COLORADO
Department of Transportation
Division of Transportation Development

DATE: November 18, 2015
TO: Transportation Commission
FROM: Debra Perkins-Smith, Director, Division of Transportation Development (DTD)
SUBJECT: 10 Year Development Program

Purpose

To provide additional context on overall purpose and intent of the Development Program, and more specific information on studies and projects identified to date.

Action

Informational. No action requested.

Background

The purpose of the Development Program is to bridge the gap between the 4-year Statewide Transportation Improvement Program (STIP) and the 20+ year Statewide Transportation Plan (SWP), and to *identify the needs for major investments and the priorities over a 10 year timeframe*. This will serve to:

- Communicate the status of major investments to the public and stakeholders;
- Provide a resource for the prioritization or tiering of major investments if significant additional revenue were to become available, and for future "list" development exercises;
- Provide a guide to needs and priorities to inform TIP, STIP, and Regional Transportation Plan (RTP) development, and other project selection, design, or development decisions;
- Provide a tool to aid in identifying and quantifying transportation needs to support planning and programming processes.

Staff provided a high-level overview of the Development Program concept at an October Transportation Commission workshop. At that workshop several questions were raised regarding the planning process and how the Development Program relates to the planning process and to previous efforts to identify projects. **Attachment A** provides additional background on the purpose of the Development Program, and how it relates to the planning process.

Details

Over the last several months DTD staff have been working with the CDOT Regions to: 1) identify major project/corridor investment needs and 2) identify priorities for major investments over a 10 year timeframe (through 2025). Major investment needs were identified based on a statewide inventory of documented needs from planning and development studies. These major investment or corridor needs are also identified in the RTPs for the TPRs and MPOs.

Attachments B and C include information on the studies identified to date. Studies include, at a minimum, EIS, EA, and PEL studies. Some Regions have also identified other studies significant to their area, such as Corridor Plans, Access Control Plans, etc. Due to limited funding, many of the major projects or corridor improvements identified in these studies and plans have not been funded yet or have only been funded for initial phases. Many of the projects identified below represent the next phase of implementation.

Attachments D and E include information on the major projects identified to date, which total over $7 billion. The Regions have identified projects based on needs established through the transportation planning process, the development of RTPs and the STIP, and prior efforts including the identification of Senate Bill (SB) 228 projects. The Development Program is not intended to capture every potential project identified to date. It is intended to, at a minimum, capture major projects as defined by each Region. Attachment D also includes investment priorities that have been identified for transit and

operations. Recognizing that the major projects identified are not inclusive of all needs, the Development Program will also include information at a more programmatic level for other needs including Asset Management, Safety, and other regional needs including Regional Priority Program (RPP) projects.

The Development Program will include a database with an inventory of project needs, attributes, and priorities that can be maintained and used in the future in response to requests for "lists" based on different purposes, such as for candidate TIGER projects, or a need to identify projects for a potential new funding source. CDOT has also been developing more data-driven processes and tools to aid in project prioritization and selection. Future plans include further analysis of Development Program projects to quantify benefits and support the further prioritization of projects. Development Program data will be updated periodically, with a new Development Program created every four years through the transportation planning process in tandem with the development of the SWP, RTPs, and STIP.

Staff are currently finalizing and confirming Development Program information. Outreach is anticipated through STAC to incorporate additional planning partner input.

Next Steps

- Continue to work with CDOT Regions to finalize Development Program information
- Obtain Planning partner review and input
- Develop document, web content, and other resources

Attachments

- Attachment A – 10 Year Development Program Presentation
- Attachment B – Development Program Draft Studies
- Attachment C – Map of Studies
- Attachment D – Development Program Draft Major Investment Projects/Corridors
- Attachment E - Map of Major Investment Projects/Corridors

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10 Year Development Program

Transportation Commission

November 18, 2015

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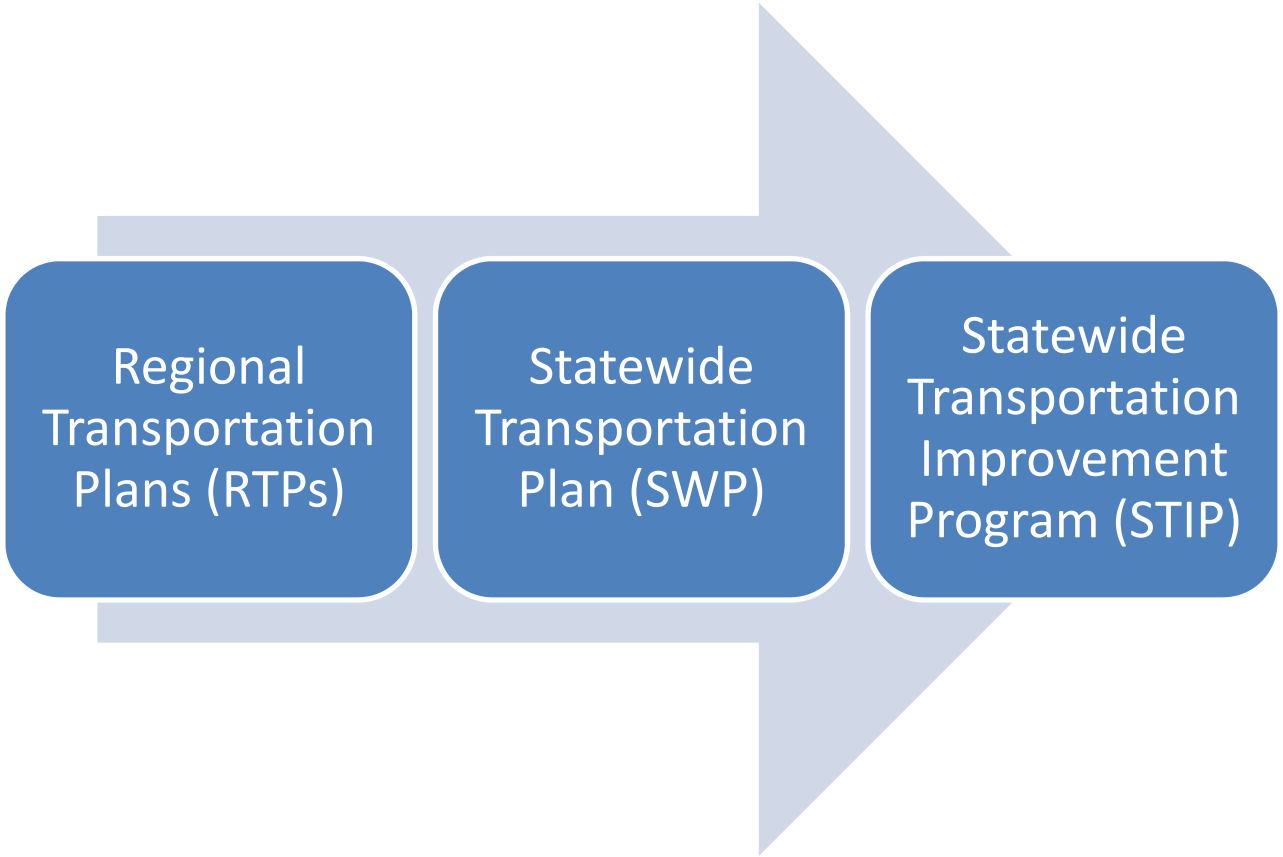
Development Program

What is it?



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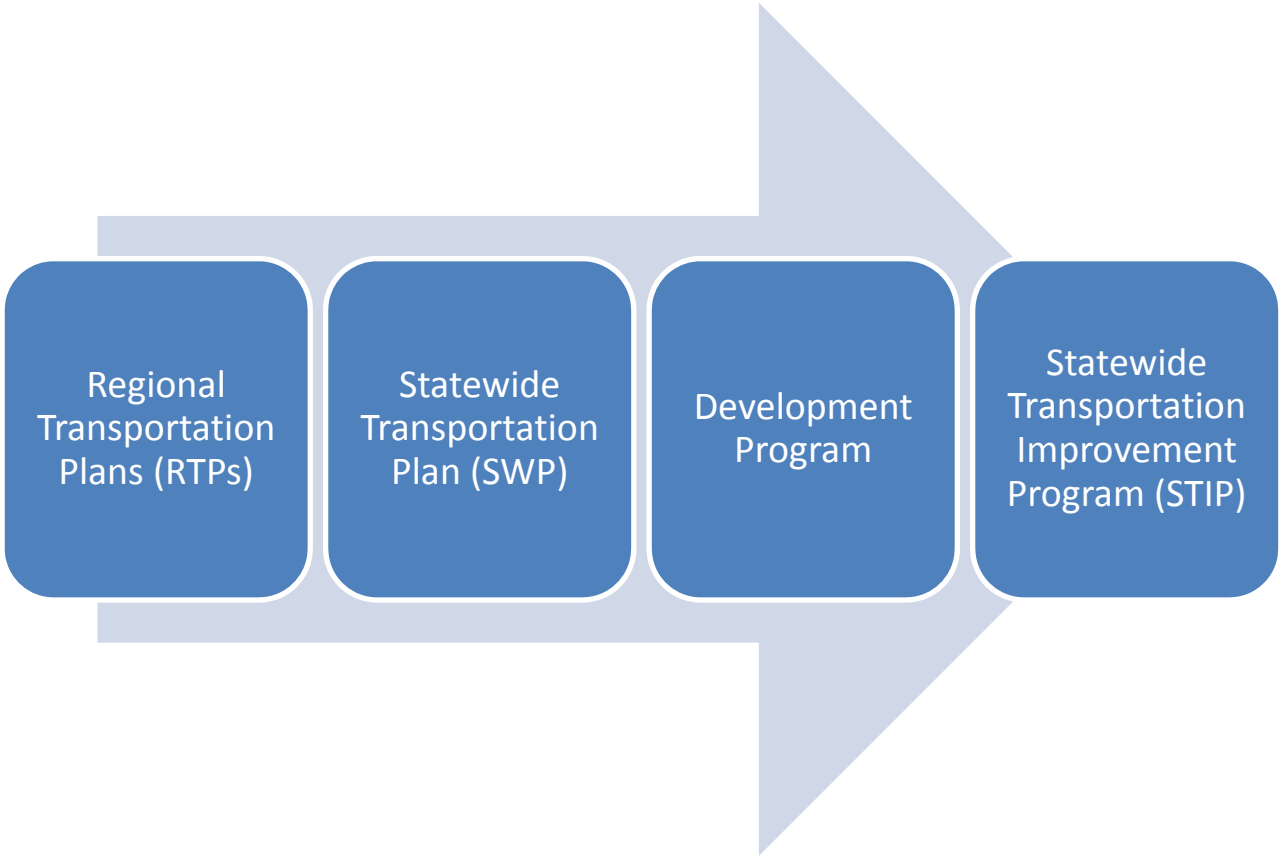
Development Program

What is it?



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Development Program

Purpose

- ***To identify the needs for major investments and the priorities over a 10 year timeframe.***

Major Investments are ***investments of significant cost or scope*** which cannot typically be funded through a single funding source, and which may require additional revenue or other funding sources to fully complete.

The Development Program reflects the ***priorities identified through the transportation planning process***, in the Regional Transportation Plans, and other modal and functional plans.

The Development Program is a tool, not a commitment or a decision on what we do in the future. It's ***what we might do*** if we received additional revenue, or what we might do incrementally with current revenues.

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Development Program

Why have a Development Program?

- The Development Program provides a solution for:
  - Scattered and incomplete information on major investments beyond the STIP
  - Lack of consolidated information to discuss major investments *across* the state
  - Lack of public friendly information
  - Repeated development of new “lists” for different purposes
  - Limited ability to track major investments as they move from a conceptual project to construction
  - Limited information on the cost of long-term enhancements or expansion to the system

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Development Program

Where does this fit in the planning process?

In the future, the Development Program will be developed in tandem with the SWP, RTPs, and STIP.

The Development Program does:

- Inventory major investment needs (Database of Needs)
- Reflect unprogrammed future projects or phases
- Serve as a resource to identify potential projects

The Development Program doesn't:

- Program projects
- Assign funds
- Include all unprogrammed projects or phases
- Require that projects be included to be in STIP

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Development Program

What about other needs?

The Development Program will not identify in detail every potential project, but will include information at a more programmatic level for other needs including RPP, Asset Management, Safety, Operations, and Transit.

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Development Program

How will this be used?

1. Communicate information about major investments and other needs to the public and stakeholders
2. Provide a guide to needs and priorities to inform TIP, STIP, and RTP development, and other project selection, design, or development decisions
3. Provide a resource for prioritizing or phasing projects if significant additional revenue were to become available, and for future “list” development exercises
4. Provide a tool to aid in identifying and quantifying transportation needs to support planning and programming processes

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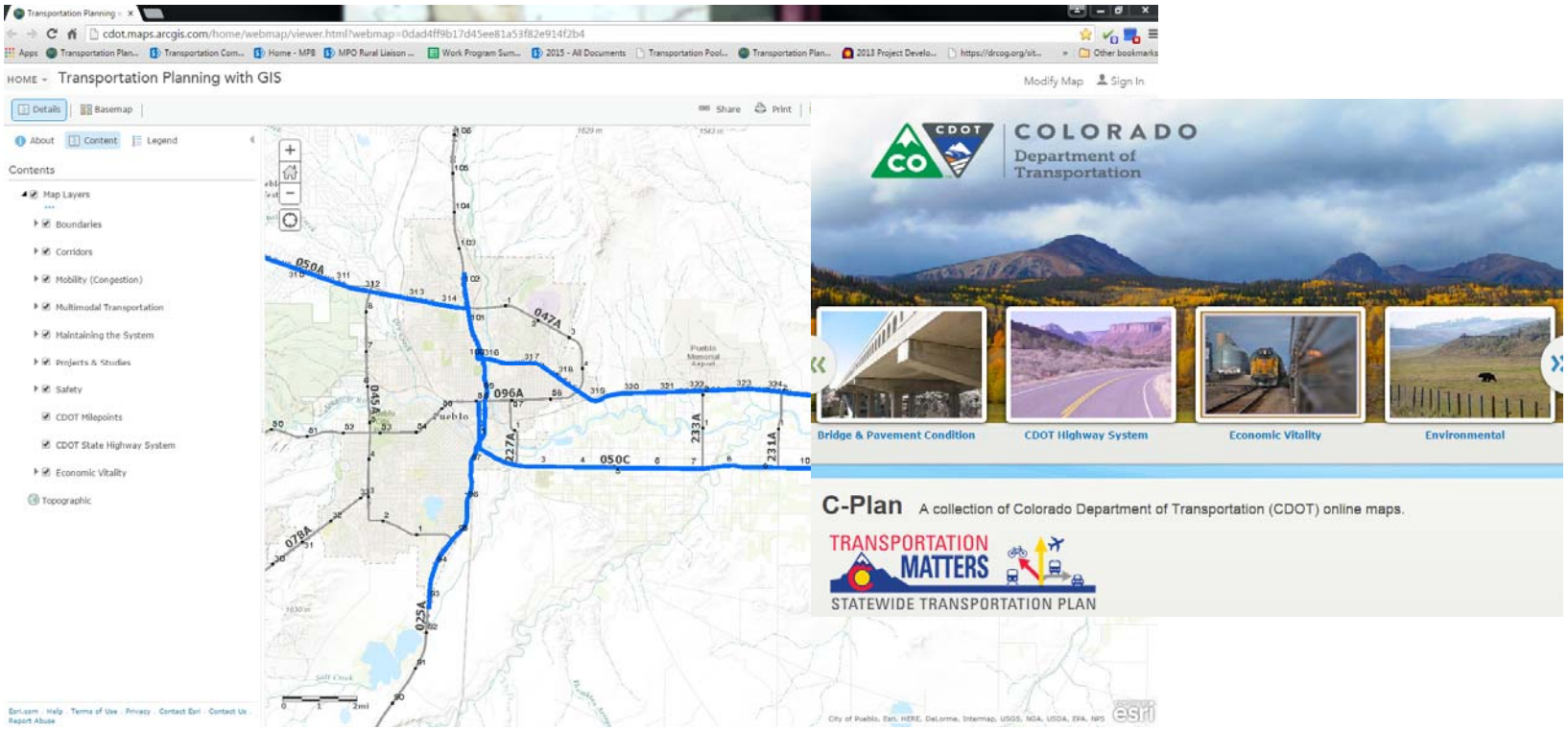
Development Program

How will this be used?

1. Communicate information about major investments and other needs to the public and stakeholders



EXAMPLE - DEVELOPMENT PROGRAM PROJECT / CORRIDOR PROFILE

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Corridor/Project: I-25 New Pueblo Freeway

Limits: MP 94 (south of Pueblo Blvd.) to MP 101 (south of US 50/SH 47 Interchange)

Study Status: FEIS completed September 2013. Phase I ROD in April 2014.

Improvement Status: Improvements between Ilex and City Center Dr. under construction.

Corridor Designations: NHS; Regional Priority Investment Corridor; Freight Corridor

Region: 2

Transportation Commission District: 10

TPRs: Pueblo Area

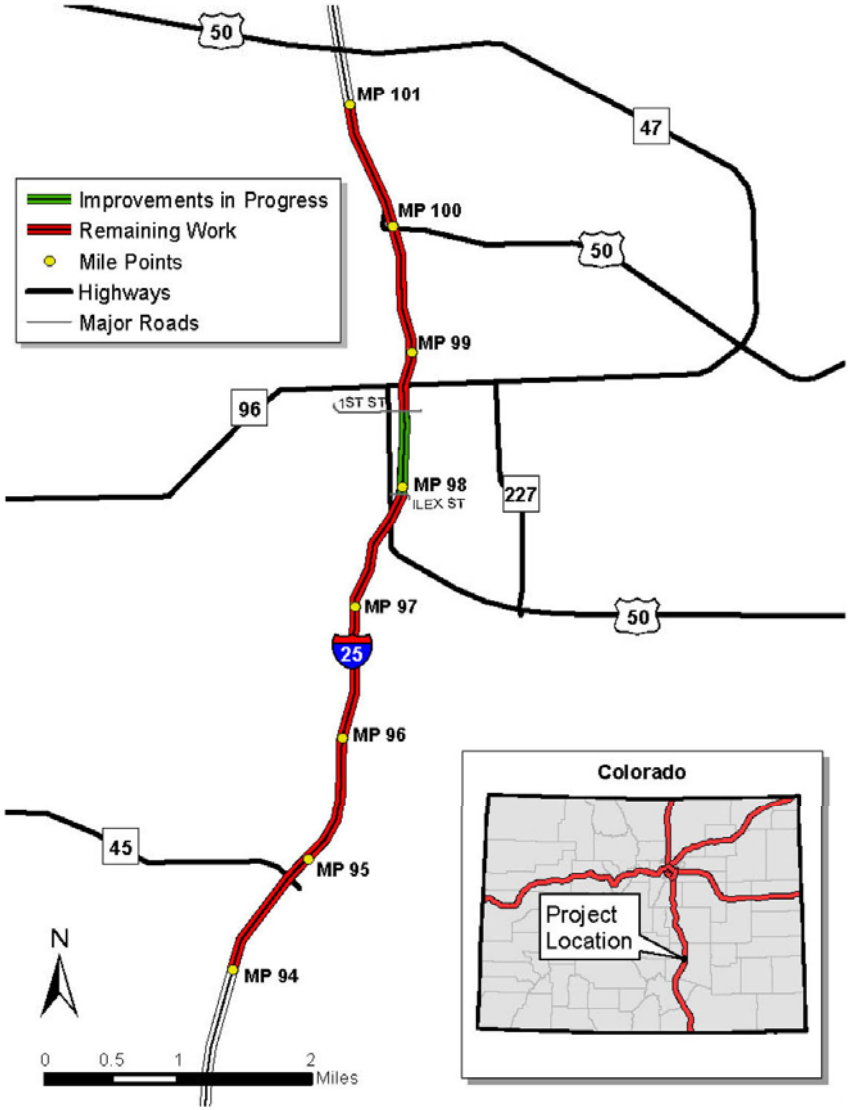
Counties: Pueblo

SWP Goal Areas: Mobility, Maintaining the System, Safety

SWP Strategies: Capacity, System Preservation, Safety, Operations, Freight, Bicycle/Pedestrian, Economic Vitality

Corridor/Project Website: https://www.codot.gov/library/studies/i25puebloeis

Corridor/Project Map: http://arcg.is/1P8gyAa



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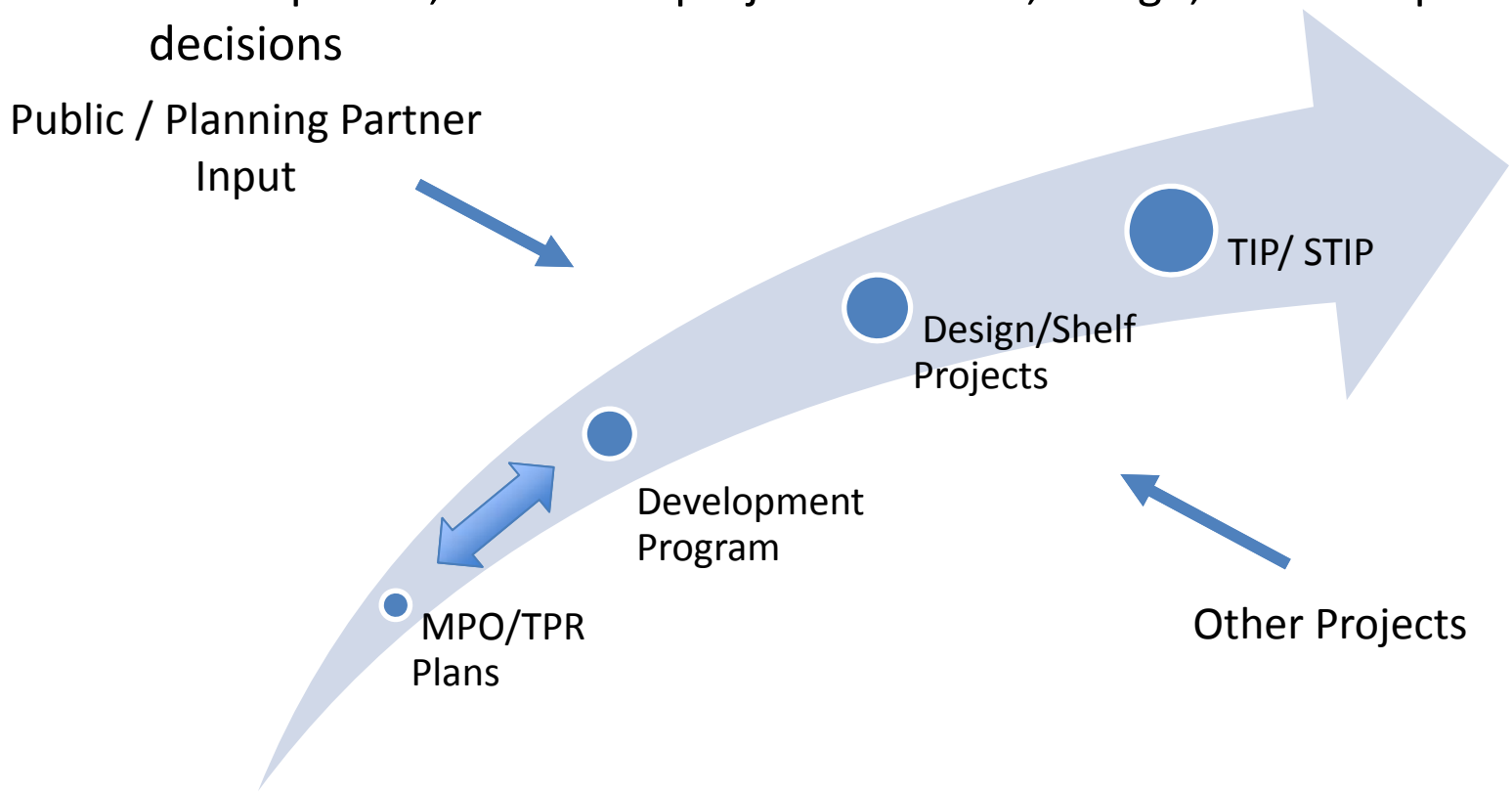
Development Program

How will this be used?

2. Provide a guide to needs and priorities to inform TIP, STIP, and RTP development, and other project selection, design, or development decisions



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How will this be used?

3. Provide a resource for prioritizing or phasing projects if significant additional revenue were to become available, and for future "list" development exercises

Serves as a "starting point" in identifying projects

Project attributes help to identify potential projects

- Project Type/Elements (bridge, bike/ped, safety, etc.)
- Needs (congestion, poor pavement, structures, etc.)
- Corridor/Facility Type (NHS, Freight Corridor, etc.)

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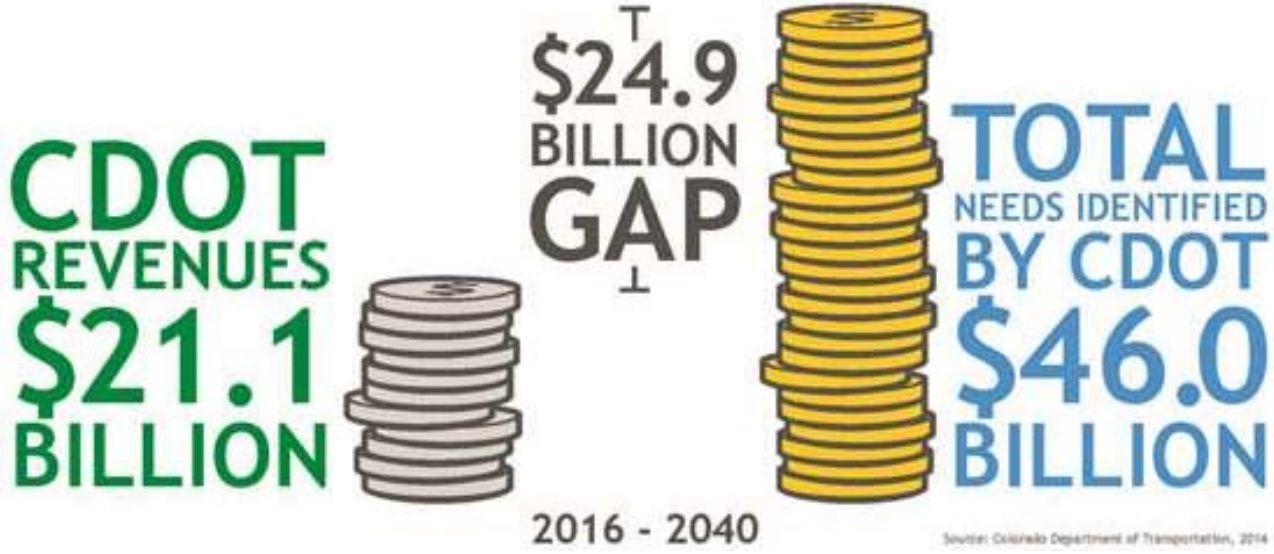
How will this be used?

4. Provide a tool to aid in identifying and quantifying transportation needs to support planning and programming processes



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Development Program

Next Steps

- Continue to work with Regions to finalize Development Program information, and to assemble and organize data
- Obtain planning partner review and input
- Develop resources to communicate information
- Update Development Program periodically to keep current
- New Development Program to be developed as part of transportation planning process and used in the development of SWP, RTPs, and STIP

Development Program - DRAFT Studies
11/10/2015

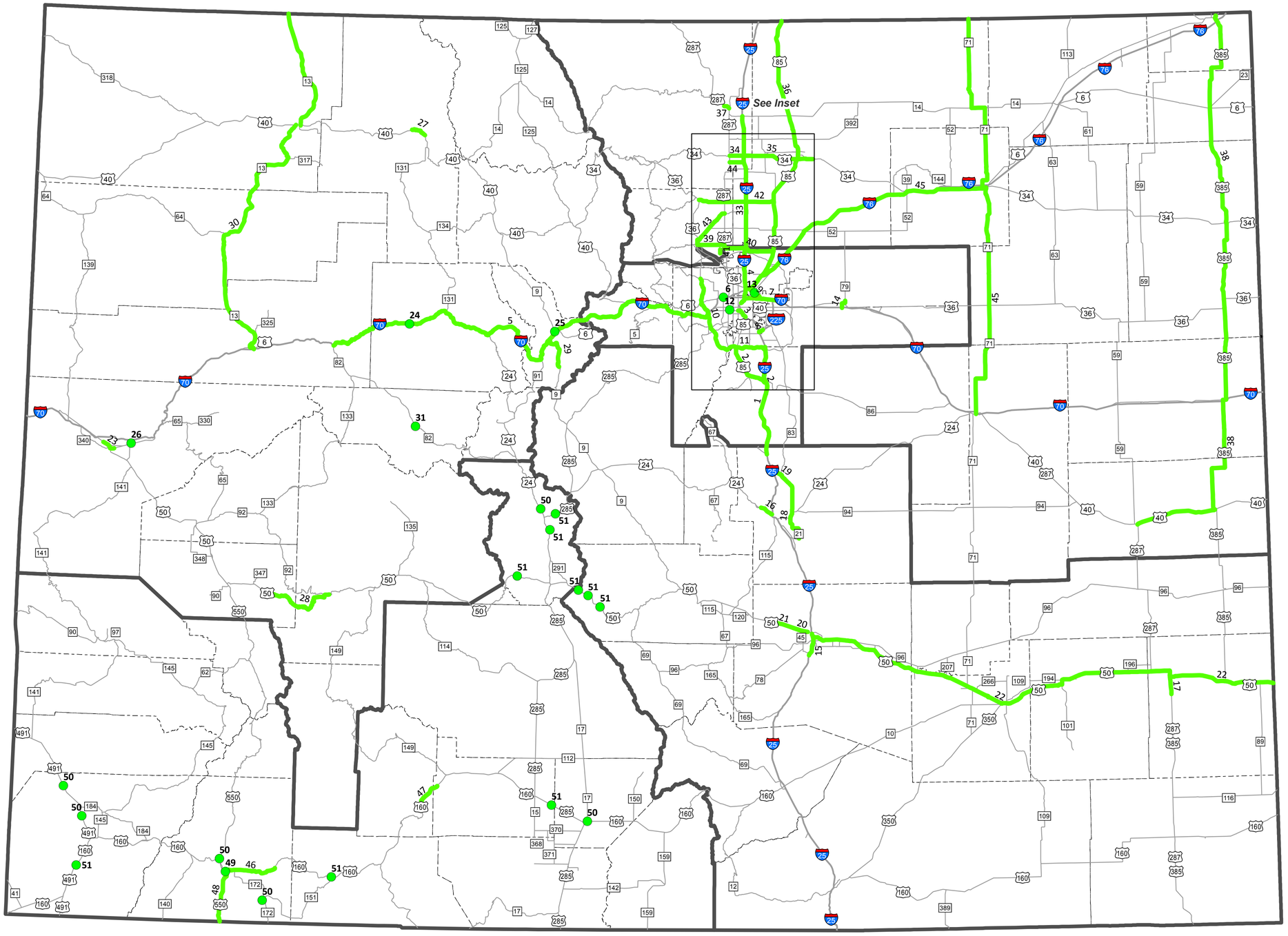
Completed or In Progress Studies with Remaining Unfunded Work								
A	B	C	D	E	F	G	H	I
Study ID	Region	Corridor	Study	Website	Milestones	Limits From	Limits To	Description
1	1	I-25: El Paso County Line to C-470	I-25 South PEL	N/A	PEL- Not yet started	Monument	C-470	PEL to address need for mobility improvements.
2	1	I-25: Broadway to C-470 I-25: C-470 to Castle Rock US 85: C-470 to I-25	I-25/US 85: South EIS and ROD	https://www.codot.gov/library/studies/southi25us85-feis-rod	FEIS- May 2001 ROD- October 2002	I-25 MP 178 and US 85 MP 184	I-25 MP 195 and US 85 MP 200	Improvements for congestion and safety, including adding lanes, turn lanes and passing or climbing lanes, interchange and intersection improvements, bike/ped, frontage road, and carpool lot improvements.
3	1	I-25: Broadway to I-70	I-25/US 6: Valley Highway EIS and Phased ROD	https://www.codot.gov/library/studies/i-25-valley-highway-EIS	FEIS- November 2006 ROD- June 2007 ROD 2- February 2013	I-25 at Logan St. US 6 at I-25	I-25 at US 6 US 6 at Federal Blvd.	Lane continuity and balance on I-25 from Logan to US 6, linking with sections of I-25 to the north and south, operations improvements, updates to meet current design standards on US 6, and bike/ped improvements.
4	1	I-25 North	I-25 North: US 36 to SH 7 PEL	https://www.codot.gov/projects/northI25PEL	PEL- December 2014	US 36	SH 7	Safety and mobility improvements on I-25 between US 36 and SH 7, building on the I-25 North EIS.
5	1	I-70 Mountain	I-70 Mountain Programatic EIS and ROD (individual projects cleared subsequently)	https://www.codot.gov/projects/i-70mountaincorridor	PEIS- March 2011 ROD- June 2011	C-470	Glenwood Springs	Various improvements to the mainline including lane additions, and improvements to interchanges and tunnels.
6	1	I-70 West: C-470 to I-25	I-70 Kipling Interchange PEL	https://www.codot.gov/projects/i70kiplingpel	PEL- July 2013	MP 279		Reconstruction of interchange to reduce congestion and improve operational performance and safety.
7	1	I-70 East: I-25 to E-470	I-70 East EIS and ROD	http://www.i-70east.com/index.html	SDEIS- August 2014 FEIS- January 2016 ROD- Summer 2016	I-25	Tower Rd.	Replacement of I-70 Viaduct and capacity improvements.
8	1	I-225	I-225 PEL	https://www.codot.gov/projects/I-225pel	PEL- September 2014	Yosemite	I-25	Improvements to relieve bottlenecks along I-225 and at interchanges.
9	1	I-270	I-270 PEL	N/A	PEL- Not yet started	I-76	I-70	PEL to address need for mobility improvements.
10	1	C-470 / US 6 / SH 93	West Connect PEL	N/A	PEL- Starting Summer 2016	C-470 (Kipling)	US 36 via US 6, SH 93, and Jefferson Pkwy.	Mobility improvements for C-470 from Kipling to I-70, then north on US6, SH 93, and proposed Jefferson Parkway to US 36. Fills in gaps between Jefferson Parkway, Golden Plan, and C-470 EA.
11	1	C-470	C-470 Express Lanes Feasibility Study/EA/Revised EA and FONSI	https://www.codot.gov/projects/c470ExpressLanes	C-470 Express Lanes Feasibility Study- June 2005 C-470 EA- February 2006 Revised EA - July 2015	Kipling Pkwy.	I-25	Managed lanes and interchange improvements.
12	1	US 6: I-70 to I-25	US 6: Wadsworth Blvd. EA and FONSI	https://www.codot.gov/projects/US6wadsworth	FONSI- March 2010	Wadsworth at 4th	Wadsworth at 14th	Interchange reconstruction and improvements on Wadsworth Blvd.
13	1	US 85: I-270 to E-470	US 85: Vasquez PEL	N/A	PEL- Starting October 2015	I-270	60th	PEL to address need for mobility improvements.
14	1	SH 79	SH 79: Kiowa-Bennett Rd. PEL	https://www.codot.gov/library/studies/sh79pel	PEL- November 2013	SH 79 at East 38th (Bennett)	SH 79 at I-70 and Kiowa-Bennet Rd.	Improvements to address regional connectivity, reduce conflict and delay at the SH 79 at-grade crossing of Union Pacific Railroad, and address safety concerns along the major corridors within the study area for existing and future conditions.
15	2	I-25 through Pueblo	I-25: New Pueblo Freeway EIS and ROD	https://www.codot.gov/library/studies/i25puebloeis	FEIS- September 2013 Phase I ROD- April 2014	South of Pueblo Blvd. (MP 94)	South of US 50 / SH 47 Interchange (MP 101)	Safety and mobility improvements including interchange improvements.
16	2	US 24: Divide to I-25	US 24 West: I-25 West to Manitou Springs EA and FONSI	https://www.codot.gov/projects/us24west	EA- May 2012 FONSI- September 2014	I-25	Manitou Ave,	Bridge widening, bridge replacement, intersection improvements, and trails.
17	2	US 287: OKlahoma to Eads	US 287: Lamar Reliever Route EA and FONSI	https://www.codot.gov/library/studies/us287-at-lamar-ea-fonsi	EA- September 2013 FONSI- November 2014	US 287 at Co. Rd CC South of Lamar	CR 196 North of Lamar	Relocation of US 287 and US 50 from downtown Lamar to a new alignment, known as the reliever route, approximately one mile east of Lamar.

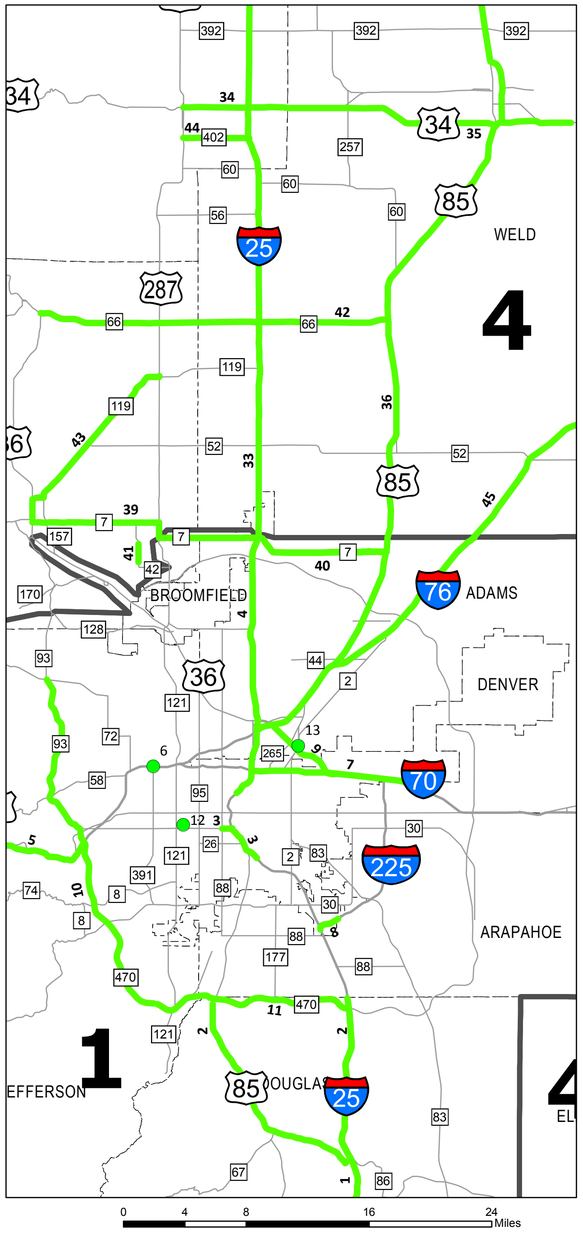
18	2	SH 21 Colorado Springs	SH 21: Powers Blvd. Central EA and FONSI	N/A	EA- April 2010 FONSI- January 2011	Woodmen Rd	SH 16	Improvements to reduce current and future traffic congestion on Central Powers Boulevard.
19	2	SH 21 Colorado Springs	SH 21: Powers Blvd. North EA and FONSI	N/A	EA- July 1997 FONSI- January 1998	I-25	Woodmen Rd.	Improvements to connect SH 21 Powers Blvd. to I-25.
20	2	US 50: Pueblo to SH 115	US 50 West EA and FONSI	https://www.codot.gov/library/studies/us50ea	EA- August 2014 FONSI- March 2016	McCulloch Blvd. (MP 307)	Wills Blvd. (MP 313)	Widening, intersection improvements, and water quality improvements.
21	2	US 50: Pueblo to SH 115	US 50 West PEL	https://www.codot.gov/library/studies/us-50-west-pel-study	PEL- June 2012	Swallows Rd.	Baltimore Ave.	Safety and mobility improvements.
22	2	US 50: I-25 to Kansas	US 50 East: Kansas to Pueblo Programmatic EIS and ROD	https://www.codot.gov/projects/us50e	EIS- In progress ROD- Spring 2016	Pueblo	Kansas State Line	Widening, intersection improvements, passing lanes, turn lanes, bridges.
23	3	I-70B through Grand Junction	I-70B EA and FONSI	https://www.codot.gov/library/studies/i70bwest	EA- March 2008 FONSI- August 2008	24 Rd.	15th St.	Improvements include six lanes, intersection improvements, bike/ped, and bus stops.
24	3	I-70: Glenwood Springs to Vail	I-70 Eagle County Airport Interchange EA and FONSI	N/A		I-70 (MP 142)	MP 143	New Interchange.
25	3	I-70: Vail to EJMT	I-70: Silverthorne/Dillon Interchange PEL	https://www.codot.gov/projects/I70SilverthorneDillon		MP 205		Improvements to SH 9 and US 6 at the I-70 Silverthorne/Dillon Interchange Exit 205.
26	3	US 6: Fruita to Palisade	US 6: Clifton PEL	https://www.codot.gov/projects/us6cliftonstudy	PEL- October 2015	I-70B	33 Rd.	Safety and mobility improvements on US 6 through Grand Junction.
27	3	US 40: Kremmling to Steamboat Springs	US 40: Steamboat Springs to Steamboat II Documented Cat Ex	N/A		Steamboat Springs	Steamboat II	
28	3	US 50: Montrose to Gunnison	US 50: Blue Creek Canyon CatEx and CSS	https://www.codot.gov/projects/us50bluecreeksanddome		Cerro Summit	Blue Mesa Dam	Various improvements including adding paved shoulders and passing lanes.
29	3	SH 9: I-70 to US 285	SH 9 EIS and ROD	https://www.codot.gov/projects/hwy9f2b	FEIS- March 2004 ROD- May 2004	Frisco	Breckenridge	Various improvements for mobility, safety, and water quality
30	3	SH 13	SH 13 CatEx and CSS	N/A		Town of Rifle	Wyoming State Line	Various improvements including adding paved shoulders and passing lanes.
31	3	SH 82	SH 82: Entrance to Aspen EIA	N/A		Maroon Creek Bridge	Aspen	
32	3	Multiple	Region 3 Intersection Prioritization Study	N/A				Identification and ranking of priority intersections throughout the Region.
33	4	I-25 North	I-25 North EIS and Phased ROD	https://www.codot.gov/projects/north-i-25-eis	FEIS- August 2011 ROD 1- December 2011 ROD 1 Revision (SH 392 to SH 14)- August 2015 ROD 2 (120th to SH 7)- September 2016 ROD 3 (I-25 and Crossroads)- February 2016	Denver Union Station	Ft. Collins (SH 14)	Address congestion and safety with operations improvements, and improvements to highway, bus lanes, commuter rail, interchange improvements, and bike/ped improvements.
34	4	US 34: Loveland to Kersey	US 34: US 287 to LCR 3 EA and FONSI	https://www.codot.gov/library/studies/us34us287lcr3EA-FONSI	EA- April 2007 FONSI- July 2007	US 287 / North Cleveland Ave	LCR 3	Widening and interchange improvements.
35	4	US 34: Loveland to Kersey	US 34 Corridor Optimization Plan and Access Control Plan	N/A	COP - March 2003 ACP - May 2003	I-25	Town of Kersey	Widening, intersection improvements, safety improvements, construct / improve parallel facilities and interchanges.
36	4	US 85: I-76 to SH 14	US 85 PEL	https://www.codot.gov/projects/us85pel	PEL- November 2015	I-76	Wyoming State Line	Develop strategic vision for US 85 between I-76 and Town of Nunn that identifies the safety and operational needs along US 85 and determine short and long-term transportation priorities.
37	4	US 287: Fort Collins to Wyoming	US 287: SH 1 to LaPorte Bypass EA and FONSI	https://www.codot.gov/library/studies/us287sh1laporteEA-fonsi	EA- September 2004 FONSI- June 2006	SH 1	Laporte Bypass	
38	4	US 385	US 385/US 40: High Plains Highway Corridor Development and Management Plan	https://www.codot.gov/library/studies/385_final_web.pdf	Corridor Plan- July 2007	Town of Kit Carson	Nebraska State Line	Shoulders, intersection improvements, and safety improvements.

39	4	SH 7	SH 7 PEL and BRT Study	N/A	PEL and BRT Study- Not yet started	Boulder	Brighton	BRT study (Boulder to Brighton) and PEL (75th to US 287) to identify environmental resources, operational and multi-modal needs along with Access Management Plan.
40	4	SH 7	SH 7 PEL	https://www.codot.gov/projects/sh7pel	PEL- February 2014	US 287 (Lafayette)	US 85 (Brighton)	Improved cross section to accommodate bike/ped, transit and intersection improvements.
41	4	SH 42	SH 42 PEL	https://www.codot.gov/library/studies/sh42-pel/view	PEL- June 2013	Paschal Dr,	Pine St. (Louisville)	Improvements to roadway and intersections around Gateway and future RTD rail station.
42	4	SH 66: US 36 to US 85	SH 66 PEL	N/A	PEL- In progress	TBD- Potentially US 36	TBD- Potentially US 85	PEL to identify environmental resources, operational and multi-modal needs along with Access Management Plan
43	4	SH 119	SH 119 PEL and BRT Study	N/A	PEL and BRT Study- Not yet started	Boulder	Longmont	PEL and BRT to identify environmental resources, operational and multi-modal needs along with Access Management Plan
44	4	SH 402	SH 402 EA and FONSI	https://www.codot.gov/library/studies/sh402ea-fonsi	EA- July 2007 FONSI- January 2008	US 287	I-25	Mobility and safety improvements along the existing SH 402 from the US 287 intersection east to the I-25 interchange.
45	4	Multiple	Eastern Plains Mobility Study	https://www.codot.gov/library/studies/EastCoMobilityStudy.pdf	Eastern CO Mobility Study- April 2002			Shoulders, intersection improvements, and safety improvements.
46	5	US 160: Durango to South Fork	US 160: Durango to Bayfield EIS and ROD	https://www.codot.gov/projects/us160eis	FEIS- May 2006 ROD- October 2006	MP 88	MP 104.2	Interchange construction, widening, intersection improvements.
47	5	US 160: Durango to South Fork	US 160: East of Wolf Creek Pass EA and FONSI	N/A	EA- November 1998 FONSI- April 1999 Re-eval Needed	MP 174	MP 181	Reconsruction of US 160 from the existing two lanes with narrow shoulders to a combination of a two- and three-lane facility with wide shoulders, turn lanes, and passing lanes.
48	5	US 550: New Mexico to Durango	US 550 EA and FONSI	https://www.codot.gov/projects/us-550-environmental-assessment-finding-of-no-significant-impact	EA- July 2005 FONSI- December 2005	New Mexico State Line	US 160	Widening to 4 lanes, shoulders, drainage, wildlife crossings, and fencing.
49	5	US 550: New Mexico to Durango	US 550: 160 South Connection EIS and ROD	https://www.codot.gov/projects/us550-at-160	ROD- April 2015	US 160/US 550 at Farmington Hill		Complete connection of US 160 and US 550 via Grandview interchange.
50	5	Multiple	Region 5 Intersection Prioritization Study	N/A	Region Study- 2014	US 491 & MCR S US 160 & SH 17 SH 172 & CR 318 US 491 & MCR BB US 24 & Crossman Ave. US 550 & 11th St. / 12th St.		Identification and ranking of priority intersections throughout the Region. Provides scoping level recommendations.
51	5	Multiple	Region 5 Passing Lanes & Pullout Study	N/A	Region Study- 2014	Passing Lane Priorities: US 50 Westbound: 236.2-237.3 US 285 Southbound: 143.5-144.3 US 160 Westbound: 126.9-127.5 US 160 Eastbound: 28.35-29.55 US 160 Eastbound: 221.8-222.9	Pull-Out Priorities: US 50 Eastbound MP 231.1 US 24 Westbound MP 216.8 US 50 Westbound MP 231.2 US 50 Westbound MP 227.2 US 50 Eastbound MP 206.4	Identification and ranking of passing lane and pull-out locations throughout the Region. Provides scoping level recommendations.

10 Year Development Program
Studies

NEPA, PEL, and Other Studies*





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Data Source: CDOT 2015
Published: November 2015

*NEPA, PEL, or other studies with remaining unfunded work. Does not include studies where all work has either been completed or has been funded.

The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".

Development Program - DRAFT Major Investment Projects/Corridors
11/10/2015

A	B	C	D	E	F	G	H	I	J	K	L
Project ID	**Region**	**County**	**Corridor**	**Study**	**Project Name**	**Project Description**	**Limits From**	**Limits To**	**$ Funding Need**	**$ Total**	**Project/ Related Phase in STIP**
Highway Projects											
1	1	Douglas	I-25: El Paso County Line to C-470	I-25 South PEL	I-25: Monument to C-470	PEL to be completed for corridor with movement into NEPA and design/construction. Potential for adding one tolled Express Lane in each direction on I-25 to connect to tolled Express Lane on C-470.	Monument	C-470	$ 270.00	$ 270.00	√
2	1	Denver	I-25: Broadway to I-70	I-25/US 6: Valley Highway EIS and Phased ROD	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	Santa Fe	Alameda	$ 3.00	$ 30.00	√
3	1	Denver	I-25: Broadway to I-70	I-25/US 6: Valley Highway EIS and Phased ROD	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and interchanges and roadway widening.	Santa Fe	Bronco Arch	$ 60.00	$ 60.00	
4	1	Adams	I-25 North	I-25 North EIS and Phased ROD; I-25 North: US 36 to SH 7 PEL	I-25 North: US 36 to 120th	Implementation of I-25 North PEL recommendations including additional capacity from 84th Ave. to Thornton Pkwy., and auxiliary lanes between interchanges.	US 36	120th	$ 95.00	$ 95.00	√
5	1	Adams / Broomfield	I-25 North	I-25 North EIS and Phased ROD; I-25 North: US 36 to SH 7 PEL	I-25 North: 120th to SH 7	Extension of one tolled express lane in each direction from where segment three ends (136th/144th) to SH 7. Addition of auxiliary lanes between interchanges as identified in the I-25 North PEL.	120th	SH 7	$ 80.00	$ 150.00	√
6	1	Clear Creek	I-70 Mountain	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Empire Junction to top of Floyd Hill.	Empire Junction (MP 231)	Beaver Brook (MP 246.5)	$ 170.00	$ 170.00	
7	1	Clear Creek	I-70 Mountain	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels-either Peak Period Shoulder Lanes (PPSL) or permanent.	E. Idaho Springs (MP 241)	Beaver Brook (MP 246.5)	$ 200.00	$ 250.00	
8	1	Jefferson	I-70 West: C-470 to I-25	I-70 Kipling Interchange PEL	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.	I-70 and Kipling		$ 60.00	$ 60.00	
9	1	Denver	I-70 East: I-25 to E-470	I-70 East EIS and ROD	I-70 East: I-25 to I-225	Reconstruction of I-70, including the I-70 viaduct. First phase project would include the addition of one tolled Express Lane in each direction from Brighton Blvd. to I-225. Preferred ultimate alternative is expansion and reconstruction of I-70 from Brighton Blvd. to Tower Rd. with two tolled Express Lanes in each direction.	I-25	I-225	$ 180.00	$ 1,117.00	√
10	1	Denver	I-225	I-225 PEL	I-225: I-25 to Yosemite	Complete NEPA and final design for $3 million. Construction involves removing bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Current DTR on-ramp would serve northbound I-25 only with a braided ramp under I-225 to I-25 northbound that will connect to the right side of the I-225 to I-25 southbound lanes. Includes replacement of Ulster bridge.	I-25	Yosemite	$ 60.00	$ 60.00	
11	1	Adams	I-270	I-270 PEL	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Addition of one tolled Express Lane in each direction, replacement of bridges, and reconstruction of concrete pavement.	I-76	I-70	$ 250.00	$ 250.00	√

12	1	Douglas	C-470	C-470 Express Lanes Feasibility Study/EA/Revised EA and FONSI	C-470: Platte Canyon to Kipling	Second phase of C-470 Corridor project. Currently funded first phase adds one tolled Express Lane westbound from I-25 to Wadsworth, and a second tolled Express Lane from I-25 to Colorado. Eastbound, the project adds one tolled Express Lane from Platte Canyon to I-25. The funded first phase also includes auxiliary lanes between select interchanges. The second phase includes the extension of one westbound tolled Express Lane from Platte Canyon to Kipling, and a second westbound tolled Express Lane to Lucent. Eastbound, one tolled Express Lane would be extended to Kipling, and a second tolled Express Lane would be added from Broadway to I-25.	Platte Canyon	Kipling	$ 65.00	$ 334.00	√
13	1	Jefferson	US 6: I-70 to I-25	US 6: Wadsworth Blvd. EA and FONSI	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	US 6 and Wadsworth		$ 60.00	$ 60.00	
14	1	Douglas	US 85: C-470 to I-25	I-25/US 85: South EIS and ROD	US 85: Louviers to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration.decelaration lanes. Includes a 10 foot trail.	Louviers	Meadows	$ 55.00	$ 55.00	
15	1	Adams	US 85: I-270 to E-470	US 85: Vasquez PEL	US 85: I-270 to 62nd Ave. Interchange	Reconstruction of the interchange at I-270 and intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	I-270	62nd Ave.	$ 35.00	$ 35.00	
16	2	Pueblo	I-25 through Pueblo	I-25: New Pueblo Freeway EIS and ROD	I-25: 1st St. to 13th St. (New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between 1st St. and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps.	1st St.	13th St.	$ 130.00	$ 130.00	√
17	2	Pueblo	I-25 through Pueblo	I-25: New Pueblo Freeway EIS and ROD	I-25: 29th St. Section	Part of the Phase 1 of the New Pueblo Freeway. Widening of the interstate from two to three lanes in each direction and relocation of interchange ramps and construction of frontage roads.	US 50B (Exit 100)	US 50 / SH 47 Interchange	$ 52.00	$ 52.00	√
18	2	El Paso	I-25 through Colorado Springs	N/A	I-25: Widening S. Academy to Circle/Lake	Widening of roadway to six lanes.	S. Academy Blvd.	Circle/Lake	$ 35.00	$ 35.00	
19	2	El Paso	US 24: Divide to I-25	US 24 West: I-25 West to Manitou Springs EA and FONSI	US 24 West: Ute Pass	Drainage and intersection improvements and resurfacing..	Green Mountain Falls	Manitou Springs	$ 20.00	$ 20.00	√
20	2	El Paso	US 24: Divide to I-25	US 24 West: I-25 West to Manitou Springs EA and FONSI	US 24 West: Ridge Rd. St to 8th St.	Widening of roadway to six lanes.	Ridge Rd. St.	West of 8th St.	$ 55.00	$ 55.00	
21	2	El Paso	US 24 East: I-25 to I-70	N/A	US 24 East: SH 21 to Limon (focus on Garrett Rd. to Woodmen Rd.)	Repaving and intersection improvements and drainage improvements at Fern Gulch and Cascade.	SH 21	Limon	$ 15.00	$ 15.00	
22	2	Pueblo	US 50: Pueblo to SH 115	US 50 West EA and FONSI US 50 West PEL	US 50 West of Pueblo	Widening of US50A westbound from two lanes to three lanes, widening eastbound from McCulloch to Purcell. Improvements to intersections by constructing jughandle intersections.	West of Purcell	Pueblo Blvd. / SH 45	$ 25.00	$ 25.00	√
23	2	Pueblo / Otero / Bent	US 50: I-25 to Kansas	US 50 East: Kansas to Pueblo Programmatic EIS and ROD	US 50B Widening	Widening of roadway to four lanes.	Pueblo	East of Lamar	$ 55.00	$ 55.00	
24	2	Prowers	US 287: OKlahoma to Eads	US 287: Lamar Reliever Route EA and FONSI	US 287: Lamar Reliever Route	Phased construction of new two lane roadway.	US 287 (MP 73) US 50 (MP 433)	US 287 (MP 79) US 50 (MP 435)	$ 160.00	$ 160.00	
25	2	El Paso	SH 21 Colorado Springs	SH 21: Powers Blvd. Central EA and FONSI	SH 21: Widening	Widening from Milton E. Proby Pkwy. to East Fountain Blvd.	Milton E. Proby Pkwy.	East Fountain Blvd.	$ 13.00	$ 13.00	
26	2	El Paso	SH 21 Colorado Springs	SH 21: Powers Blvd. North EA and FONSI	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy.	North of Woodmen Rd.	South of Briargate Pkwy.	$ 30.00	$ 30.00	
27	2	Teller	SH 67	N/A	SH 67: Divide to Victor Shoulder Widening and Safety improvements	Shoulder widening and safety improvements.	Divide	Victor	$ 25.00	$ 25.00	
28	3	Mesa	I-70B through Grand Junction	I-70B EA and FONSI	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	I-70B (MP 4)	15th St. (MP 6)	$ 16.00	$ 20.00	√
29	3	Mesa	I-70: Palisade to Parachute	N/A	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	Palisade	Debeque	$ 45.00	$ 45.00	√
30	3	Eagle	I-70: Glenwood Springs to Vail	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70: Edwards Spur Rd.	Improvements to sourthern half of the Edwards Spur Rd. starting north of the roadway bridge and ending with connection to US 6 to the south. Improvements anticipated to include road and bridge widening, intersection improvements, and pedestrian mobility improvements.	I-70G Spur Rd. (MP 0)	I-70G Spur Rd. (MP 0.527)	$ 25.00	$ 35.00	√

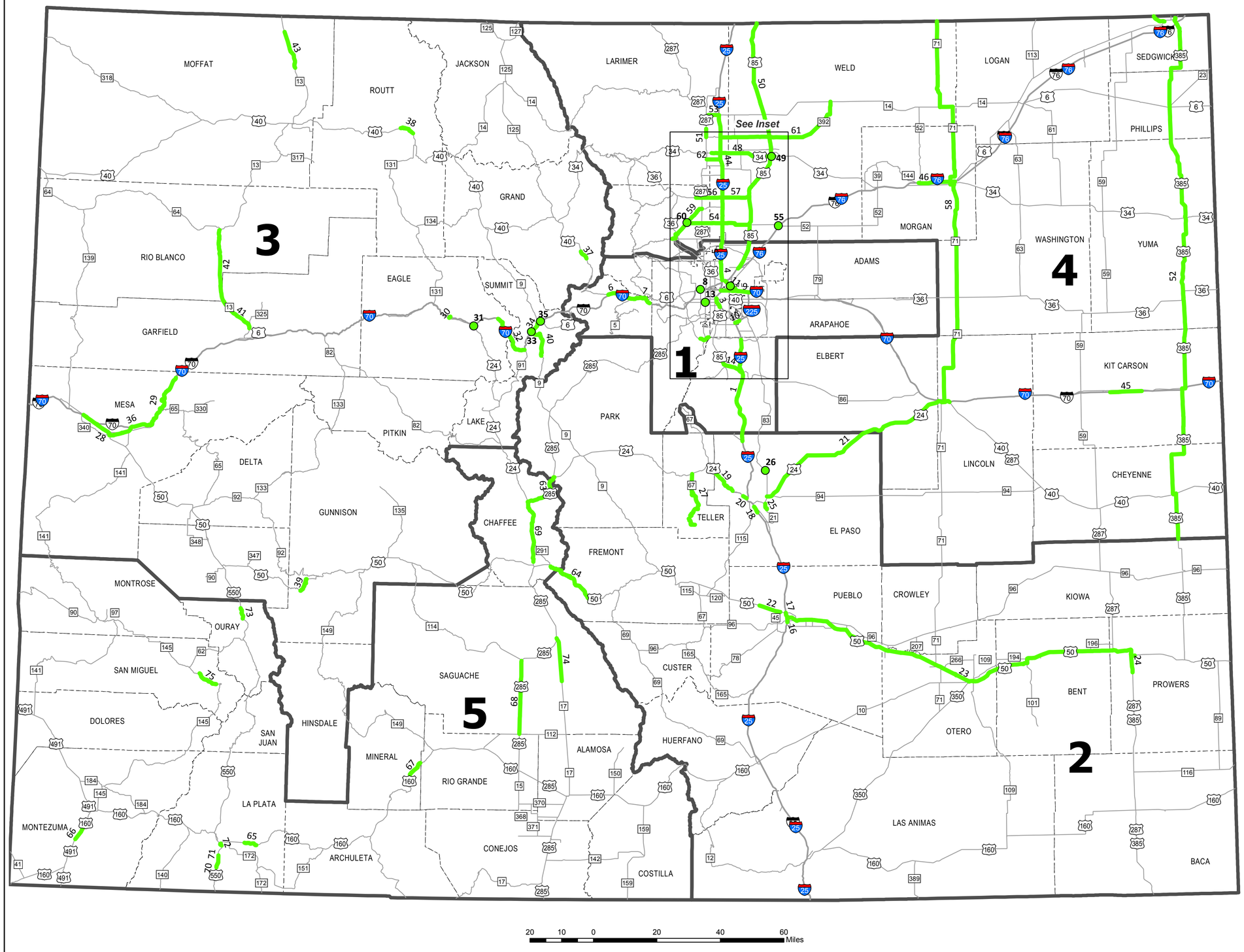
31	3	Eagle	I-70: Glenwood Springs to Vail	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	MP 170	MP 174	$ 22.00	$ 22.00	√
32	3	Eagle / Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for permanent water quality features and recommended third lane (both directions) to increase safety and mobility. Installation of permanent water quality features, relocation of bike path, and completion of three miles of roadway widening.	MP 180	MP 195	$ 72.50	$ 75.00	
33	3	Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at the Exit 203 ramp termini to a double lane, consideration of addition of through lane over existing structure and bridge expansion. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	MP 202	MP 203	$ 6.20	$ 6.20	
34	3	Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently)	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.	Frisco (MP 203)	Silverthorne (MP 205)	$ 10.00	$ 11.20	
35	3	Summit	I-70: Vail to EJMT	I-70 Mountain Programmatic EIS and ROD (individual projects cleared subsequently); I-70: Silverthorne/Dillon Interchange PEL	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.	MP 205	MP 206	$ 19.00	$ 20.00	
36	3	Mesa	US 6: Fruita to Palisade	US 6: Clifton PEL	US 6: Improvements Mesa County	Completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor. Intersection, shoulders, and other safety and mobility Improvements at problem locations throughout the corridor.	Fruita (MP 21.2)	Palisade (MP 43.3)	$ 57.00	$ 60.00	√
37	3	Grand	US 40: Empire to Kremmling	N/A	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility.	Fraser (MP 226.5)	Winter Park (MP 229)	$ 11.00	$ 11.00	
38	3	Routt	US 40: Kremmling to Steamboat Springs	US 40: Steamboat Springs to Steamboat II Documented Cat Ex	US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.	Steamboat Springs	Steamboat II	$ 28.00	$ 28.00	
39	3	Gunnison	US 50: Montrose to Gunnison	US 50: Blue Creek Canyon CatEx and CSS	US 50: Little Blue Canyon	Reconstruct and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor. Addition of passing lanes and mitigation of geohazard land-slide within the project limits. Can be implemented in phases.	MP 121.5	MP 126.5	$ 35.00	$ 42.50	
40	3	Summit	SH 9: I-70 to US 285	SH 9 EIS and ROD	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	MP 84.8	MP 96	$ 9.00	$ 10.00	√
41	3	Garfield	SH 13	SH 13 CatEx and CSS	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Rifle (MP 4)	Rio Blanco County Line (MP 16)	$ 52.00	$ 60.00	√
42	3	Rio Blanco / Moffat	SH 13	SH 13 CatEx and CSS	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	MP 16	MP 122.7	$ 14.00	$ 30.00	√
43	3	Moffat	SH 13	SH 13 CatEx and CSS	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	MP 123.03	MP 110.83	$ 25.00	$ 35.00	√
44	4	Adams / Broomfield / Weld / Larimer	I-25 North	I-25 North EIS and Phased ROD	I-25 North: SH 7 to SH 14	Addition of one tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements from SH 7 to SH 14.	SH7 (MP 229)	SH14 (MP 270)	$ 1,500.00	$ 1,500.00	√
45	4	Lincoln / Kit Carson	I-70 Plains	N/A	I-70: ASR Pavement Replacement and Safety Improvements	Replacement of Akali-Silica Reactivity (ASR) pavement and associated safety improvements.	Stratton		$ 55.52	$ 59.00	
46	4	Morgan	I-76 Plains	N/A	I-76: Reconstruction Phase 4 and 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan	Brush	$ 400.00	$ 400.00	√
47	4	Larimer	US 34: Loveland to Kersey	US 34: US 287 to LCR 3 EA and FONSI	US 34: Widening Denver Ave. to LCR 3	Widening of roadway to six lanes.	Denver Ave.	LCR 3	$ 25.00	$ 25.00	√
48	4	Larimer / Weld	US 34: Loveland to Kersey	US 34 Corridor Optimization Plan and Access Control Plan	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	LCR 3	East of US 85	$ 170.00	$ 170.00	

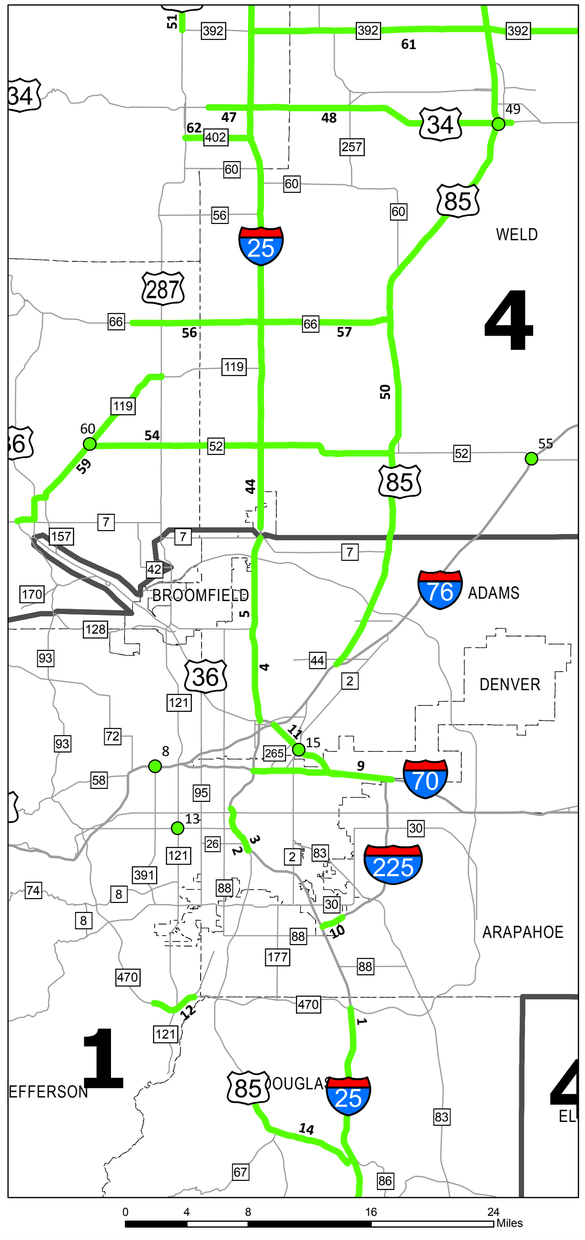
49	4	Weld	US 34: Loveland to Kersey	US 85 PEL	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of interchange by making the geometric configuration more intuitive to drivers, adding grade separations, and improving access points. Due to its complexity this interchange has come to be known by locals as Spaghetti Junction.	US 85 (MP 112)	US 85 (MP 114)	$ 99.00	$ 100.00	
50	4	Adams / Weld	US 85: I-76 to SH 14	US 85 PEL	US 85: Corridor Improvements	Safety, intersection and interchange improvements.	MP 227	MP 309	$ 197.25	$ 200.00	√
51	4	Larimer	US 287: Fort Collins to Wyoming	US 287 Environmental Overview Study	US 287: Widening Fort Collins	Widening of roadway from four to six lanes.	Harmony Rd	SH392	$ 25.00	$ 25.00	
52	4	Kit Carson / Yuma / Phillips / Sedgwick	US 385	US 385/US 40: High Plains Highway Corridor Development and Management Plan	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety Improvements at problem locations.	Wyoming State Line	Cheyenne / Kiowa County Line	$ 961.46	$ 965.00	√
53	4	Larimer	SH 14: US 287 to I-25	N/A	SH 14: Widening I-25 to Riverside	Widening of roadway from four to six lanes.	I-25	Riverside	$ 30.00	$ 30.00	
54	4	Boulder / Weld	SH 52: SH 119 to US 85	N/A	SH 52: SH 119 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.	SH 119	US 85	$ 80.00	$ 80.00	√
55	4	Weld	I-76: E-470 to Wyoming	N/A	SH 52 Interchange in Hudson	Reconstruction of interchange.	I-76 / SH 52		$ 20.03	$ 25.00	
56	4	Boulder / Weld	SH 66: US 36 to US 85	SH 66 PEL	SH 66: Corridor Improvements West	Widening, safety, and intersection improvements.	Hover Rd.	I-25	$ 98.50	$ 100.00	√
57	4	Boulder / Weld	SH 66: US 36 to US 85	SH 66 PEL	SH 66: Corridor Improvements East	Safety and intersection improvements.	US 85	I-25	$ 50.00	$ 50.00	√
58	4	Lincoln / Morgan / Weld	SH 71	Eastern Colorado Mobility Study	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	I-70	Nebraska State Line	$ 99.21	$ 100.00	
59	4	Boulder	SH 119	SH 119 PEL and BRT Study	SH 119: Managed Lanes	Construction of managed lanes.	MP 43	MP 58	$ 75.00	$ 75.00	
60	4	Boulder	SH 119	N/A	SH 119 / SH 52 Interchange	Construction of new interchange.	MP 49	MP50	$ 30.00	$ 30.00	
61	4	Larimer / Weld	SH 392: US 287 to SH 14	SH 392 Environmental Overview Study	SH 392: Corridor Improvements	Widening, safety, and intersection improvements.	I-25	Briggsdale	$ 110.00	$ 110.00	
62	4	Larimer	SH 402	SH 402 EA and FONSI	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements.	US 287	I-25	$ 45.00	$ 45.00	
63	5	Chaffee	US 24: Hartsel to Johnson Village	Region 5 Passing Lanes & Pullouts Study	US 24: Safety and Mobility Improvements on Trout Creek Pass-Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	MP 213	MP 227	$ 7.80	$ 8.00	√
64	5	Chaffee	US 50: Canon City to Poncha Springs	Region 5 Passing Lanes & Pullouts Study	US 50: Safety and Mobility Improvements between Salida and Coaldale (Passing Lanes and Vehicle Turn-outs)	Addition of passing lanes and vehicle turnouts.	MP 223	MP 243	$ 4.60	$ 6.60	√
65	5	La Plata	US 160: Durango to South Fork	US 160: Durango to Bayfield EIS and ROD	US 160: Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223. The project also includes shoulder widening and access consolidation.	MP 96	MP 100	$ 21.50	$ 21.50	√
66	5	Montezuma	US 160: New Mexico to Durango	Region 5 Passing Lanes & Pullouts Study	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	MP 28	MP 32	$ 9.10	$ 9.10	√
67	5	Mineral	US 160: Durango to South Fork	US 160: East of Wolf Creek Pass EA and FONSI	US 160: Wolf Creek Pass East Mobility and Safety Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass EA. The design includes the addition of passing opportunities, mobility improvements, and safety Improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	Lake Creek (MP 175)	East of chain station (MP 180)	$ 45.30	$ 45.30	
68	5	Saguache	US 285: Alamosa to Poncha Springs	Region 5 Passing Lanes & Pullouts Study	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	MP 63	MP 86	$ 7.00	$ 7.00	√
69	5	Chaffee	US 285: Poncha Springs to Fairplay	Region 5 Passing Lanes & Pullouts Study	US 285: Safety and Mobility Improvements between Buena Vista and Poncha Springs (Turn Lanes/Passing Lanes)	Addition of turn lanes/passing lanes between Buena Vista and Poncha Springs and addition of wildlife fencing.	MP 128	MP 211	$ 0.05	$ 5.00	√
70	5	La Plata	US 550: New Mexico to Durango	US 550 EA and FONSI	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	MP 8	MP 10	$ 26.60	$ 26.60	√
71	5	La Plata	US 550: New Mexico to Durango	US 550 EA and FONSI	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	MP 9	MP 12	$ 27.30	$ 30.00	√
72	5	La Plata	US 550: New Mexico to Durango	US 550: 160 South Connection EIS and ROD	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 ($71 M) provides 2 lane configuration. Phase 2 ($20 M) provides for additional 2 lanes.	US 160 (MP 15)		$ 90.00	$ 91.00	√
73	5	Ouray	US 550: Durango to Ridgeway	Region 5 Passing Lanes & Pullouts Study	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses.	MP 112	MP 115	$ 27.00	$ 27.00	√
74	5	Alamosa	SH 17	N/A	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	MP 105	MP 118	$ 6.00	$ 7.00	√
75	5	San Miguel	SH 145	Region 5 Passing Lanes & Pullouts Study	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.	MP 72	MP 80	$ 5.80	$ 9.70	√
								TOTAL	$ 7,053.72	$ 8,504.70	
Transit Projects											

T1	1	Douglas	I-25: El Paso County Line to C-470	Intercity and Regional Bus Plan	Castle Rock Park-n-Ride	CDOT contribution to construction of Park-n-Ride in Castle Rock.			$ 1.00	$ 2.00	
T2	1, 4	Denver/ Adams / Boulder	I-25 North	I-25 North EIS and Phased ROD; North I-25 Commuter Rail Update	North I-25 Commuter Rail Right of Way (ROW)	Purchase of ROW to facilitate development of commuter rail services in the North I-25 Corridor.			$ 38.00	$ 38.00	
T3	1, 4	Denver/ Adams / Boulder	I-25 North	Intercity and Regional Bus Plan	North Metro Rail Line - Park-n-Ride Connection with Interregional Services	Construction of Park-n-Ride that connects interregional services (Bustang) to North I-25 Commuter Rail Line.			$ 10.00	$ 168.00	
T4	1	Clear Creek	I-70 Mountain	SW Transit Plan; Intercity and Regional Bus Plan	Idaho Springs Park-n-Ride	CDOT contribution to construction of Park-n-Ride in Idaho Springs.			$ 1.00	$ 2.00	
T5	2	Puebo	I-25 through Pueblo	SW Transit Plan; Intercity and Regional Bus Plan	Pueblo Park-n-Ride	Construction of a new Park-n-Ride in Pueblo.			$ 2.50	$ 2.50	
T6	2	El Paso	I-25 through Colorado Springs	SW Transit Plan; Intercity and Regional Bus Plan	Woodmen Rd. Park-n-Ride Relocation	Relocation of Woodman Rd. Park-n-Ride in Colorado Springs.			$ 1.50	$ 1.50	
T7	3	Garfield	I-70: Parachute to Glenwood Springs	SW Transit Plan; Intercity and Regional Bus Plan	New Castle Park-n-Ride	Construction of New Castle Park-n-Ride to support RFTA regional services and Bustang interregional services.			$ 0.80	$ 0.80	
T8	3	Grand	US 40: Empire to Kremmling	SW Transit Plan	Winter Park Train Platform	Construction of new passenger loading platform to support Winter Park express passenger train services.			$ 3.00	$ 3.00	
T9	3	Eagle	I-70: Glenwood Springs to Vail	Intermountain TPR Plan	Simba Run Underpass	Construction of underpass under I-70.			$ 1.00	$ 1.00	
T10	4	Weld	I-25 North	Intercity and Regional Bus Plan	Carbon Valley (SH 52 / I-25) Park-n-Ride	CDOT contribution to construction of Park-n-Ride in the Carbon Valley.			$ 1.00	$ 2.00	
T11	4	Larimer	I-25 North	SW Transit Plan; Intercity and Regional Bus Plan	Harmony Rd. Park-n-Ride Expansion	Expansion of exisitng Harmony Rd. Park-n-RIde at Harmony Rd. and I-25.			$ 1.50	$ 1.50	
T12	4	Weld	US 85: I-76 to SH 14; US 34: Loveland to Kersey	SW Transit Plan	Greeley Transit Facility Cost Escalation	Expansion of the existing Greeley-Evans Transit System facility to accommodate ICB services and local transit system.			$ 1.20	$ 1.20	
T13	4	Weld	US 85: I-76 to SH 14	SW Transit Plan	US 85 Park-n-Ride Cost Escalation	Completion of work on US 85 Park-n-Rides.			$ 0.20	$ 0.20	
T14	4	Larimer	SH 402	SW Transit Plan; Intercity and Regional Bus Plan	SH 402 Park-n-Ride Improvements	Rehab and expansion of existing Park-n-Ride at SH 402 and I-25.			$ 2.00	$ 2.00	
T15	5	San Miguel	SH 145	SW Transit Plan; Intercity and Regional Bus Plan	SH 145 Park-n-Ride	Construction of a new Park-n-Ride on county owned property outside of Telluride near the intersection of SH 145 and Society Dr.			$ 2.50	$ 2.50	
T16	Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(5) 50 Passenger Over the Road (OTR) Coaches	Purchase of five OTR 50 passenger coaches to support the expansion of Bustang and develop the CDOT Rural/Regional bus network.			$ 3.00	$ 3.00	
T17	Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(3) 50 Passenger Over the Road (OTR) Coaches	Purchase of three OTR 50 passenger coaches to support the expansion of current Bustang services.			$ 1.80	$ 1.80	
T18	Statewide	Multiple	Multiple	SW Transit Plan; Intercity and Regional Bus Plan	(20) 30 Passenger Over the Road (OTR) Coaches	Purchase of 20 OTR 30 passenger coaches to support the expansion of Bustang and develop the CDOT Rural/Regional bus network.			$ 7.00	$ 7.00	
								TOTAL	$ 79.00	$ 240.00	
Operations Projects											
O1	Statewide	Multiple	Multiple	N/A	Traffic Incident Management (TIM) Program	Expansion of TIM program throughout the state including staffing, vehicles, operations, maintenance, and vendor contracts.			TBD	TBD	
O2	Statewide	Multiple	Multiple	N/A	Traffic Management Operations Centers (TMOC)	Updates and modernizations to existing TMOCs, and potential new TMOCs in Regions 4 and 5.			TBD	TBD	
O3	Statewide	Multiple	Multiple	N/A	ITS Progammatic Improvements	Replacement and expanson of ITS including addiioanl ramp metering, expansion of communications networks, expanded app and software development to support public information, roadway weather management and information, and other new technologies.			TBD	TBD	
O4	Statewide	Multiple	Multiple	N/A	Corridor Operations Plan Development and Implementation	Development and implementation of Corridor Operations Plans. Improvements include maintenance turn around areas, chain up stations, and managed roadway technologies.			TBD	TBD	
O5	Statewide	Multiple	Multiple	N/A	Planning, Performance, and Transportation Demand Management (TDM)	TSMO planning and coordination, including expansion of TDM program, and support for corridor coalitions.			TBD	TBD	
O6	Statewide	Multiple	Multiple	N/A	RoadX Connected/Autonomous Vehicles Technology	Development of data platform to support connected/autonmous vehicles technology and RoadX corridor projects.			TBD	TBD	
								TOTAL	TBD	TBD	

10 Year Development Program
Major Investment Projects/Corridors

Major Investment Projects/Corridors (Highways)





COLORADO
Department of Transportation

Data Source: CDOT 2015
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