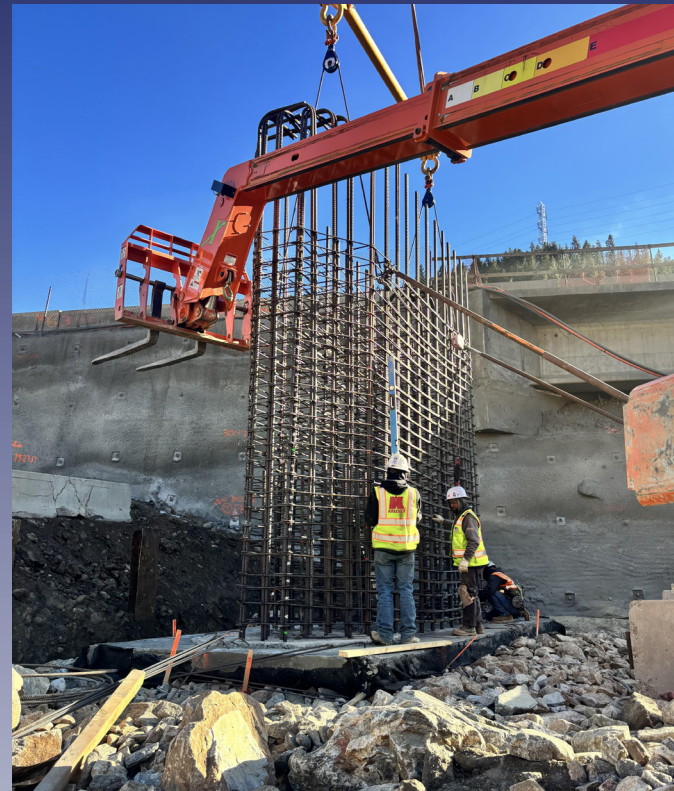


Bridge and Tunnel Enterprise Q3 FY2026 Report



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This report is the 60th 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 2026; which coincides with the third quarter of the Colorado Department of Transportation's (CDOT) 2026 Fiscal Year (Q3 FY2026). Detailed information regarding the Funding Advancement for Surface Transportation and Economic Recovery (FASTER) legislation, Sustainability of the Transportation System (SB21-260) legislation, Scope of Bridge and Tunnel Enterprise legislation (HB23-1276), program developments and activities, bond programs, previous significant milestones and achievements can be found in the Program Annual Newsletters and Quarterly Reports and are viewable on the Bridge and Tunnel Enterprise page on CDOT's website at <https://www.codot.gov/programs/BridgeEnterprise>, or by request (email: cdot_bteadmin@state.co.us). The following is an itemization of significant Q3 FY2026 BTE activities, which are discussed in further detail later in the report:

- Supported CDOT with the ongoing delivery of the CDOT 10-Year Plan and continued the execution of BTE's Plan of Finance to advance planned projects with BTE eligible scope items:
 - Continued planning efforts for a new money financing in 2026 for BTE's calendar year 2026 and 2027 construction projects.
 - Engaged with the rating agencies to communicate recent enhancements to BTE's credit profile and highlight BTE's continued positive credit momentum, resulting in the following developments:
 - Moody's Ratings upgraded the Infrastructure Revenue Bond (IRB) lien one notch to Aa3 (Positive Outlook) from A1 (Stable Outlook) and affirmed the Senior Lien at Aa1 (Stable Outlook).
 - S&P Global Ratings upgraded the IRB lien two notches to AA- (Stable Outlook) from A (Stable Outlook) and affirmed the Senior Lien at AA+ (Stable Outlook).
 - Identified opportunities to budget cost savings on projects funded through bond proceeds and interest earnings on bond proceeds to advance additional bridge projects to construction.
- Continued the development of the new BTE Bridge Preventative Maintenance Program, which was vetted by the BTE Board of Directors in Q2 of FY2026, in collaboration with CDOT Staff.
 - The first phase of the program will strategically infuse \$125 million of funding to perform joint repair and replacement, bridge deck overlay and waterproofing membrane replacement, bridge deck repairs, and other safety related repairs on bridges that are forecast to deteriorate to poor condition over the next 20 years.
- Received Board approval of the Final Fiscal Year (FY) 2026-27 BTE Annual Budget.
- Drafted and finalized the 59th Bridge and Tunnel Enterprise Quarterly Report (Q2 FY2026).
- Received Board approval for the 7th Budget Supplement of FY2026 to increase the construction phase for the US 40 over Shelton Ditch (C-08-A_minor) bridge replacement project in Routt County and award the project.
- Received Board approval for the 8th Budget Supplement of FY2026 to increase the design phase budget for the I-270 Critical Bridges project (E-17-ID, E-17-IE, E-17-IF, E-17-IG, E-17-IH, E-17-IJ) in Adams County.
- Received Board approval to commit up to \$11 million in BTE state matching funding for the 23rd Avenue Bridge Improvements project that was submitted for the USDOT Federal Fiscal Year 2026 Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program.
- 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.
- Completed monthly updates to the program schedule for work completed in January, February, and March of 2026, and conducted the regularly scheduled Schedule Change Control Board meetings.
- Performed status updates for various program metrics including major achievements, total program financial performance, and status of BTE eligible structures.
- Drafted, finalized, and distributed the Q3 FY2026 BTE Bridge Prioritization Plan based on the updated Staff Bridge Poor List (advanced to the Q2 FY2026 report for expedited distribution).

BTE Plan of Finance

BTE continues to coordinate closely with CDOT to ensure that its Plan of Finance addresses the critical BTE-eligible needs identified in the current CDOT 10-Year Plan (Fiscal Year (FY) 2023-2026) and the next iteration of the Plan (FY2027-2030), which is pending Transportation Commission approval in Q4 of FY2026, while maintaining capacity to address ongoing statewide bridge and tunnel needs through its pay-as-you-go program. The successful issuance of the second tranche of the Enterprise’s Senior Infrastructure Revenue Bonds (“IRBs”) in Q4 FY2025 generated a \$225 million project fund to support CDOT with the funding and delivery of the 10-Year Plan, specifically I-70 Floyd Hill Construction Package #4 (see BTE Funded Project Status Updates). These funds, as well as the funds from BTE’s first tranche of IRBs, are fully budgeted to BTE’s capital construction program. BTE IRB issuances to date have generated approximately \$392 million in proceeds and BTE is currently contemplating a third and final IRB transaction to eliminate the Enterprise’s current funding gap and facilitate the timely completion of several key strategic projects. To date, over \$149 million of the proceeds have been expended (see Figures J and K). A high-level progress update for the BTE eligible scope included in the 10-Year Plan is provided below in Figure A.



BTE Funded Bridge Progress

	12 bridges in planning
	17 bridges in design
	6 bridges in construction
	14 bridges completed



EJMT Maintenance & Repairs





	Design initiated to replace aging lighting system
	\$31M allocated to active construction projects
	FY2025 Bridge and Tunnel Fees fully programmed
	\$100M in total BTE funds committed

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

During this quarter, BTE engaged with the rating agencies to communicate recent structural credit enhancements to BTE’s IRB lien and highlight BTE’s continued positive credit momentum. This outreach resulted in several recent developments with the rating agencies, which are summarized in Table 1 below. These credit rating upgrades demonstrate the strength and stability of BTE’s management and revenue streams and will result in lower borrowing costs, by lowering interest rates, both for BTE’s planned IRB transaction and future transactions. These developments also provide enhanced market credibility, which will provide better access to capital markets, and more options for efficiently financing future projects and programs.

Table 1. Rating Agency Updates

Agency	Status/Action	Details
Moody’s Ratings	Upgrade and Affirmation	Upgraded the IRB lien one notch to ‘Aa3’ (Positive Outlook) from ‘A1’ (Stable Outlook) and affirmed the Senior Lien at ‘Aa1’ (Stable Outlook)
S&P Global Ratings	Upgrade and Affirmation	Upgraded the IRB lien two notches to ‘AA-’ (Stable Outlook) from ‘A’ (Stable Outlook) and affirmed the Senior Lien at ‘AA+’ (Stable Outlook)

Federal Discretionary Grants - Recent Grant Funding Match Request

In December 2025, USDOT released a Notice of Funding Opportunity (NOFO) for the FY2026 Better Utilizing Investments to Leverage Development (BUILD) program. BUILD is a competitive, discretionary grant program that focuses on planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation. The goal of the BUILD program is to fund eligible surface transportation projects that will have a significant local or regional impact and improve transportation infrastructure.

During this quarter, CDOT and BTE partnered to develop a BUILD grant application for the 23rd Avenue Bridge Improvements Project. This application was made possible by the BTE Board's pledge of \$11 million in BTE funds to meet the required state match funding levels for the BUILD program. This project will improve safety for the traveling public by replacing the poor-rated 23rd Avenue over I-25 (F-16-DA) bridge in Denver. In addition to being poor-rated due to the deterioration of the deck, this structure has a minimum vertical clearance of 14'-3", which is significantly below the federal standard of 16'-0", contributing to numerous bridge strikes from over-height vehicles.

Table 2. BTE Eligible Bridge Structures Approved Funding Match for BUILD Discretionary Grants in Q3 FY2026

BUILD Category	Bridge ID	Region	Facility Carried over Featured Intersection	County	Deck Area	Condition Rating
Capital	F-16-DA	1	23rd Avenue over I-25 ML	Denver	11,341	Poor

US 6 over Elk Creek (F-06-A) Bridge Slide

The US 6 over Elk Creek (F-06-A) project is replacing one poor-rated steel low truss structure in the Town of New Castle in Garfield County. Significant corrosion and deterioration of the steel elements has resulted in the structure being load posted, which creates significant operational and reliability concerns for the I-70 corridor, as US 6 serves as the primary detour for I-70 at this location. Construction using Construction Manager/General Contractor (CM/GC) contracting began in Q2 FY2026.

Maintaining traffic during construction is a project priority due to the criticality of US 6. To minimize traffic disruptions, the accelerated bridge construction technique of a bridge slide, which consisted of moving the existing structure laterally from the existing bridge abutments to newly constructed abutments to provide clearance to construct the new bridge on the existing alignment, was completed during a full closure of US 6. The closure began after the school adjacent to the bridge closed on Thursday, February 26, 2026 and the bridge reopened to traffic on Friday, February 27, 2026 in under 24-hours.



Image 1-3. Progression of the US 6 over Elk Creek Bridge Slide

In Q3 FY2026, staff continued to make progress addressing the state’s poor-rated bridge population and completing tunnel projects. A summary of the Enterprise’s activities and accomplishments for this period is provided below.

The Board approved an increase to the design phase budget for six poor-rated bridges included in the I-270 Critical Bridges project as part of a planned incremental budgeting process. The I-270 Critical Bridges project will accelerate the replacement of eight total bridges on the I-270 corridor between York Street and Vasquez Boulevard as the first phase of the I-270 Improvement and Congestion Relief 10-Year Plan project. Additional funding was approved at this time as the coordination between the I-270 Critical Bridges design team and the I-270 EIS team continues. The iterative nature of the EIS effort, coordination with project stakeholders, and the process of producing optimized structure designs that meet stakeholder requirements, has required the design phase budget to be supplemented incrementally throughout the design process. As the NEPA review process for the project is still ongoing, it is important to note that design elements funded through the supplement which could materially impact the objective consideration of alternatives in the NEPA review process for the project and/or cause adverse environmental impacts will not be performed until the NEPA process concludes.

Table 3. Structures with Design Funding Approved in Q3 FY2026

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 ML WBND over Service Road, BNSF RR	Adams



Image 4. Spalling and Deterioration to Superstructure on I-270 EBND over South Platte River



Image 5. Repairs to the Deck Underside on I-270 WBND over Ditch Road, Burlington Canal



Image 6. Exposed Rebar and Deterioration to Deck Underside on I-270 WBND over Service Road, BNSF, RR



Image 7. Failed Patch to Deck on I-270 WBND over Service Road, BNSF, RR

The Board also approved an increase to the construction phase budget for the US 40 over Shelton Ditch (C-08-A_Minor) Bridge Replacement to award the project. The project was advertised and received five bids. The bids were determined to be reflective of current market conditions in the Steamboat Springs area and additional funding was approved so that the project could be awarded, accelerating the replacement of this poor-rated structure and avoiding significant schedule delays, potential cost escalation, and increases to staff level of effort.

Table 4. Structures with Construction Funding Approved in Q3 FY2026

Bridge ID	Region	Facility Carried over Featured Intersection	County
C-08-A_Minor	3	US 40 ML over Shelton Ditch	Routt



Image 8. US 40 ML over Shelton Ditch



Image 9. Cracks in Timber Pile of US 40 ML over Shelton Ditch

In Q3 FY2026, two structures completed construction as part of the I-25 and CO 94 Safety and Mobility Improvements (MAMSIP) 10-Year Plan project.

Table 5. Structures that Completed Construction in Q3 FY2026

Old Bridge ID	New Bridge ID	Region	Facility Carried over Featured Intersection	County
I-17-GQ	I-17-GS	2	I-25 ML NBND over Academy Blvd	El Paso
I-17-GR	I-17-GS	2	I-25 ML SBND over Academy Blvd	El Paso



Image 10 & 11. Completed I-25 ML over Academy Blvd

Q3 FY2026 BTE Eligible Poor-rated Bridge Statistics

- 2 structures completed construction (I-17-GQ & I-17-GR)

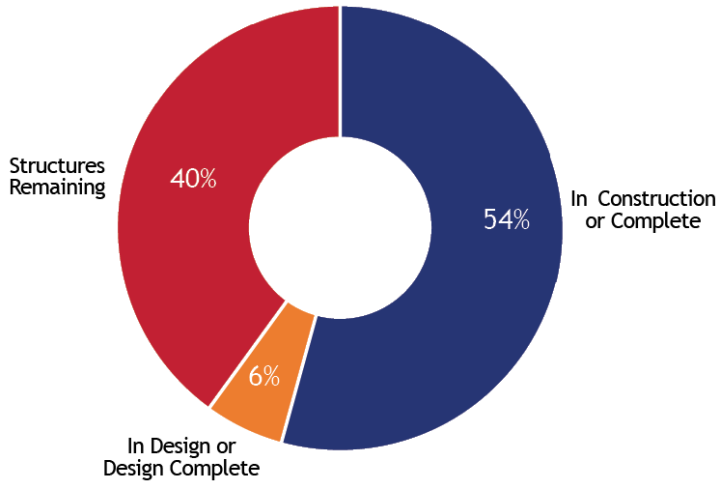


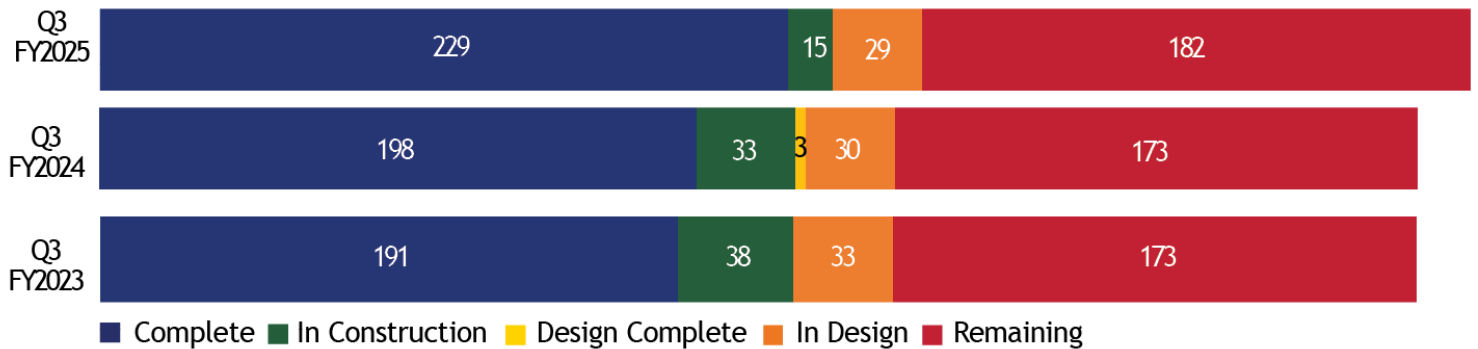
Table 6. Project Status of BTE Eligible Poor-rated Bridges

Project Status	Q3 FY2026 # of Structures	Q2 FY2026 # of Structures
Remaining	188	188
In Design	24	24
Design Complete	3	3
In Construction	15	17
Complete	240	238
Total	470	470

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

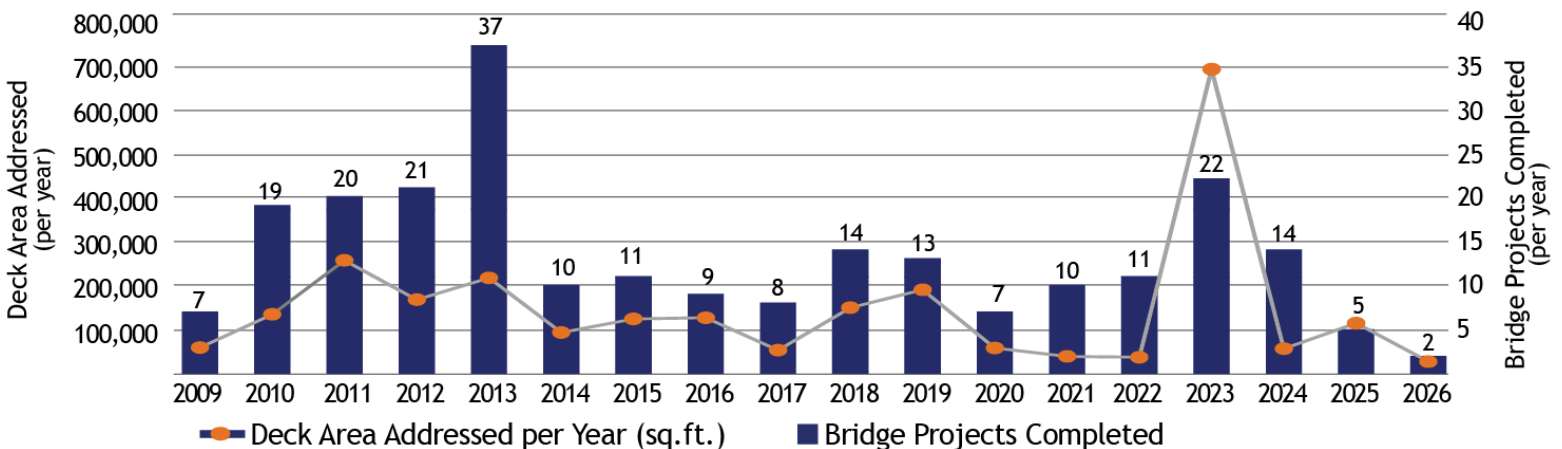


Figure C. Historic Status of BTE Eligible Poor-rated Bridges



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

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



Active Project Portfolio

The BTE program continues to deliver near historic levels with a robust active project portfolio consisting of 26 bridge projects that will rehabilitate or replace 42 BTE eligible structures and address approximately 400,000 square feet of eligible poor-rated bridge deck area statewide. Additionally, there is one active tunnel projects ongoing at the Eisenhower Johnson Memorial Tunnel facility and a preventative maintenance project to address 856 linear feet of expansion joints and 1,180 linear feet of bridge rail on 12 structures in Glenwood Canyon. The map below provides the locations of all active BTE projects¹.

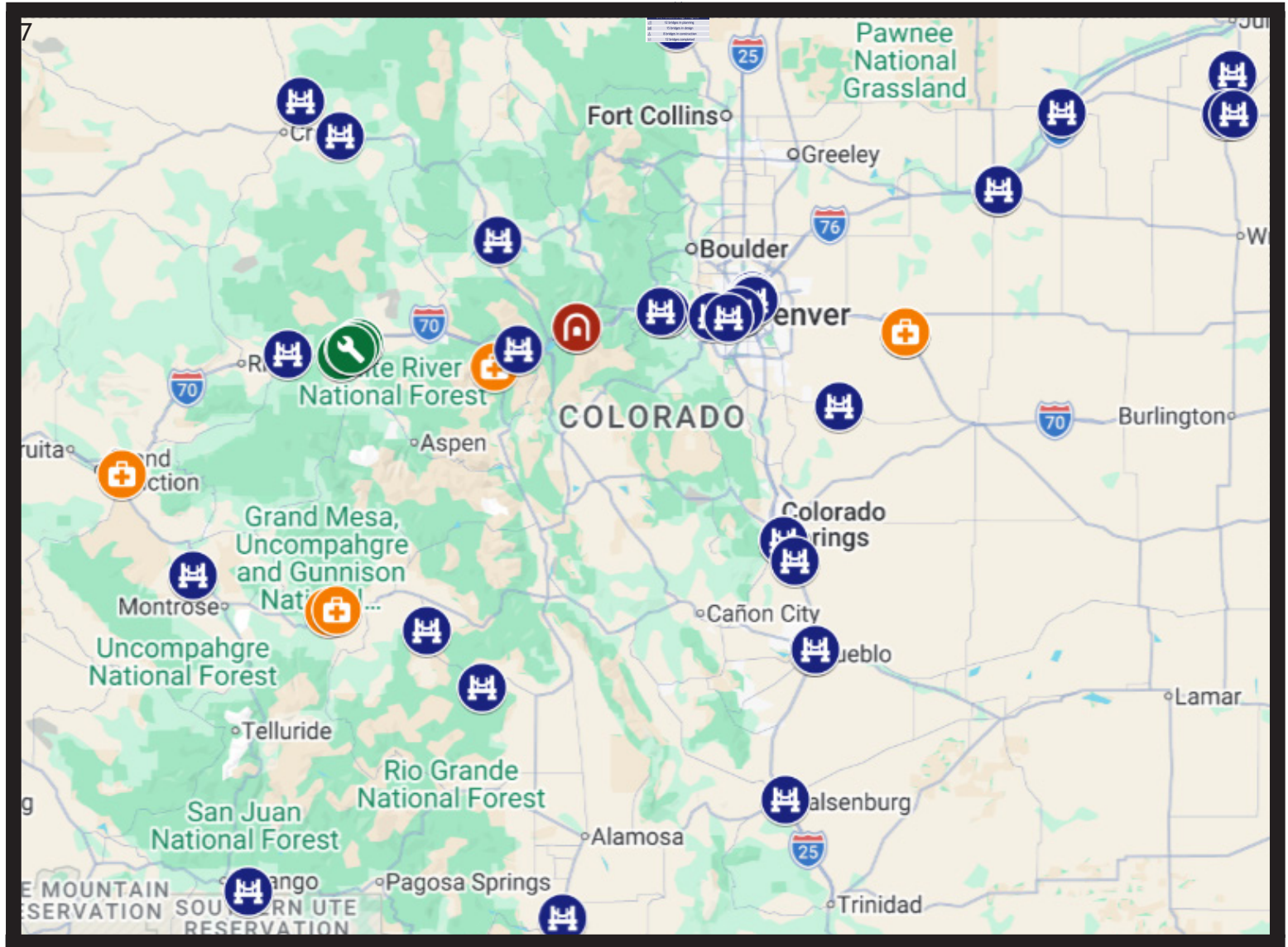


Image 12. BTE Active Project Portfolio **Project Type:** Replacement Rehabilitation Tunnel Bridge Preventative Maintenance

Program Controls

The active project Schedule Performance Index (SPI) at the end of Q3 FY2026 was 0.93, consistent with Q2 FY2026 performance levels. This key performance indicator is used by Enterprise staff to monitor projects that have the potential to fall behind their baseline schedule. An active project SPI above 0.90 generally indicates that projects in the Enterprise's project portfolio are being executed efficiently. The program's active project SPI for Q3 FY2026 is listed to the right by month.

Table 7. Active Project SPI by Month

Month	Active SPI
January	0.96
February	0.94
March	0.93

The active project SPI for the BTE Program is 0.93, exceeding the 0.90 BTE Program goal.

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

Holyoke Bridge Bundle - US 6 and US 385 Bridge Replacements

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



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

Project Updates

- The replacement structures for B-27-D and A-27-A were opened to traffic at the end of 2025.
- Winter construction shutdown will end in March.
- Construction of the remaining B-27-A and B-27-F replacement structures on US 6 is scheduled to occur during the 2026 construction season.
- The overall project is scheduled to complete construction in fall 2026.

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

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

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



Image 14. Construction on the New Pueblo Freeway Project

Project Updates

- BTE provided \$44 million in funding to the project through the Series 2024A Infrastructure Revenue Bonds.
- Construction of the bridge replacing K-18-L over Fountain Creek started in late 2024.
- Construction of the two bridges replacing K-18-J started construction in spring 2025.
- A new I-25 traffic configuration and a new 29th Street on-ramp to SBND I-25 opened this quarter (Q3 FY2026).
- The overall project is scheduled to complete construction in late 2027.

I-70 Floyd Hill

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

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



Image 15. Drilled Shaft for the Future I-70 over Clear Creek Structure

Project Updates

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

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

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

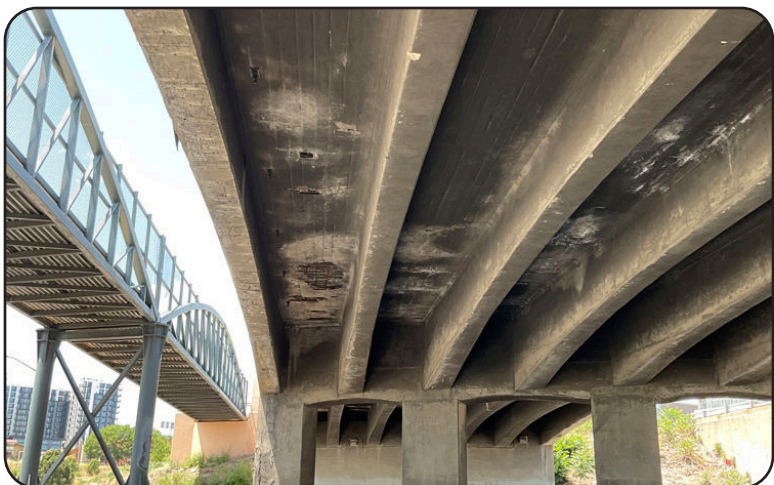


Image 16. Superstructure of Speer Blvd. over I-25 ML

Project Updates

- The project has made significant progress with planning and National Environmental Policy Act and is continuing to work toward a categorical exclusion agreement.
- Additional design phase budget was approved by the Board in Q1 FY2026 to fund the project through 30% design.
- Preliminary geotechnical investigations and utility locations are progressing.
- Structure selection efforts are ongoing.
- The project is scheduled to complete 30% design in spring 2026.

I-70 Vail Pass Safety and Operations Improvement Project

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



Image 17. Deck Work for the New I-70 EBND Structure

Project Updates

- BTE provided \$108.6 million in funding to the project through a combination of the Series 2024A Infrastructure Revenue Bonds, FASTER bridge safety surcharge revenues, and SB21-260 bridge and tunnel fee revenues.
- Construction Package #3 (CP #3), which included the westbound bridge (F-12-AT), was completed in fall 2024.
- Construction of the eastbound (EBND) bridge (F-12-AS) in CP #5 started in spring 2024 and is scheduled to complete in fall 2026.
- I-70 EBND traffic was switched from the existing EBND bridge to the new EBND bridge in September 2025, allowing demolition of the existing bridge to commence.

I-270 Critical Bridges Project

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



Image 18. Repairs on I-270

Project Updates

- CDOT is advancing the Environmental Impact Statement (EIS) for the larger corridor improvement project, which will serve as the clearance document for I-270 Critical Bridges Project.
- CM/GC project delivery was approved by the Transportation Commission June 2022.
- A CDOT (non-BTE) construction contract to repair the bridges and keep them operating safely until they are replaced was completed in 2024. A second repair contract to install temporary barriers was completed in 2025.
- Design reached 60% completion in November 2025.
- The Draft Environmental Impact Statement (DEIS) was published in November 2025.



Eisenhower Johnson Memorial Tunnels Maintenance and Repairs



Image 19. EJMT Tunnel

The total cost of the projects needed to address the current maintenance and repair backlog at EJMT is estimated at \$150 million, of which, \$84 million has been delivered to-date. These projects are currently identified in CDOT’s 10-Year plan. The passage of Senate Bill 21- 260 provided dedicated funds intended to accelerate the highest priority EJMT projects, and in June 2022, the Board committed \$100 million in BTE Funding for these critical projects. Below is an update on the BTE funded projects

LED Lighting Project

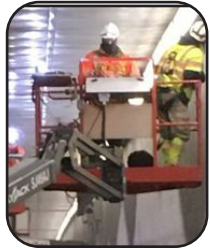


Image 20. Repairs on the EJMT Lighting

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

Project Updates

- Design started in June 2025 and is scheduled to be completed in fall 2026.
- Design activities completed during this quarter include, but are not limited to, lighting layouts, branch circuit and power plans, and finalizing historic consultation.
- Project advertisement is scheduled for fall 2026.

FY2026 BTE Revenue Sources

BTE has several revenue sources, which include but are not limited to, statutorily approved user fees, federal funds, revenue bonds, and interest earnings. BTE’s primary revenue sources for FY2026 are forecast to be the Bridge Safety Surcharge and the Bridge and Tunnel Impact and Retail Delivery fees, which account for 95% BTE’s total forecast revenue collections. CDOT’s Office of Financial Management and Budgeting (OFMB) updates the BTE revenue forecast on a quarterly basis and provides this information to the Enterprise to guide the development of the Enterprise’s annual budget and inform programmatic funding allocations. Figure E below provides a summary of the FY2026 BTE revenue forecast by revenue source, as of July 2025. At this time, the Enterprise’s total revenue collections for FY2026 were forecast to be approximately \$186.3 million. Total revenue collections as of March 31, 2026 are shown in Figures F, G, and H by revenue source.

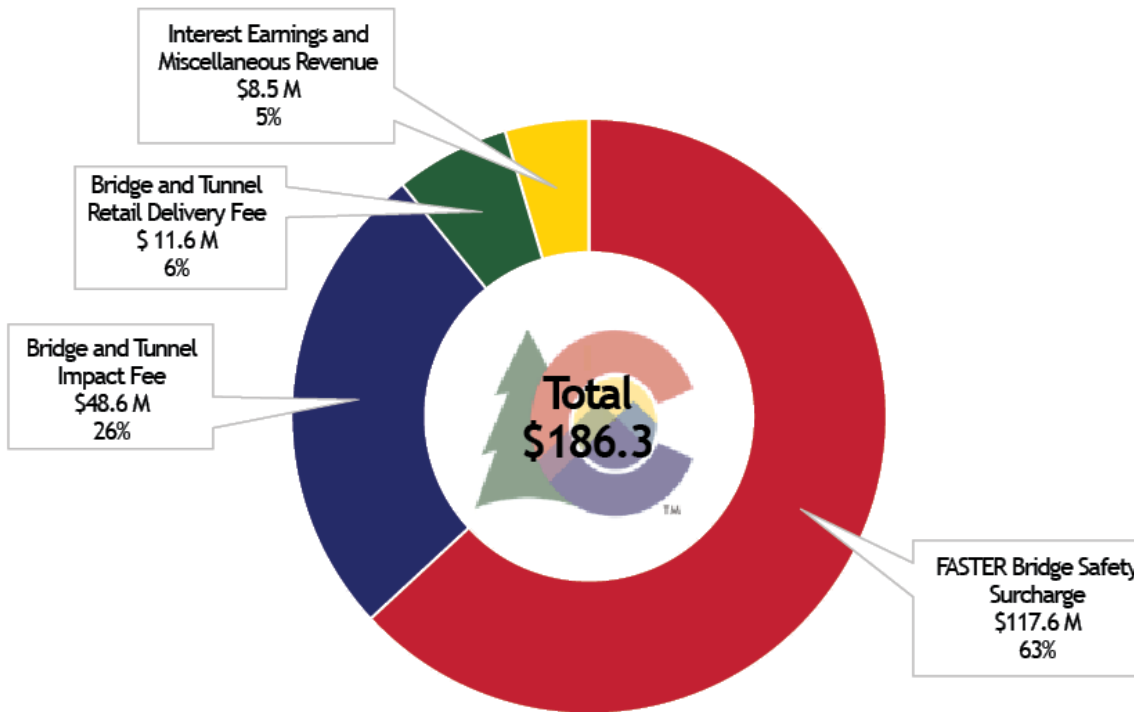


Figure E. FY2026 BTE Revenue Forecast by Revenue Source (\$ in millions)

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

In 2009, Funding Advancement for Surface Transportation and Economic Recovery, otherwise known as FASTER, was signed into law. The legislation authorized BTE to collect a bridge safety surcharge dedicated to funding projects to address on-system, poor-rated bridges. The surcharge ranges from \$13 to \$32, based on vehicle weight, and is collected annually when vehicles are registered in the state.

The budgeted amount of FASTER funds for this fiscal year is \$117.6 million and the most recent Q3 FY2026 revenue forecast predicts \$118.1 million in collections. As of March 31, 2026, revenue collections totaled \$86.8 million. This information is shown to the right in Figure F.

In 2021, SB21-260, also known as Sustainability of the Transportation System, modified the scope of the Enterprise to include tunnel projects and authorized it to impose a Bridge and Tunnel Impact fee on special fuel and a Bridge and Tunnel Retail Delivery fee. The Bridge and Tunnel Impact fee is a per gallon special fuel fee that will be phased in from FY2023 to FY2032. The Bridge and Tunnel dedicated portion of the Retail Delivery Fee is a flat fee of 3.0 cents that is placed on all retail deliveries. These fees are indexed to the National Highway Construction Cost Index (NHCCI) after FY2032 and FY2023, respectively.

The budgeted amount of SB21-260 funds for this fiscal year is \$60.2 million and the most recent Q3 FY2026 revenue forecast predicts \$59.1 million in collections. As of March 31, 2026, revenue collections totaled \$41.4 million. This information is shown to the right in Figure G.

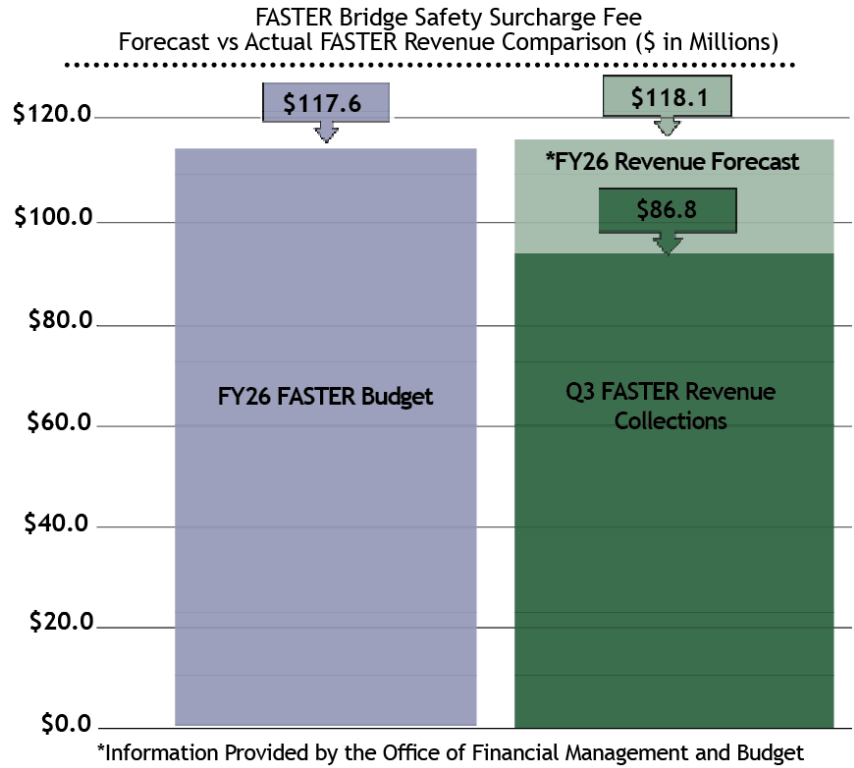


Figure F. Forecast vs Actual FASTER Revenue Comparison

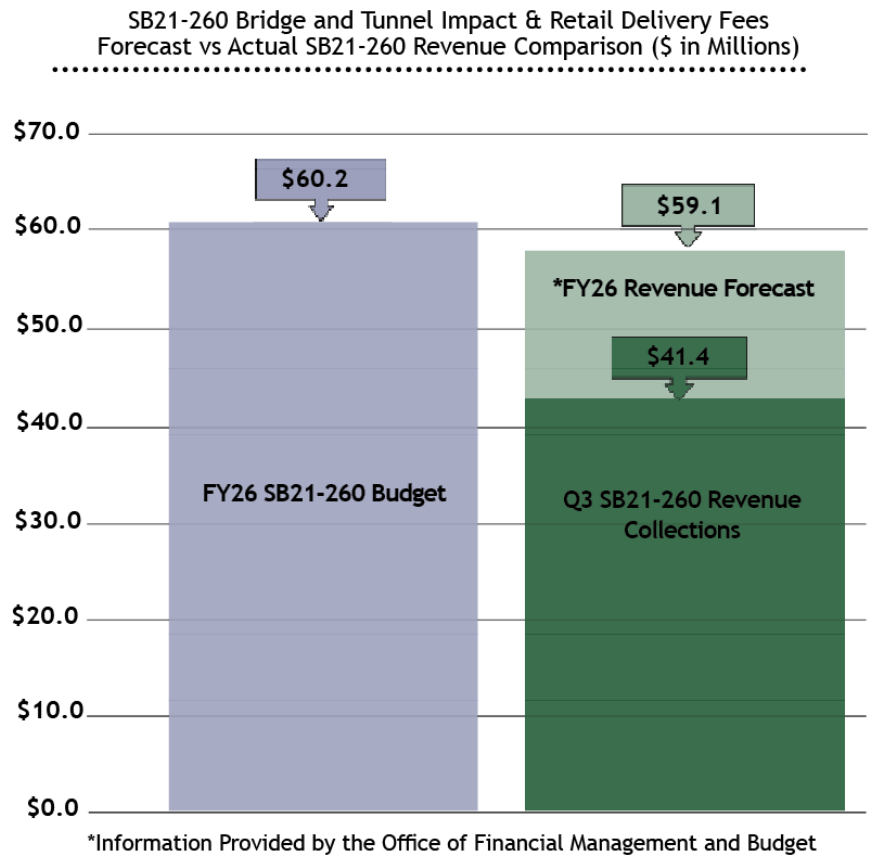
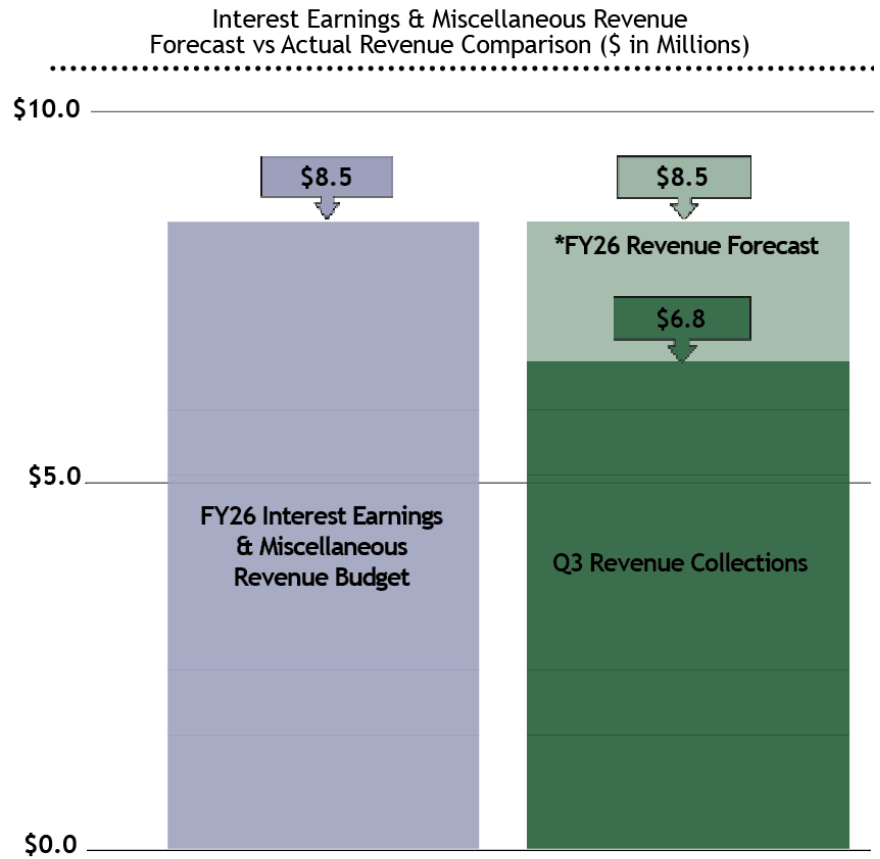


Figure G. Forecast vs Actual SB21-260 Revenue Comparison

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

The budgeted amount of funds for these sources is \$8.5 million for this fiscal year, which is consistent with the most recent Q3 FY2026 revenue forecast. As March 31, 2026, revenue collections totaled \$6.8 million.



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

FY2026 BTE Program Allocations

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

- **Administrative & Operating** - Allocation for expenses such as staff compensation, program support, and financing programs.
- **Maintenance** - Funds the BTE/CDOT agreement to perform routine maintenance of all BTE-owned bridges. Examples of major activities include snow removal, sweeping, and trash removal.
- **Bridge Preservation** - Funds used to perform more extensive bridge preventative maintenance treatments, such as joint repair or replacement, waterproofing, and deck overlays, on aging BTE-owned bridges.
- **Debt Service & Availability Payments** - Debt service for the Series 2019A and 2024B Senior Revenue Bonds, the BTE share of the Central 70 availability payment, and debt service for the Series 2024A and 2025A Senior Infrastructure Revenue Bonds.
- **Construction Program** - Programmed for BTE-eligible capital construction projects based on the BTE Capital Project Plan and the CDOT 10-Year Plan.

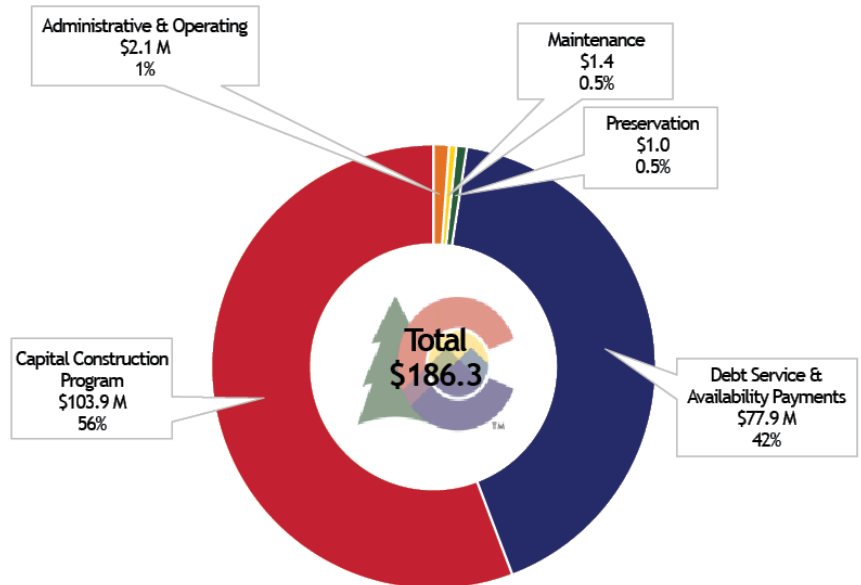


Figure I. FY2026 BTE Program Allocations (\$ in millions)

BTE Financial Statistics

- The following is a summary of financial statistics for BTE’s capital construction program as of March 31, 2026.
- The program has multiple funding sources, including proceeds and interest earnings from the Series 2024A and Series 2025A Infrastructure Revenue Bonds (IRB), FASTER bridge safety surcharge (revenues collected yearly from vehicle registrations), SB21-260 Bridge and Tunnel Impact and Retail Delivery Fees, and other funds, which are primarily federal funds and proceeds and interest earnings from previous financing initiatives.
- From program inception or life-to-date (LTD) through March 31, 2026, a total of approximately \$2,318.3 million has been budgeted (all funding sources), and Expenditures and Encumbrances are \$1,969.8 million and \$172.8 million (all funding sources), respectively. Reference Table 8 below for details by funding source.
- For comparison purposes, the totals from the previous quarterly report (Q2 FY2026) are reported in the table below.

Table 8. Program Financial Statistics as of March 31, 2026 (\$ in millions)

Financial Component	IRB Proceeds and Interest*	FASTER Bridge	SB21-260	Other Funds	Total Q3 FY2026	Total Q2 FY2026
Budget	\$396.3	\$1,400.3	\$96.9	\$424.8	\$2,318.3	\$2,300.8
Expenditures	\$150.3	\$1,322.9	\$71.8	\$424.8	\$1,969.8	\$1,948.8
Encumbrances	\$123.4	\$45.9	\$3.5	\$0.0	\$172.8	\$186.1

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

The BTE program currently consists of 270 bridge structures and four tunnel projects, including 15 structures funded with IRB bond funds. The bridge count increased by 8 since Q2 FY2026 due to an updated structure list for the Glenwood Critical Asset Repair project and the addition of one Bridge Preventative Maintenance Project. The current programmed amount for these 270 structures and four tunnel projects is approximately \$3,087.7 million. Table 9 below provides an itemization of current allocations by funding source for the BTE program.

Table 9. Active BTE Project Allocations as of March 31, 2026 (\$ in millions)

Total Estimated IRB Proceeds and Interest	FASTER Bridge	SB21-260	Other Funds	Total Q3 FY2026	Total Q2 FY2026
\$501.3	\$636.3	\$469.5	\$13.2	\$1,620.3	\$2,150.6

Table 10. Life-to-Date (LTD) BTE Project Allocations as of March 31, 2026 (\$ in millions)

Total Estimated IRB Proceeds and Interest	FASTER Bridge	SB21-260	Other Funds	Total Q3 FY2026	Total Q2 FY2026
\$510.3	\$1,682.3	\$469.5	\$425.6	\$3,087.7	\$3,120.2

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 FY2026 through FY2032, and includes budget adjustments that have not been posted as of March 31, 2026. The program life-to-date (LTD) total liabilities for the BTE program are \$3,087.4 million, which includes \$1,620.3 million in open projects and \$1,467.1 million in closed projects. There was a decrease of \$32.8 million from the \$3,120.2 million total liability reported on December 31, 2025, which is due to refinements to cost estimates for the I-270 Corridor projects and project cost savings.

The Four-Year Quarterly Cash Flow Projection³ depicts all current available BTE cash balances, forecast revenues, and forecast expenditures for currently programmed projects. Also included in the cash flow are proceeds from the Series 2024A and Series 2025A IRB issuances and a third anticipated bond tranche to finance several CDOT 10-Year projects with BTE eligible scope, forecasted drawdowns associated with these projects during this four-year period, and estimated debt service for the bond issuances.

BTE is actively managing project schedules and evaluating financing for CDOT 10-Year plan projects to maintain a \$25 million cash floor. The current cash flow forecast indicates that the cash balance will remain above the \$25 million cash floor during the four-year period when the anticipated future bond issuances are included. The forecast \$109.7 million cash balance at the end Q1 of Calendar Year (CY) 2030 is expected to be expended on projects that will fall outside this four-year cash flow. BTE will continue to closely monitor project cost estimates, project timing, and revenues and will adjust its Plan of Finance and programmed projects to optimize the Enterprise's cash flow and limit the accumulation of significant cash balances.

² Reference Appendix B for the Program Allocation Plan

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

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

Projects funded with Series 2024A IRB proceeds include I-70 Floyd Hill Construction Package #3, the I-70 Vail Pass Safety and Operations Improvement Project, the I-25 and US 50B Interchange Reconstruction Project, and the US 50 Blue Mesa Bridges Emergency Response Project. Projected expenditures are forecast at \$130 million on March 31, 2026, an increase of \$8 million since December 31, 2025. Actual life-to-date (LTD) expenditures as of March 31, 2026 are \$120 million, as compared to \$111 million on December 31, 2025. The current encumbrance balance is \$24 million, \$10 million less than on December 31, 2025.

Floyd Hill Construction Package #4 is the only project funded with Series 2025A IRB proceeds. Projected expenditures are forecast at \$34 million on March 31, 2026, an increase of \$9 million since December 31, 2025. Actual LTD expenditures as of March 31, 2026 are \$29 million, as compared to \$23 million on December 31, 2025. The current encumbrance balance is \$99 million, \$13 million less than on December 31, 2025.

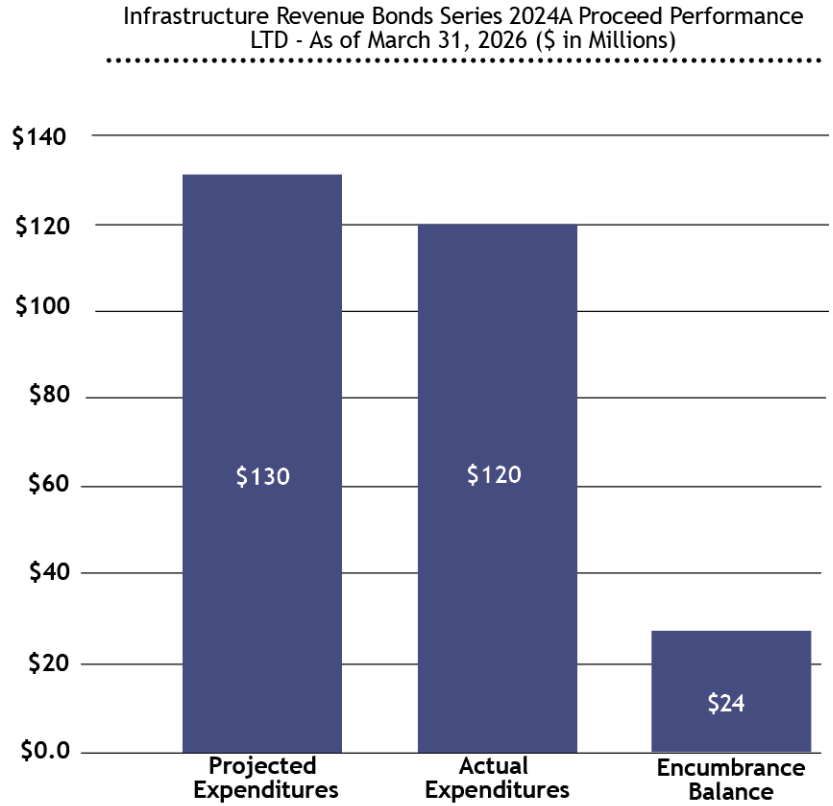


Figure J. Statewide Bridge & Tunnel Enterprise Program Performance IRB Series 2024A

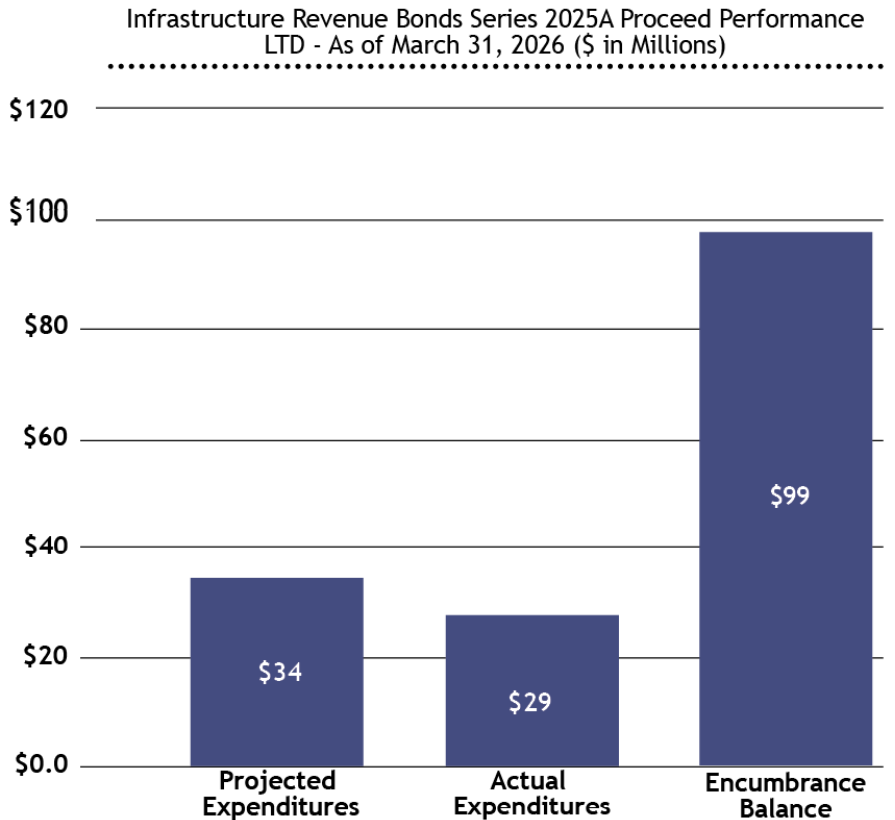


Figure K. Statewide Bridge & Tunnel Enterprise Program Performance IRB Series 2025A

Budget and Encumbrances

BTE staff continues to coordinate with the CDOT Region staff to de-budget projects that are substantially complete in accordance with SB 16-122. Table 11 shows the encumbrance and budget balances as of March 31, 2026, 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 11. Projects Substantially Complete Over Six Months Aging Encumbrance and Budget Balances

Region	Encumbrances (\$)	Budget Balances (\$)	Projects	Phases
1	136,126	620,852	2	2
2	103,317	640,855	1	3
3	0	30,408	1	1
4	0	0	1	1
5	0	0	0	0
Total	239,444	1,292,115	5	7
% of Total Current Program	0.14%	0.78%	11.9%	12.1%
Previous Quarter (Q2 FY2026)	750,528	2,893,996	5	7
Difference	(511,084)	(1,601,881)	0	0

There are five projects on the March 31st report. Two projects are from Region 1, one of which is in the process of liquidating remaining encumbrances and is expected to proceed to project closure soon, and the other is waiting on final Letter of Map Revision (LOMR) approval. A project from Region 2 is in the process of liquidating remaining encumbrances and is expected to proceed to project closure soon. A Region 3 project is in the process of completing required survey work, and a Region 4 project has proceeded to project closure and is being reported on the March 31st report since there was a negative balance from the previous month that has been resolved. Since December 31, 2025, the encumbrances decreased by \$511,084, and the budget balances have decreased by \$1,601,881.

Removed/Closed Out	Additions
Vail Pass I-70 Construction Package #3 US 50 over Blue Mesa Reservoir (K-07-B)	US 50 over Blue Mesa Reservoir (K-07-A) Eastern Plains Construction Package #4

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

Statewide Bridge and Tunnel Enterprise Program Allocation Plan Quarterly Update As of March 31, 2026 (FY26 - Q3)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precast FASTER Funds	Total Precast SB 260 Funds	Precast Infrastructure Revenue Bonds, 1	Total Precast Other Funds	Total Precast Funds	Total Construction FASTER Funds	Total Construction SB 260	Construction Infrastructure Revenue Bonds, 1	Total Construction Other Funds	Total Construction Funds	Total Project Funds	Precast Start Date	Ad Date	Construction Start Date	Construction Completion Date	Open/Closed	
E-17-EZ	B4th Ave over I-25 HL	1	17353	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	8/7/2009	11/4/2010	1/27/2011	8/8/2013	C	
F-16-B	1-70 FRONTAGE ROAD over Clear Creek	1	17671	1	Bridge Replacement and Major Rehabilitation	\$16,630	\$0	\$0	\$209,788	\$226,418	\$26,408	\$0	\$0	\$1,700,685	\$1,700,685	\$1,927,093	5/9/2008	6/3/2010	7/19/2010	11/23/2010	C	
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	\$2,744,387	\$0	\$0	\$1,133,337	\$1,326,104	\$4,070,643	7/1/2010	10/28/2010	1/13/2011	8/29/2013	C	
F-19-B	US 16 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	\$1,381,662	8/18/2010	1/5/2012	3/2/2012	6/22/2012	C	
G-16-B	US 85 Cook Ranch Road to Louivers 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	1/22/2010	6/28/2012	9/19/2012	12/3/2013	C	
G-16-C	US 85 Cook Ranch Road to Louivers over draws	1	18899	1	Bridge Replacement and Major Rehabilitation	\$0	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	1/22/2010	6/28/2012	9/19/2012	12/3/2013	C	
G-17-A	US 85 over Sand Creek	1	19201	1	Bridge Replacement and Major Rehabilitation	\$23,913	\$0	\$0	\$280,564	\$304,477	\$3,281,673	\$0	\$0	\$3,081,622	\$3,386,101	\$3,386,101	6/24/2012	2/17/2020	6/4/2009	3/16/2025	C	
F-16-DT	125 SANTA FE BRIDGES	1	18107	1	Bridge Replacement and Major Rehabilitation	\$264,989	\$0	\$0	\$103,240	\$368,229	\$2,877,228	\$0	\$0	\$12,203,204	\$12,571,437	\$14,938,292	11/4/2010	11/4/2010	7/11/2011	7/20/2016	C	
F-16-DW	125 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	11/4/2010	11/4/2010	7/11/2011	7/20/2016	C	
E-17-GE	170 ML WBND over SAND CREEK	1	17337	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,332,918	\$1,332,918	\$72,560	\$0	\$0	\$9,280,738	\$9,353,298	\$10,596,221	8/7/2009	3/31/2011	5/27/2011	4/1/2015	C	
E-17-BY	170 ML WBND over SAND CREEK	1	17337	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	8/7/2009	3/31/2011	5/27/2011	4/1/2015	C	
E-17-GA	176 ML WBND 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	\$13,042,773	\$13,042,762	5/19/2011	7/21/2011	8/26/2014	8/26/2014	C	
E-17-GL	176 ML WBND over SOUTH PLATTE RIVER	1	18070	1	Bridge Replacement and Major Rehabilitation	See E-17-GA	See E-17-GA	See E-17-GA	See E-17-GA	See E-17-GA	See E-17-GA	See E-17-GA	See E-17-GA	See E-17-GA	See E-17-GA	See E-17-GA	5/19/2011	7/21/2011	8/26/2014	8/26/2014	C	
F-16-FW	US 287-SH 88 over US 40 HL	1	18083	1	Bridge Replacement and Major Rehabilitation	\$603,407	\$0	\$0	\$516,300	\$1,119,707	\$14,414	\$0	\$0	\$6,420,641	\$6,435,055	\$7,554,962	3/31/2010	6/30/2011	8/31/2011	3/1/2015	C	
F-16-CS	SH21 ML WADSWORTH over BEAR CREEK	1	18220	1	Bridge Replacement and Major Rehabilitation	\$1,026,425	\$0	\$0	\$0	\$1,026,425	\$126,890	\$0	\$0	\$6,780,750	\$6,807,645	\$9,578,276	8/7/2009	10/20/2011	12/28/2011	9/30/2015	C	
E-16-GQ	SH 95 ML over UP RR, 85 S/BL	1	18082	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$786,399	\$786,399	\$60,333	\$0	\$0	\$6,283,279	\$6,313,622	\$6,790,211	5/13/2008	2/12/2012	4/16/2012	11/25/2015	C	
F-16-FL	US 6 ML over SH 95 ML REDDISH AVE.	1	18154	1	Bridge Replacement and Major Rehabilitation	\$385,721	\$0	\$0	\$18,483	\$404,204	\$302	\$0	\$0	\$12,826,612	\$13,230,804	\$13,331,128	10/15/2010	10/20/2011	1/6/2013	8/23/2013	C	
E-16-FK	SH 121 WADSWORTH PARKWAY ML WBND over US 16 ML	1	18194	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,571,097	\$1,571,097	\$4,270,800	\$0	\$0	\$10,970,801	\$12,541,933	\$25,215,828	10/4/2010	4/3/2012	5/10/2012	10/15/2016	C	
E-16-FL	CNTY RD / OLD WADSWORTH over US 16 ML	1	18195	1	Bridge Replacement and Major Rehabilitation	\$385,182	\$0	\$0	\$1,500,620	\$1,885,802	\$1,878,228	\$0	\$0	\$8,517,572	\$10,404,600	\$12,499,461	10/4/2010	4/3/2012	5/10/2012	10/15/2016	C	
F-17-F	US 40 ML WBND over SAND CREEK	1	18180	1	Bridge Replacement and Major Rehabilitation	\$1,819,331	\$0	\$0	\$1,819,331	\$3,638,662	\$1,230,183	\$0	\$0	\$6,000,689	\$7,207,814	\$9,070,205	8/1/2011	5/2/2013	7/10/2013	5/1/2017	C	
F-17-B	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	8/1/2011	5/2/2013	7/10/2013	5/1/2017	C	
E-16-FW	PRECOS STREET over 170 ML	1	18149	1	Bridge Replacement and Major Rehabilitation	\$6,097,615	\$0	\$0	\$53,347	\$6,150,962	\$248,182	\$0	\$0	\$18,477,698	\$18,727,200	\$25,137,242	9/24/2010	5/26/2012	11/12/2012	7/1/2015	C	
E-17-DX	PEORIA STREET over 176 ML	1	18152	1	Bridge Replacement and Major Rehabilitation	\$10,998	\$0	\$0	\$1,466,396	\$1,477,394	\$14,108	\$0	\$0	\$3,299,496	\$3,313,604	\$4,790,700	9/20/2010	5/2/2013	6/25/2013	10/9/2015	C	
F-16-F	US 85 ML WBND over DAD CLARK GULCH	1	18191	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$486,471	\$486,471	\$0	\$0	\$0	\$2,146,449	\$2,146,449	\$3,003,119	10/14/2010	8/16/2012	11/15/2012	4/21/2014	C	
F-17-DW	SH 88 ML JARAP RD over CHERRY CREEK	1	18147	1	Bridge Replacement and Major Rehabilitation	\$7,411,291	\$0	\$0	\$890,700	\$8,301,991	\$9,823,200	\$0	\$0	\$12,860,728	\$20,882,028	\$29,244,019	9/22/2010	8/15/2013	10/12/2013	2/1/2018	C	
F-17-GD	Wetland Monitoring	1	21474	0	Bridge Replacement and Major Rehabilitation	\$199,589	\$0	\$0	\$0	\$199,589	\$0	\$0	\$0	\$0	\$0	\$199,589	\$0	\$0	\$0	\$0	\$0	C
E-17-DC	176 ML WBND over UP RR	1	18151	1	Bridge Replacement and Major Rehabilitation	\$2,477,672	\$0	\$0	\$3,477,472	\$5,955,144	\$1,628,627	\$0	\$0	\$1,371,722	\$13,000,349	\$15,478,221	12/8/2010	4/3/2014	7/3/2014	5/4/2016	C	
E-17-DU	176 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	12/8/2010	4/3/2014	7/3/2014	5/4/2016	C	
E-17-ER	SH 44 ML over BULL SEEP	1	18206	1	Bridge Replacement and Major Rehabilitation	\$3,735,924	\$0	\$0	\$3,735,924	\$7,471,848	\$1,103,303	\$0	\$0	\$4,170,032	\$9,300,253	\$13,096,348	10/15/2010	9/26/2013	12/12/2013	8/16/2017	C	
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	10/15/2010	9/26/2013	12/12/2013	8/16/2017	C	
F-16-EF	US 6 ML over SOUTH PLATTE RIVER	1	19190	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$975,759	\$0	\$0	\$6,842,205	\$16,692,044	\$16,692,044	9/20/2012	10/6/2013	6/30/2013	12/16/2016	C	
F-16-FN	US 6 ML over BRYANT STREET	1	18192	1	Bridge Replacement and Major Rehabilitation	\$3,530,749	\$0	\$0	\$5,465,800	\$8,996,549	\$11,000,419	\$0	\$0	\$16,867,656	\$27,068,003	\$36,044,434	10/4/2010	10/15/2012	6/30/2013	12/16/2016	C	
F-16-EJ	US 6 ML over BNSF RR	1	18202	1	Bridge Replacement and Major Rehabilitation	\$1,195,223	\$0	\$0	\$1,195,223	\$2,390,446	\$4,471,209	\$0	\$0	\$7,046,219	\$12,042,308	\$13,237,527	9/1/2011	10/15/2012	6/30/2013	12/16/2016	C	
F-17-GO	US 40 ML WBND over TOLLGATE CREEK	1	18204	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$2,325,420	\$2,325,420	\$9,127,758	\$0	\$0	\$7,828,225	\$9,936,084	\$12,181,303	10/14/2010	1/16/2014	4/14/2014	6/8/2017	C	
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	10/14/2010	1/16/2014	4/14/2014	6/8/2017	C	
E-16-HA	SH 58 over FORD	1	18770	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$692,964	\$692,964	\$57,877	\$0	\$0	\$5,713,384	\$5,395,261	\$6,022,255	9/14/2011	3/21/2013	5/14/2013	10/10/2014	C	
E-16-AA	US 287 Federal over BNSF at 69th Ave.	1	18008	1	Bridge Replacement and Major Rehabilitation	\$1,073,902	\$0	\$0	\$2,260,507	\$3,334,409	\$1,260,467	\$0	\$0	\$12,413	\$13,732,200	\$19,087,329	2/14/2012	11/20/2014	1/28/2015	6/30/2018	C	
E-16-AA	US 287 Federal over BNSF at 69th Ave.	1	20513	0	Bridge Replacement and Major Rehabilitation	\$648,332	\$0	\$0	\$0	\$648,332	\$0	\$0	\$0	\$0	\$648,332	\$0	10/10/2014	11/20/2014	1/28/2015	6/30/2018	C	
E-17-JP	170 ML over BNSF at 69th Ave.	1	19339	1	Bridge Replacement and Major Rehabilitation	\$86,567	\$0	\$0	\$1,405,000	\$1,491,567	\$24,351,353	\$0	\$0	\$500,000	\$24,851,302	\$26,342,869	11/26/2012	12/18/2014	4/13/2015	10/31/2017	C	
F-16-ER	US 6 over Garrison	1	19478	1	Bridge Replacement and Major Rehabilitation	\$405,839	\$0	\$0	\$280,000	\$685,839	\$13,348,358	\$0	\$0	\$500,000	\$13,934,197	\$14,644,006	5/2/2013	7/3/2014	10/20/2014	4/26/2018	C	
E-17-FX	Central 70	1	19631	1	Bridge Replacement and Major Rehabilitation	\$168,298,238	\$0	\$0	\$25,000,000	\$193,298,238	\$291,907,877	\$0	\$0	\$0	\$219,007,877	\$413,306,115	\$413,306,115	4/29/2013	2/6/2017	2/19/2018	7/29/2023	C
E-17-FW	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	4/29/2013	2/6/2017	2/19/2018	7/29/2023	C	
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	4/29/2013	2/6/2017	2/19/2018	7/29/2023	C	
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	4/29/2013	2/6/2017	2/19/2018	7/29/2023	C	
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	4/29/2013	2/6/2017	2/19/2018	7/29/2023	C	
E-17-GB																						

Statewide Bridge and Tunnel Enterprise Program Allocation Plan Quarterly Update As of March 31, 2026 (FY26 - Q3)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precast FASTER Funds	Total Precast SB 260 Funds	Precon Infrastructure Revenue Bonds, 1	Total Precast Other Funds	Total Precast Funds	Total Construction FASTER Funds	Total Construction SB 260	Construction Infrastructure Revenue Bonds, 1	Total Construction Other Funds	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion Date	Open/Closed	
E-16-EW	SPEED BLVD. over I-25	1	22969	1	Bridge Replacement and Major Rehabilitation	\$1,199,746	\$1,982,000	\$0	\$0	\$1,199,746	\$1,000,000	\$49,000,000	\$0	\$0	\$49,000,000	\$49,199,746	1/14/2019				O	
E-16-ED	SPEED 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	1/14/2019				O	
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	1/14/2019				O	
E-16-HE	17th over 32nd AVE EBD	1	23673	1	Bridge Replacement and Major Rehabilitation	\$1,761,093	\$0	\$0	\$1,761,093	\$1,761,093	\$3,872,348	\$0	\$0	\$0	\$13,872,348	\$15,633,439	1/1/2020	11/18/2021	1/11/2022	11/29/2023	O	
E-16-HF	17th over 32nd AVE WBD	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	1/1/2020	11/18/2021	1/11/2022	11/29/2023	O	
E-17-GW	17th over YORK ST.	1	23681	1	Bridge Replacement and Major Rehabilitation	\$385,981	\$0	\$0	\$385,981	\$385,981	\$12,565,057	\$0	\$0	\$0	\$12,951,037	\$13,337,018	4/10/2020	1/13/2022	4/19/2022	3/25/2025	O	
E-17-GW	17th 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	4/10/2020	1/13/2022	4/19/2022	3/25/2025	O	
E-17-ID	1270 Critical Bridges	1	24947	1	Bridge Replacement and Major Rehabilitation	\$12,252,975	\$0	\$0	\$12,252,975	\$12,252,975	\$20,000,000	\$0	\$12,448,543	\$0	\$14,000,000	\$24,000,000	2/10/2022	1/29/2022	3/1/2022		O	
E-17-IE	1270 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	2/10/2022	1/29/2022	3/1/2022		O	
E-17-IF	1270 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	2/10/2022	1/29/2022	3/1/2022		O	
E-17-IH	1270 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	2/10/2022	1/29/2022	3/1/2022		O	
E-17-IG	1270 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	2/10/2022	1/29/2022	3/1/2022		O	
E-17-IJ	1270 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	2/10/2022	1/29/2022	3/1/2022		O	
E-17-IN	1270 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	2/10/2022	1/29/2022	3/1/2022		O	
E-17-IC	1270 Corridor Phase 2	1	780	1	Bridge Replacement and Major Rehabilitation	\$0	\$7,900,000	\$0	\$0	\$7,900,000	\$0	\$45,000,000	\$0	\$0	\$45,000,000	\$52,900,000					O	
E-17-AT	1270 Corridor Phase 3	1	780	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$30,000,000	\$20,610,000	\$0	\$0	\$50,610,000	\$50,610,000					O	
F-16-O	US 6 over SH 121 Wadsworth	1	26208	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$2,426,413	\$0	\$5,658,698	\$0	\$8,085,111	\$8,085,111	12/8/2023	5/15/2026	8/11/2026	9/17/2029	O	
Various	81 STE Bridge Scoping	1	28595	0	Bridge Replacement and Major Rehabilitation	\$168,000	\$0	\$0	\$168,000	\$168,000	\$0	\$0	\$0	\$0	\$168,000	\$168,000	7/22/2024				O	
F-20-BA	17th Bridges	1	27138	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$3,635,499	\$0	\$0	\$0	\$3,635,499	\$3,635,499	7/7/2025	7/10/2025	8/27/2025	8/7/2026	O	
F-20-BB	17th Bridges	1	27138	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	7/7/2025	7/10/2025	8/27/2025	8/7/2026	O	
E-16-GX	17th and Kipling St Interchange	1	780	1	Bridge Replacement and Major Rehabilitation	\$0	\$6,000,000	\$0	\$0	\$6,000,000	\$40,000,000	\$0	\$0	\$0	\$46,000,000	\$46,000,000					O	
E-16-GY	17th and Kipling St Interchange	1	780	1	Bridge Replacement and Major Rehabilitation	See E-16-GX	See E-16-GX	See E-16-GX	See E-16-GX	See E-16-GX	See E-16-GX	See E-16-GX	See E-16-GX	See E-16-GX	See E-16-GX	See E-16-GX	See E-16-GX					O
K-22-F	94 1/2 ML over Draw and Black Draw	2	17668	1	Bridge Replacement and Major Rehabilitation	\$757	\$0	\$0	\$149,300	\$150,057	\$305,306	\$0	\$0	\$0	\$1,761,677	\$1,911,734	4/8/2010		7/28/2010	10/15/2011	C	
K-23-C	94 1/2 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	4/8/2010		7/28/2010	10/15/2011	C
K-23-B	94 1/2 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	4/8/2010		7/28/2010	10/15/2011	C
K-24-A	94 1/2 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	4/8/2010		7/28/2010	10/15/2011	C
M-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	\$0	\$124,945	\$124,945	11/5/2009	2/18/2010	4/27/2010	9/1/2011	C	
H-16-K	US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 69 over Draw	2	17675	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$219,669	\$219,669	\$0	\$0	\$0	\$0	\$219,669	\$219,669	11/5/2009	5/13/2010	8/4/2010	5/24/2011	C	
J-17-AE	US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 69 over 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	11/5/2009	5/13/2010	8/4/2010	5/24/2011	C	
I-15-Y	US 24 EB over Fountain Creek, US 24 over Twin Creek and SH 69 over 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	11/5/2009	5/13/2010	8/4/2010	5/24/2011	C	
N-17-N	125 ML NB over Missouri Creek	2	18915	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$1,725,376	\$0	\$0	\$0	\$1,725,376	\$1,725,376	11/4/2010		1/22/2011	9/24/2011	C	
J-15-B	24 1/2 ML over CURBERT CREEK	2	18959	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$180,766	\$180,766	\$1	\$0	\$0	\$0	\$180,767	\$180,767	6/1/2010	12/9/2010	3/16/2011	9/1/2012	C	
L-28-F	SH 89 ML over ARKANSAS RIVER	2	18931	1	Bridge Replacement and Major Rehabilitation	\$63,267	\$0	\$0	\$177,335	\$240,602	\$0	\$0	\$0	\$0	\$240,602	\$240,602	6/1/2010	12/30/2010	2/18/2011	2/14/2012	C	
G-12-L	SH 94 ML over Buckskin Gulch	2	17681	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$131,913	\$131,913	\$0	\$0	\$0	\$0	\$131,913	\$131,913	6/9/2011		9/5/2011	12/29/2012	C	
J-18-S	125 ML NBND over DRAW	2	18944	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	9/1/2010	10/13/2011	2/13/2012	12/21/2012	C	
J-18-T	125 ML NBND over DRAW	2	18944	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	9/1/2010	10/13/2011	2/13/2012	12/21/2012	C	
K-16-K	SH 120 ML over RR, ARKANSAS RIVER	2	18913	1	Bridge Replacement and Major Rehabilitation	\$468,198	\$0	\$0	\$0	\$468,198	\$63,546	\$0	\$0	\$0	\$531,744	\$531,744	8/10/2010	5/24/2012	9/4/2012	9/18/2015	C	
H-21-D	US 350 ML over DRAW	2	18477	1	Bridge Replacement and Major Rehabilitation	\$449,681	\$0	\$0	\$0	\$449,681	\$1,509,477	\$0	\$1,959,157	\$0	\$3,908,305	\$4,357,986	2/1/2011	8/25/2011	10/7/2011	5/25/2012	C	
H-18-A	US 24 ML over BLACK SQUIRREL CREEK	2	18203	1	Bridge Replacement and Major Rehabilitation	\$288,894	\$0	\$0	\$0	\$288,894	\$0	\$0	\$0	\$0	\$288,894	\$288,894	6/1/2010	9/8/2011	11/14/2011	12/18/2012	C	
O-16-A	CULCHABAS	2	18290	1	Bridge Replacement and Major Rehabilitation	\$176,063	\$0	\$0	\$0	\$176,063	\$0	\$0	\$0	\$0	\$176,063	\$176,063	11/23/2010				C	
P-17-H	SH 12 PURGATORIE RIVER	2	18251	1	Bridge Replacement and Major Rehabilitation	\$150,662	\$0	\$0	\$0	\$150,662	\$0	\$0	\$0	\$0	\$150,662	\$150,662	11/23/2010				C	
O-16-A & P-17-H	CULCHABAS & SH 12 PURGATORIE RIVER COMBINED CONST.	2	18640	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	10/20/2011		2/1/2012	11/15/2012	C	
O-26-L	US 160 ML over CAT CREEK	2	18321	1	Bridge Replacement and Major Rehabilitation	\$346,422	\$0	\$0	\$888	\$347,310	\$12,834	\$0	\$0	\$0	\$360,144	\$360,144	1/24/2011	12/15/2011	4/5/2012	11/12/2013	C	
O-25-I	US 160 ML over DRAW	2	18321	1	Bridge Replacement and Major Rehabilitation	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	1/24/2011	12/15/2011	4/5/2012	11/12/2013	C	
O-25-H	US 160 ML over N FK Sand Arroyo	2	18321	1	Bridge Replacement and Major Rehabilitation	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	See O-26-L	1/24/2011	12/15/2011	4/5/2012	11/12/2013	C	
H-24-B	SH 101 ML over DRAW	2	18178	1	Bridge Replacement and Major Rehabilitation	\$268,899	\$0	\$0	\$0	\$268,899	\$0	\$0	\$0	\$0	\$268,899	\$268,899	10/4/2010				C	
L-34-F	SH 101 ML over Purgatorie River - R2	2	18435	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$12,413	\$12,413	\$0	\$0	\$0	\$0	\$12,413	\$12,413	4/5/2011				C	
H-24-B & L-34-F	COMBINED CONST. SH 101 ML over DRAW and over PURGATORIE RIVER	2	18222	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	11/23/2011		3/14/2012	11/30/2012	C	
L-22-O	SH 266 ML over HOLBROOK CANAL	2	18179	1	Bridge Replacement and Major Rehabilitation	\$722,726	\$0	\$0	\$0	\$722,726	\$0	\$0	\$0	\$0	\$722,726	\$722,726	10/4/2010				C	
L-22-E	FT. LYON STORAGE CANAL	2																				

Statewide Bridge and Tunnel Enterprise Program Allocation Plan Quarterly Update As of March 31, 2026 (FY26 - Q3)

Original Bridge Key	Location/Project	Region	Project Accounting Number	Count	Project Type	Total Precast FASTER Funds	Total Precast SB-260 Funds	Precon Infrastructure Revenue Bonds, 1	Total Precast Other Funds	Total Precast Funds	Total Construction FASTER Funds	Total Construction SB-260	Construction Infrastructure Revenue Bonds, 1	Total Construction Other Funds	Total Construction Funds	Total Project Funds	Precon Start Date	Ad Date	Construction Start Date	Construction Completion Date	Open/Closed
C-09-C	US 40 ML over E FORK ELK RIVER	3	18138	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,317,178	\$1,317,178	\$0	\$0	\$0	\$4,117,918	\$4,117,918	\$5,675,096	9/16/2010	12/13/2012	2/14/2013	11/19/2013	C
F-11-AC	170 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	\$12,977,320	\$14,777,320	9/27/2010	5/8/2010	7/18/2014	9/19/2017	C
F-11-AB	170 ML WBND over US 6, RR, EAGLE RIVER	3	18159	1	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	9/27/2010	5/8/2010	7/18/2014	9/19/2017	C
F-07-A	94 ML over 170 ML COLORADO RVR, RR	3	18158	1	Bridge Replacement and Major Rehabilitation	\$30,484,256	\$0	\$0	\$41,297,179	\$71,781,435	\$7,543,363	\$0	\$0	\$1,853,821	\$73,634,799	\$75,488,620	9/27/2010	7/1/2015	1/1/2016	7/31/2019	C
D-13-A	PEDESTRIAN BRIDGE over COLORADO RVR	3	21122	0	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,492,960	\$5,492,960	7/21/2015	7/1/2015	1/1/2016	7/31/2019	C	
D-13-A	US 34 over NORTH FORK COLORADO RIVER	3	21010	1	Bridge Replacement and Major Rehabilitation	\$872,718	\$0	\$0	\$872,718	\$872,718	\$5,954,412	\$0	\$0	\$5,954,412	\$6,827,130	1/27/2015	12/6/2018	2/26/2019	7/28/2020	C	
F-05-L	170 WBND over Colorado River	3	21007	0	Bridge Replacement and Major Rehabilitation	\$26,919	\$0	\$0	\$0	\$26,919	\$0	\$0	\$0	\$0	\$26,919	\$26,919	5/13/2015	3/1/2018	4/2/2019	12/15/2018	C
F-05-L	170 WBND over Colorado River	3	22309	0	Bridge Replacement and Major Rehabilitation	\$40,876	\$0	\$0	\$0	\$40,876	\$1,077,249	\$0	\$0	\$0	\$1,118,125	\$1,159,001	10/5/2017	2/1/2018	3/7/2018	4/18/2019	C
F-10-L	170 EBND over US-50, Eagle River	3	21008	1	Bridge Replacement and Major Rehabilitation	\$26,104	\$0	\$0	\$0	\$26,104	\$251,288	\$0	\$0	\$0	\$277,392	\$277,392	5/13/2015	1/11/2018	3/16/2018	8/20/2018	C
F-10-L	170 EBND over US-6R, Eagle River	3	22360	0	Bridge Replacement and Major Rehabilitation	\$50,226	\$0	\$0	\$0	\$50,226	\$3,445,365	\$0	\$0	\$0	\$3,495,591	\$3,545,817	10/5/2017	1/11/2018	3/5/2018	8/20/2018	C
G-03-Q	170 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	\$458,526	\$506,093	5/13/2015	1/4/2018	3/26/2018	8/15/2018	C
G-03-Q	170 WBND over Colorado River Overflow	3	22170	0	Bridge Replacement and Major Rehabilitation	\$63,961	\$0	\$0	\$0	\$63,961	\$2,200,200	\$0	\$0	\$0	\$2,264,161	\$2,328,122	6/24/2017	1/4/2018	3/5/2018	8/24/2018	C
F-09-K	US 6 ML over CASTLE CREEK	3	22376	1	Bridge Replacement and Major Rehabilitation	\$44,910	\$0	\$0	\$0	\$44,910	\$9,834,079	\$0	\$0	\$0	\$9,878,989	\$9,923,899	4/18/2018	5/9/2019	7/1/2019	12/14/2019	C
F-13-S, Minor	170 over FOREST SERVICE ROAD	3	22712	1	Bridge Replacement and Major Rehabilitation	\$1,843,854	\$0	\$0	\$0	\$1,843,854	\$4,470,375	\$0	\$0	\$0	\$6,314,229	\$6,314,229	6/27/2018	2/17/2021	4/28/2021	9/30/2022	C
I-05-V	94 92 ML over GUNSMON RIVER	3	22943	1	Bridge Replacement and Major Rehabilitation	\$834,536	\$0	\$0	\$0	\$834,536	\$12,733,533	\$0	\$0	\$0	\$13,568,069	\$13,568,069	12/18/2018	8/24/2021	11/27/2021	11/17/2022	C
D-04-G	94 64 over STRAWBERRY CREEK	3	23061	1	Bridge Replacement and Major Rehabilitation	\$294,125	\$0	\$0	\$0	\$294,125	\$3,746,268	\$0	\$0	\$0	\$4,040,393	\$4,334,518	3/20/2019	12/16/2021	10/28/2022	5/1/2024	C
D-03-A	94 64 over WHITE BERRY	3	23061	1	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	3/20/2019	12/16/2021	10/28/2022	5/1/2024	C
F-11-AD	170 over US 6, US 24, RR, EAGLE RIVER	3	23217	1	Bridge Replacement and Major Rehabilitation	\$495,013	\$0	\$0	\$0	\$495,013	\$0	\$0	\$0	\$0	\$495,013	\$495,013	6/25/2019		11/30/2020		C
F-12-JG/AT	170 VAL PASS DESIGN	3	23929	0	Bridge Replacement and Major Rehabilitation	\$6,887,500	\$0	\$0	\$0	\$6,887,500	\$0	\$0	\$0	\$0	\$6,887,500	\$6,887,500	6/24/2020		1/9/2024		D
F-12-AS	170 EBND VAL PASS	3	24096	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$7,834,373	\$0	\$40,445,338	\$0	\$53,309,711	\$53,309,711	1/3/2022	2/5/2024	3/14/2024	9/30/2026	O
F-12-AT	170 WBND VAL PASS	3	24094	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$25,385,379	\$22,502,352	\$0	\$0	\$47,887,731	\$47,887,731	1/3/2022	6/27/2022	8/12/2022	10/31/2024	O
F-0-A	US 6 over Elk Creek	3	24493	1	Bridge Replacement and Major Rehabilitation	\$1,871,876	\$0	\$0	\$0	\$1,871,876	\$13,100,185	\$0	\$0	\$0	\$14,972,061	\$14,972,061	4/24/2021	8/12/2025	12/31/2026		O
C-08-A, Minor	US 40 Over Shelton Dist near Hayden	3	26274	1	Bridge Replacement and Major Rehabilitation	\$515,538	\$0	\$0	\$0	\$515,538	\$3,418,540	\$0	\$0	\$0	\$3,934,078	\$3,934,078	1/21/2024	11/20/2025	1/29/2026	10/2/2026	O
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	\$0	\$0	\$0	\$0	6/9/2024	6/24/2024	7/29/2024	7/27/2024	O
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	\$26,462,253	\$0	\$17,338,936	\$0	\$43,801,189	\$43,801,189	6/9/2024	8/28/2024	9/24/2024	4/27/2025	O
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	\$10,819,086	\$18,899,134	\$6,728,281	\$0	\$26,446,501	\$26,446,501	6/9/2024	9/20/2024	10/16/2024	7/11/2025	O
K-07-A	Blue Mesa - Risk and Resiliency Repairs	3	27391	0	Bridge Replacement and Major Rehabilitation	\$50,000	\$0	\$0	\$0	\$50,000	\$10,000,000	\$0	\$0	\$0	\$10,050,000	\$10,050,000	1/28/2026				O
K-07-B	Blue Mesa - Risk and Resiliency Repairs	3	27391	0	See K-07-A	See K-07-A	See K-07-A	See K-07-A	See K-07-A	See K-07-A	See K-07-A	See K-07-A	See K-07-A	See K-07-A	See K-07-A	See K-07-A	1/28/2026				O
D-11-N	SHR RR Bridge Replacement	3	26956	1	Bridge Replacement and Major Rehabilitation	\$731,236	\$0	\$0	\$0	\$731,236	\$17,500,000	\$0	\$0	\$0	\$18,231,236	\$18,231,236	3/14/2025				O
F-11-T	US 40 over Eagle River - Rad Cliff Arch	3	27145	1	Bridge Replacement and Major Rehabilitation	\$6,114,840	\$0	\$0	\$0	\$6,114,840	\$9,500,000	\$95,000,000	\$0	\$0	\$154,614,840	\$160,729,680	7/7/2025				O
J-04-X	91348 over Ironstone Canal	3	26992	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$1,156,162	\$0	\$0	\$0	\$1,156,162	\$1,156,162	4/23/2025				O
B-07-S	94 13 over Fertilization Creek	3	26260	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$5,000,000	\$0	\$0	\$7,000,000	\$7,000,000	1/8/2024				O
A-1-C	US 138 over Dist.	4	17674	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$27,785	\$27,785	\$276	\$0	\$0	\$0	\$28,061	\$28,061	11/5/2009	4/29/2010	7/12/2010	6/13/2011	C
A-26-F	US 138 over Draw	4	17674	1	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	11/5/2009	4/29/2010	7/12/2010	6/13/2011	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	4/1/2008	12/16/2010	3/4/2011	8/24/2011	C	
B-16-AE	US 287 ML over DRAW	4	17804	1	Bridge Replacement and Major Rehabilitation	\$85,153	\$0	\$1,540,892	\$1,626,005	\$1,626,005	\$2,338,640	\$0	\$0	\$2,338,640	\$3,964,645	2/10/2010	5/12/2011	7/14/2011	4/22/2012	C	
B-17-L	US 14 ML over COALBANK CREEK	4	18061	1	Bridge Replacement and Major Rehabilitation	\$1,398,233	\$0	\$0	\$29,641	\$1,427,874	\$0	\$0	\$0	\$3,158,015	\$3,158,015	7/1/2012	1/11/2012	1/2/2014	10/15/2013	C	
C-17-BA	125 SERVICE RD over LITTLE THOMPSON RIVER SR	4	18053	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$941,887	\$941,887	\$0	\$0	\$0	\$1,789,003	\$1,789,003	7/1/2011	4/9/2012	5/25/2012	5/17/2013	C	
D-28-B	US 34 ML over N FRK REPUBLICAN RIVER	4	18432	1	Bridge Replacement and Major Rehabilitation	\$781,069	\$0	\$0	\$0	\$781,069	\$0	\$0	\$0	\$2,693,477	\$3,474,546	12/1/2011	4/26/2012	6/18/2012	12/27/2012	C	
D-17-AM	94 66 ML over ST WMAN RIVER	4	18224	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,311,071	\$1,311,071	\$0	\$0	\$0	\$4,238,779	\$5,549,850	7/1/2012	8/16/2012	11/15/2012	7/24/2014	C	
G-21-B	170 FRONTAGE ROAD over DRAW	4	18610	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$348,714	\$348,714	\$0	\$0	\$0	\$1,012,700	\$1,361,414	9/5/2011	11/15/2012	1/14/2013	5/25/2013	C	
B-16-D	94 14 ML over CACELA LA POLDRIC RIVER	4	18895	1	Bridge Replacement and Major Rehabilitation	\$391,787	\$0	\$0	\$2,449,427	\$2,841,214	\$9,306,360	\$0	\$0	\$12,417,742	\$15,258,956	8/23/2010	6/19/2014	9/10/2014	2/18/2016	C	
B-17-C	US 85 ML over UPRR Near Bridge	4	18869	1	Bridge Replacement and Major Rehabilitation	\$0	\$0	\$0	\$1,254,478	\$1,254,478	\$8,853	\$0	\$0	\$6,809,722	\$8,065,000	10/18/2012	1/10/2013	3/8/2013	6/13/2014	C	
C-17-B	9460 over SOUTH PLATTE RIVER	4	21146	1	Bridge Replacement and Major Rehabilitation	\$1,109,385	\$0	\$0	\$0	\$1,109,385	\$8,500,249	\$0	\$0	\$0	\$9,609,634	\$9,609,634	8/10/2015	6/21/2018	8/31/2018	11/1/2019	C
B-16-EU	125 ML over County Road 4B	4	20999	1	Bridge Replacement and Major Rehabilitation	\$941,489	\$0	\$0	\$0	\$941,489	\$6,644,803	\$0	\$0	\$0	\$7,586,292	\$7,586,292	2/14/2019	4/16/2019	1/27/2020	11/20/2020	C
B-16-AM	Prospect Road over I-25	4	22248	1	Bridge Replacement and Major Rehabilitation	\$3,030,553	\$0	\$0	\$0	\$3,030,553	\$8,494,611	\$0	\$0	\$0	\$11,525,164	\$11,525,164	7/2/2018	5/12/2017	4/5/2018	8/23/2024	C
C-17-EL	125 ML over DRAW (Hibbard)	4	22482	1	Bridge Replacement and Major Rehabilitation	\$19,054	\$0	\$0	\$0	\$19,054	\$5,524,767	\$0	\$0	\$0	\$5,543,821	\$5,543,821	3/1/2018	5/12/2017	6/27/2018	8/23/2024	C
G-2-K	9459 over I-70 (Emergency)	4	22566	1	Bridge Replacement and Major Rehabilitation	\$270,966	\$0	\$0	\$0	\$270,966	\$6,263,225	\$0	\$0	\$0	\$6,534,191	\$6,534,191	4/13/2018	4/13/2018	5/31/2018	1/16/2019	C
D-27-C	US 34 ML over N FRK REPUBLICAN RIVER	4	22962	1	Bridge Replacement and Major Rehabilitation	\$561,494	\$0	\$0	\$0	\$561,494	\$1,002,218	\$0	\$0	\$0	\$1,563,712	\$1,563,712	1/19/2019	4/24/2020	5/28/2020	4/25/2021	C
D-28-P	US 34 OVER REPUBLICAN RIVER	4	2																		

Statewide Bridge and Tunnel Enterprise Program Allocation Plan Quarterly Update As of March 31, 2026 (FY26 - Q3)

Summary of Program Funding Allocations by Source and Project Phase

Funding Source	Closed Project Preconstruction	Open Project Preconstruction	Total Preconstruction	Closed Project Construction	Open Project Construction	Total Construction	Grand Total
FASTER	\$ 258,048,871	\$ 66,123,923	\$ 324,172,794	\$ 787,967,835	\$ 570,192,039	\$ 1,358,159,874	\$ 1,682,332,668
SB-260 Bridge and Tunnel Fees	\$ -	\$ 32,749,266	\$ 32,749,266	\$ -	\$ 436,741,996	\$ 436,741,996	\$ 469,491,262
Infrastructure Revenue Bonds (Principal and Interest) ¹	\$ -	\$ -	\$ -	\$ 9,028,177	\$ 501,298,866	\$ 510,327,042	\$ 510,327,042
Federal	\$ 5,106,977	\$ 2,645,293	\$ 7,752,270	\$ 21,225,639	\$ 10,589,709	\$ 31,815,348	\$ 39,567,618
State	\$ 925,518	\$ -	\$ 925,518	\$ 143,827	\$ -	\$ 143,827	\$ 1,069,345
Local	\$ 25,139,797	\$ -	\$ 25,139,797	\$ 11,163,135	\$ -	\$ 11,163,135	\$ 36,302,932
Bank of America Loan	\$ 12,030,650	\$ -	\$ 12,030,650	\$ 28,668,324	\$ -	\$ 28,668,324	\$ 40,698,973
Series 2010A Bonds (Principal and Interest)	\$ 53,382,847	\$ -	\$ 53,382,847	\$ 254,586,876	\$ -	\$ 254,586,876	\$ 307,969,722
Total	\$ 354,634,659	\$ 101,518,482	\$ 456,153,140	\$ 1,112,783,812	\$ 1,518,822,609	\$ 2,631,606,422	\$ 3,087,759,562

Structure Count for Funding Allocations

Total Bridge Replacement and Major Rehabilitation Structures	239
Total Preventative Maintenance Structures	31
Total Tunnel Projects	4

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

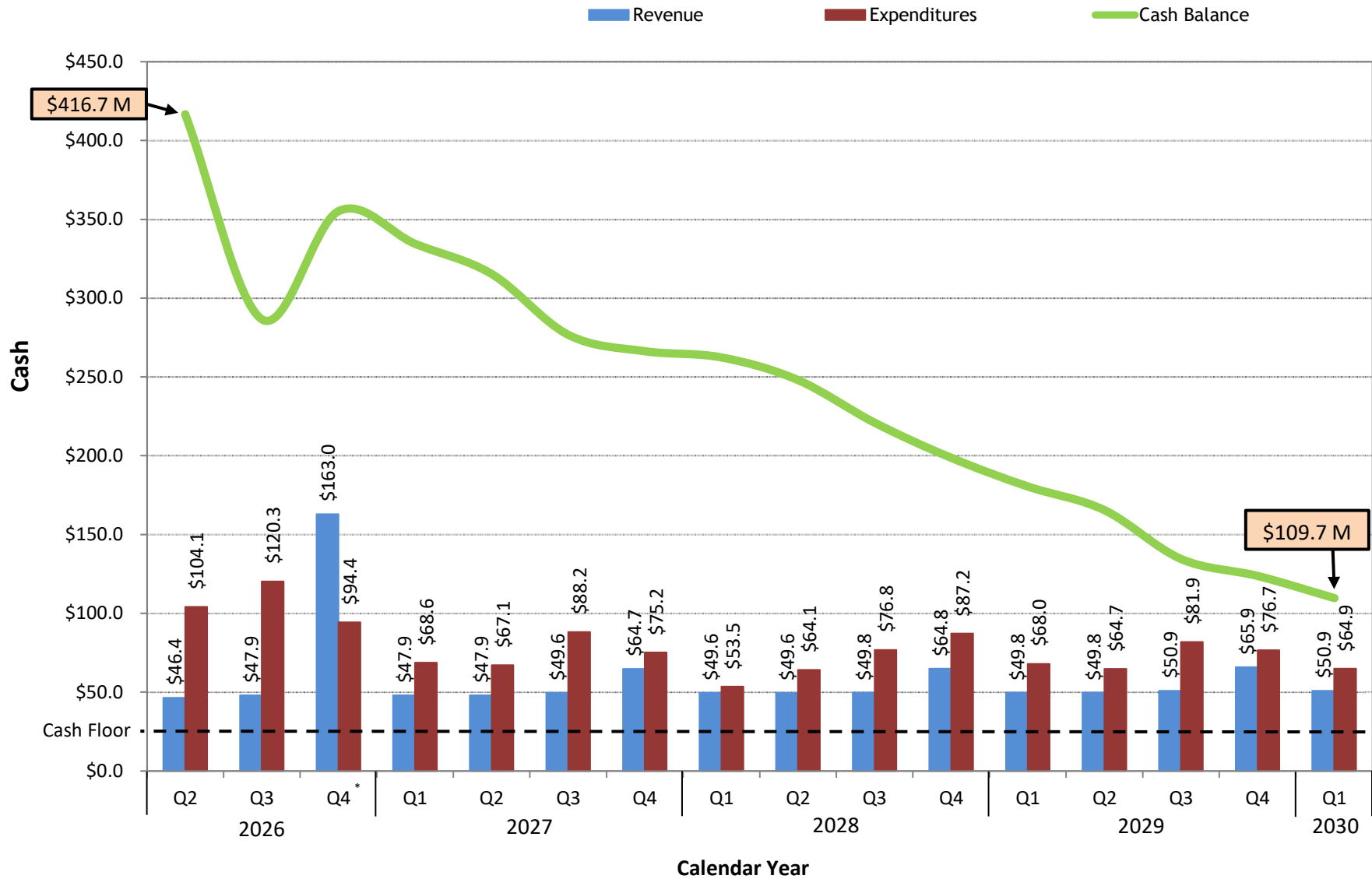
Statewide Bridge and Tunnel Enterprise Program Allocation Plan Quarterly Update As of March 31, 2026 (FY26 - Q3)

Summary of Program Funding Allocations by Source

Funding Source	Open	Closed	Total
FASTER	\$ 636,315,961	\$ 1,046,016,706	\$ 1,682,332,668
SB-260 Bridge and Tunnel Fees	\$ 469,491,262	\$ -	\$ 469,491,262
Infrastructure Revenue Bonds (Principal and Interest) ¹	\$ 501,298,866	\$ 9,028,177	\$ 510,327,042
Federal	\$ 13,235,002	\$ 26,332,616	\$ 39,567,618
State	\$ -	\$ 1,069,345	\$ 1,069,345
Local	\$ -	\$ 36,302,932	\$ 36,302,932
Bank of America Loan	\$ -	\$ 40,698,973	\$ 40,698,973
Series 2010A Bonds (Principal and Interest)	\$ -	\$ 307,969,722	\$ 307,969,722
Total	\$ 1,620,341,091	\$ 1,467,418,471	\$ 3,087,759,562

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