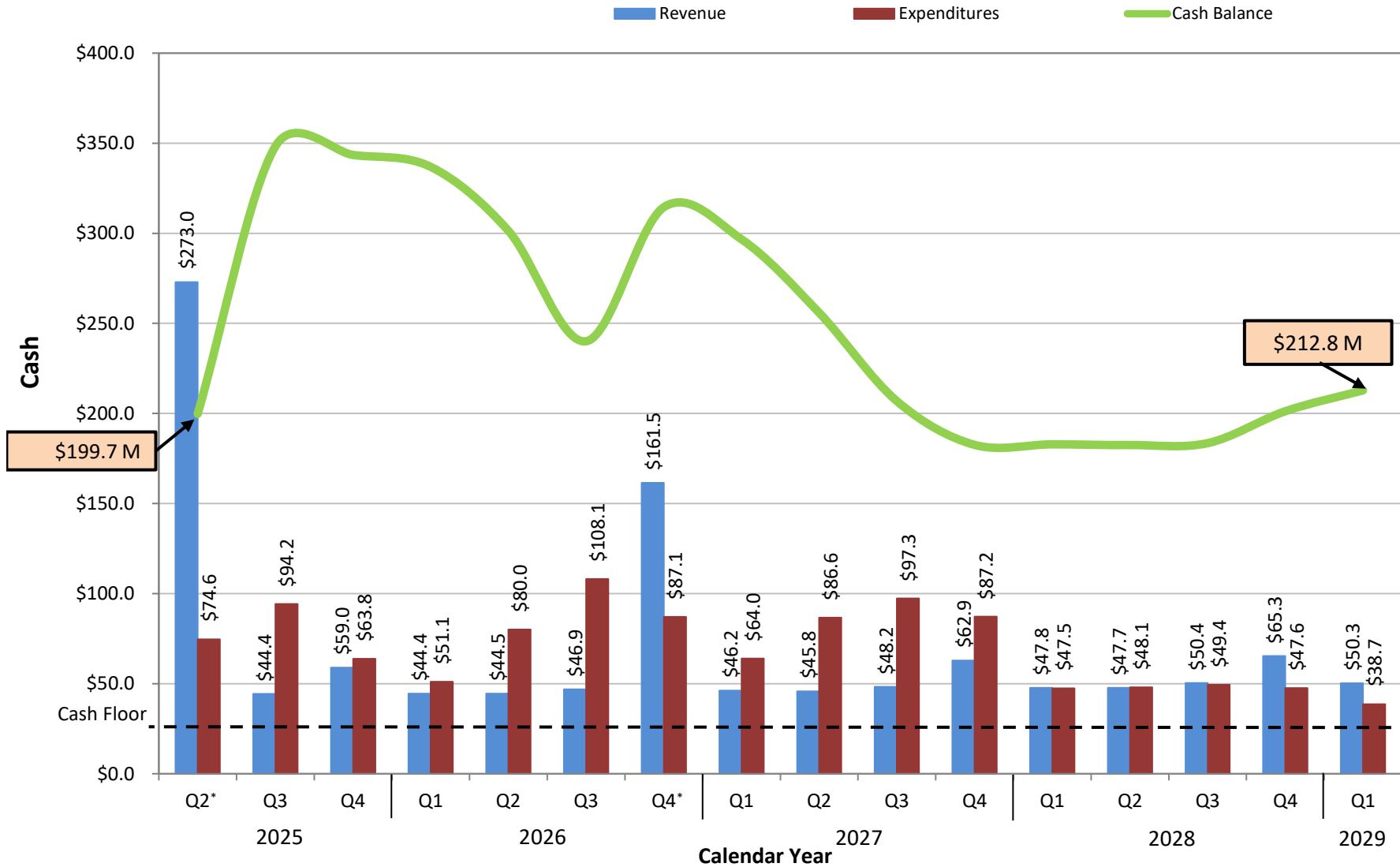
1: Infrastructure Revenue Bond Series 2024A, 2025A, and contemplated financings totaling \$450-\$500 million
2: Other funds made up of Federal, State, Local, Bank of America Loan, and 2010A Bonds Principal and Interest

Statewide Bridge and Tunnel Enterprise
Program Allocation Plan - Quarterly Update
As of March 31, 2025 (FY25 - Q3)

Funding Source	Preconstruction	Construction	Total
FASTER	\$ 310,966,414	\$ 1,147,208,124	\$ 1,458,174,539
SB-260 Bridge and Tunnel Fees	\$ 6,803,600	\$ 237,173,963	\$ 243,977,563
Infrastructure Revenue Bonds (Principal and Interest) ¹	\$ -	\$ 490,401,787	\$ 490,401,787
Federal	\$ 8,792,270	\$ 31,815,348	\$ 40,607,618
State	\$ 925,518	\$ 143,827	\$ 1,069,345
Local	\$ 25,139,797	\$ 11,163,135	\$ 36,302,932
Bank of America Loan	\$ 12,030,650	\$ 28,668,324	\$ 40,698,974
Series 2010A Bonds (Principal and Interest)	\$ 53,382,847	\$ 254,586,876	\$ 307,969,723
Total	\$ 418,041,095	\$ 2,201,161,384	\$ 2,619,202,479

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

Statewide Bridge and Tunnel Enterprise Four Year Quarterly Cash Flow Projection (\$ in millions)



*The spikes in cash balances are the result of the 2025A IRB issuance and the forecast issuance of \$100 million in 2026.