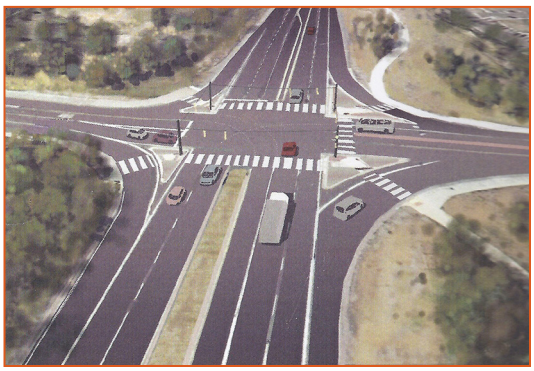
Partnership Projects Statewide by Region 2013–2014

Region 1

C-470 • KIPLING TO I-25 [Douglas County]
Applicant: C-470 Corridor Coalition
Total Cost: $200 million
RAMP Request: $100 million
Work: Adds tolled Express Lane in each direction; reconstructs pavement; adds auxiliary lanes at select locations; improves on- and off-ramps to current standards; re-aligns substandard curves.
Benefits: (Mobility) Reduces travel time—20 minutes in express lanes, 6 minutes in general purpose lanes; (Economic) Provides access for I-70 corridor tourism and is a crucial link for commuters to and from downtown Denver and for businesses along I-25.

SH 2 • 62ND AVENUE TO I-76 (devolution) [Adams County]
Applicant: City of Commerce City
Total Cost: $20.8 million
RAMP Request: $13.6 million
Work: Widens SH 2 to four lanes with asphalt pavement, widens shoulders, improves drainage system and street lighting. Devolves SH 2 [from 62nd Ave. to I-76] to Commerce City.
Benefits: (Mobility) Improves travel times due to increased capacity; (Safety) Mitigates accidents caused by sub-standard shoulders between 80th Avenue/Quebec Parkway and I-76.

US 6 AND SH 93 • 19TH STREET INTERSECTION [Jefferson County]
Applicant: City of Golden
Total Cost: $25 million
RAMP Request: $20 million
Work: Adds grade separated intersections along the corridor and two new lanes to SH 93 section.
Benefits: (Mobility) Reduces morning peak travel congestion by 82.7% and afternoon peak congestion by 58%; (Safety) Significantly reduces congestion-related crashes.


Existing Conditions / 19th Street and US 6

Golden Option / 19th Street and US 6

Region 1 (continued)

COLORADO BOULEVARD IN IDAHO SPRINGS (devolution) **[Clear Creek County]**
Applicant: City of Idaho Springs
Total Cost: $21.9 million
RAMP Request: $21.9 million
Work: Reconstructs Colorado Blvd. in asphalt from the east interchange at exit 241 to the western end of town. Includes improvements to SH 103 between I-70 and Colorado Blvd. Provides access, ownership, control and maintenance responsibility of Colorado Blvd. to the city of Idaho Springs.
Benefits: **(Mobility)** Provides an alternative when I-70 is congested; **(Economic)** Serves as a catalyst for redevelopment by enhancing connectivity between east-end businesses and the historic downtown.

FEDERAL BOULEVARD • 6TH AVENUE TO HOWARD PLACE **[Denver County]**
Applicant: City of Denver
Total Cost: $29.2 million
RAMP Request: $23.3 million
Work: Reconstructs Federal Blvd. including a raised median, reconfigured intersection, curb and gutter, pedestrian amenities, bicycle facilities, bus access and drainage improvements.
Benefits: **(Mobility)** Significantly reduces delays at intersections of 8th Ave. and Federal Blvd. and 10th Ave. and Federal Blvd.

I-25 AT ARAPAHOE ROAD (STATE HIGHWAY 88) **[Arapahoe County]**
Applicant: Arapahoe County & the I-25/Arapahoe Interchange Coalition
Total Cost: $74 million
RAMP Request: $50.4 million
Work: Reconstructs I-25 and Arapahoe Road [SH 88] interchange to provide additional left turn lane from southbound I-25 to eastbound Arapahoe Rd. As part of the interchange improvements, the I-25 bridge over Arapahoe Rd., which is functionally obsolete, will be replaced.
Benefits: **(Safety)** Significantly reduces congestion-related crashes; **(Mobility)** Reduces morning peak travel congestion by 52.3% and evening peak congestion by 10%; **(Economic)** Improves access to commercial land uses in the northeast quadrant due to the realigned frontage road and improves mobility to area businesses.

Region 2

SH 67 IN VICTOR (devolution) **[Teller County]**
Applicant: City of Victor
Total Cost: $307,000
RAMP Request: $307,000
Work: Provides ownership, access, control and maintenance responsibility of a .5-mile section of SH 67 within the city limits to Victor.
Benefits: **(Maintenance)** As this section of highway is a portion of Main Street, the City of Victor and the DREAM Commission (stakeholder group) will assume full ownership, access, control and maintenance responsibilities. This will enable them to build and maintain aesthetic improvements, better parking and improved pedestrian walkways; **(Economic)** The project will make the town more walkable, hopefully enticing travelers to stop.

US 160 AT CR 450 **[Huerfano County]**
Applicant: Town of La Veta/Huerfano County
Total Cost: $1.01 million
RAMP Request: $840,000
Work: Installs a westbound to southbound left-turn deceleration lane on US 160 and an eastbound to southbound right-turn deceleration lane on US 160, both at CR 450.
Benefits: **(Safety)** Provides safer turning; **(Economic)** Promotes tourism and development within the town and region, as well as job creation to attract families to the area.

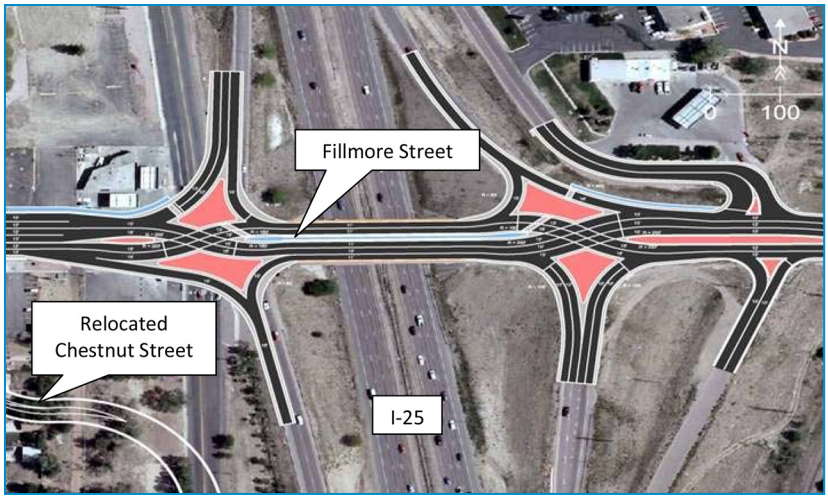
US 24 BUSINESS ROUTE (devolution) **[El Paso County]**
Applicant: El Paso County
Total Cost: $2.6 million
RAMP Request: $2.6 million
Work: Provides ownership, access, control and maintenance responsibility of US 24 [US 24E] business route to El Paso County.
Benefits: **(Maintenance)** Provides cash payment for local control of critical roadway.

US 50 AT DOZIER AVENUE/STEINMEIER AVENUE **[Fremont County]**
Applicant: City of Canon City
Total Cost: $1.5 million
RAMP Request: $1.2 million
Work: Replaces, relocates and upgrades traffic signals and realigns/reconstructs two major local north-south thoroughfare connections. The existing signal will be replaced and relocated east of current location with a realignment of Dozier Ave.
Benefits: **(Safety)** Reduces crash frequency; **(Mobility)** Improves travel time on the side streets as intersection maneuvers and stop movements will be eliminated; **(Economic)** US 50 will better serve southern Colorado as the primary freight, commuter and tourism route through Fremont County.

Region 2 (continued)

I-25 AT CIMARRON • US 24 [El Paso County]
Applicant: Pikes Peak Area Council of Governments
Total Cost: $30 million
RAMP Request: $24 million
Work: Constructs the northbound portion of the new interchange.
Benefits: **(Safety)** Reduces crash frequency; **(Mobility)** Improves travel time reliability by 15%; **(Economic)** The Colorado Springs Central Business District has three interchanges [Nevada/Tejon, Cimarron, and Bijou] within the project limits. The area is also a major conduit for tourism and recreation at Pikes Peak, the historic Cripple Creek [Gold Rush] mining and gaming district, and other areas in the Rocky Mountains.

I-25 AT FILLMORE [El Paso County]
Applicant: Pikes Peak Area Council of Governments
Total Cost: $21.3 million
RAMP Request: $11 million
Work: Replaces a congested and obsolete interchange on I-25 with a Diverging Diamond Interchange [DDI]. Includes replacing existing bridge with twin east- and westbound bridges. New bridge spans will also accommodate a future I-25 mainline HOV lane.
Benefits: **(Safety)** Reduces crash frequency; **(Mobility)** Improves travel time reliability by 23.4%; **(Economic)** This infrastructure is critical to advancing several proposed development projects that would bring nearly 2,660 jobs to the area.



Fillmore St./ I-25 Diverging Diamond Interchange layout

Region 2 (continued)

SH 21 (POWERS BOULEVARD) AT OLD RANCH ROAD [El Paso County]
Applicant: Pikes Peak Area Council of Governments
Total Cost: $9.3 million
RAMP Request: $600,000
Work: Constructs the Old Ranch Road bridge over SH 21 and the new mainline SH 21. Existing at-grade intersections will be used for on- and off-ramp traffic. This will allow SH 21 to pass under the new bridge, connecting Powers Blvd. on either side and thus completing a four-lane freeway from north of Union Boulevard to SH 83.
Benefits: (Safety) Reduces crash frequency; (Mobility) Improves travel time reliability by 21.9%.

I-25 • ILEX TO 1ST STREET [Pueblo County]
Applicant: Pueblo Area Council of Governments
Total Cost: $33.2 million
RAMP Request: $22 million
Work: Reconstructs I-25 from Ilex to 1st Street. Replaces an aging substandard facility.
Benefits: (Safety) Reduces crash frequency; (Mobility) Improves travel time reliability by 15%; (Economic) Job creation during construction period.

US 50/SH 45 INTERCHANGE • WILLS TO PURCELL [Pueblo County]
Applicant: Pueblo Area Council of Governments
Total Cost: $10 million
RAMP Request: $5 million
Work: Improves operations at Purcell and relieves congestion eastbound from Pueblo West to Pueblo by adding a third lane.
Benefits: (Safety) Reduces crashes; (Mobility) Reduces delays within the project area including reduction in queuing/intersection blocking; (Economic) Job creation during construction period.

Region 3

US 6 • SH 13 IN RIFLE (devolution) **[Garfield County]**
Applicant: City of Rifle
Total Cost: $5.6 million
RAMP Request: $5.6 million
Work: Provides ownership, access, control and maintenance responsibility of SH 13 (approximately 1.65 total miles) to the City of Rifle.
Benefits: (Maintenance) Provides cash payment for local control of critical roadway.

Region 3 (continued)

SIMBA RUN UNDERPASS [Eagle County]
Applicant: Town of Vail
Total Cost: $20.8 million
RAMP Request: $14.6 million
Work: This project is located along the I-70 corridor between West Vail (MP 173) and Main Vail (MP 176) and will connect the north and south I-70 frontage roads by means of a new underpass for vehicles, transit and pedestrians.
Benefits: **(Safety)** Decreases congestion at the west and main Vail I-70 interchanges. Reduces backups that regularly occur on I-70. Provides a safe pedestrian crossing to replace the at-grade crossing near this location; **(Mobility)** Reduces congestion at the two I-70 interchanges by reducing local traffic from the spur roads. Provides alternate route for local traffic/transit. Decreases travel time for the transit system. Allows faster response time for emergency services.

SH 9 • SOUTH OF FRISCO AT IRON SPRINGS [Summit County]
Applicant: Summit County
Total Cost: $17.5 million
RAMP Request: $17.5 million
Work: Widens existing two lanes to four lanes for increased safety and mobility, including construction of a recreational pathway. This project [which involves construction of a brand new four-lane alignment between MP 93 and 95] is the last major phase of a multi-phase, multiyear project, which began nearly a decade ago. Provides ownership, access, control and maintenance responsibility of the east side of Vail Pass Multi-Use Path to Summit County.
Benefits: **(Safety)** Reduces crash frequency; **(Mobility)** Improves travel times through the corridor; **(Economic)** Part of major transportation corridor, including the local bus and shuttle routes from Denver to major tourism areas in Summit County.

I-70 EAGLE INTERCHANGE • PHASE II [Eagle County]
Applicant: Town of Eagle
Total Cost: $9.9 million
RAMP Request: $3.5 million
Work: This project constructs two new roundabouts, connects pedestrian facilities, and widens an existing bridge and roundabout to improvement safety and mobility along the I-70 corridor.
Benefits: **(Mobility)** Will help reduce congestion through intersection upgrades, as well as provide features that enhance multi-modal travel; **(Safety)** Intersection improvements will decrease the severity of crashes, provide a safe route for pedestrians through the entire corridor, and link the pedestrian and transit system

Region 3 (continued)

I-70 AT EXIT 31 • HORIZON DRIVE [Mesa County]
Applicant: City of Grand Junction
Total Cost: $5 million
RAMP Request: $4 million
Work: Constructs two roundabouts at the I-70 ramp signals, improving traffic flow, safety and aesthetics. Overall improvement plans for the 1.6-mile section include medians, detached sidewalks, bike lanes, pedestrian crossings, access control, intersection upgrades and landscaping.
Benefits: (Safety) Reduces accidents by 67%; (Mobility) Reduces travel time by 50%; (Economic) Expected to spur revitalization for the area (with an estimated 52 jobs created).

US 40 • FRASER TO WINTER PARK [Grand County]
Applicant: Town of Fraser
Total Cost: $1.95 million
RAMP Request: $1.3 million
Work: Widens US 40 to four lanes in Fraser to the edge of Winter Park, incorporating Rendezvous Road, 1st and 2nd Street intersections in Fraser and abutting King's Crossing Road in Winter Park.
Benefits: (Safety) Reduces rear-end collisions by providing additional pavement width for vehicles to maneuver during icy conditions; (Mobility) Improves travel time; This section of US 40 had reached 89% of its capacity and will be at 55% after this project. (Economic) Maintains and promotes the movement of people and goods on a critical corridor for tourism and the local economy.

SH 9 • COLORADO RIVER SOUTH [Grand and North Summit Counties]
Applicant: Grand County
Total Cost: $46 million
RAMP Request: $36.2 million
Work: Reconstructs and adds safety improvements to a 10.6-mile segment of SH 9, including the addition of 8-foot paved shoulders; new cross-drainage structures; changes to vertical and horizontal alignment; installation of continuous game fencing on both sides of roadway, with one-way wildlife escape ramps; controlled highway access; construction of seven wildlife crossings —five underpasses and two overpasses.
Benefits: (Safety) Improves safety by adding shoulders, improves sight distance for motorists and cyclists and adds mitigation features to reduce wildlife-vehicle collisions.

Rendering of wildlife underpass.

Rendering of wildlife overpass.

Region 4

I-25 • 120TH AVENUE TO STATE HIGHWAY 7 [Broomfield & Adams Counties]
Applicant: CDOT
Total Cost: $90 million
RAMP Request: $90 million
Work: Includes design, right of way and utilities relocation as well as the construction of a new tolled Express Lane in each direction on I-25 between 120th Avenue and SH 7.
Benefits: (Mobility) Improves travel times and reliability along I-25 as well as secondary roads.

US 287 NORTH COLLEGE • CONIFER TO LAPORTE BYPASS [Larimer County]
Applicant: City of Fort Collins
Total Cost: $36 million
RAMP Request: $17.5 million
Work: Multi-modal safety improvements including driveway consolidation and definition, addition of travel and turn lanes, roadway widening including shoulders; improved signal timing, and a two-lane roundabout.
Benefits: (Safety) Reduces crash frequency; (Mobility) Improves travel times; (Economic) Redevelopment of businesses and multi-family residential continues to increase on this corridor, which serves as a link to the downtown area, Larimer County social services, and low-income housing.

SH 14 FRONTAGE ROAD • GREENFIELDS COURT [Larimer County]
Applicant: Larimer County
Total Cost: $2.1 million
RAMP Request: $1.7 million
Work: Relocates the frontage road nearing Greenfields Court from immediately adjacent to SH 14 to provide necessary separation from SH 14. It also constructs a missing structure on frontage road to complete the road connection southwest of the intersection.
Benefits: (Safety) Decreases crash potential due to poor geometry; (Mobility) Reduces travel time; (Economic) Improves access to the businesses in the area.

Existing frontage road

Existing frontage road alternate view

Region 4 (continued)

SH 392 AT CR 47 INTERSECTION [Weld County]
Applicant: Weld County
Total Cost: $3.7 million
RAMP Request: $1.8 million
Work: Adds travel lanes, auxiliary turn lanes.
Benefits: **(Safety)** Improves travel conditions in corridor; **(Mobility)** Improves travel times by relieving congestion with auxiliary lanes; **(Economic)** Encourages the oil and gas industries to continue to provide funding for corridor projects. These improvements would accommodate the future widening of CR 47 from two to four lanes.

US 34 AT CR 49 INTERSECTION [Weld County]
Applicant: Weld County
Total Cost: $2.2 million
RAMP Request: $1.5 million
Work: Widens the existing concrete intersection of US 34 and CR 49 for the addition of travel lanes, auxiliary lanes and proper turning radius movements.
Benefits: **(Safety)** Improves intersection; **(Mobility)** Improves travel times for northbound traffic on CR 49 at the intersection and reduces congestion at US 85 & US 34 Bypass.

SH 392 AT CR 74 INTERSECTION [Weld County]
Applicant: Weld County
Total Cost: $2.2 million
RAMP Request: $1 million
Work: Adds auxiliary lanes to the intersection of CR 74 & SH 392. This project is a public-private partnership with High Sierra Water Services, who constructed their facilities on the northwest corner of the intersection.
Benefits: **(Safety)** Reduces potential crashes; **(Mobility)** Moderately reduces delay over the corridor; **(Economic)** Benefits residents who use the roadways and encourage the oil and gas industries to continue to provide funding for intersection projects.

Site of planned intersection improvements

Region 4 (continued)

US 34 AT CR H • US 385 AT CR 33.6 • US 34 AT CR J [Yuma County]
Applicant: Yuma County
Total Cost: $1.8 million
RAMP Request: $944,200
Work: Widens US 34 to accommodate acceleration and deceleration lanes at three intersections.
Benefits: **(Safety)** Improves safety following a critical school bus accident; **(Mobility)** Improves travel times by allowing through traffic to proceed at a normal speed; **(Economic)** Facilitates access to local businesses, improves agricultural transportation.

SH 119 DIAGONAL HIGHWAY • 30TH STREET TO FOOTHILLS PARKWAY [Boulder County]
Applicant: City of Boulder
Total Cost: $5.6 million
RAMP Request: $4.5 million
Work: Reconstructs roadway including replacement of existing asphalt. Current design includes concrete pavement. Also includes storm sewer, curb and gutter.
Benefits: **(Safety)** Creates safer travel for bicycles and pedestrians; **(Mobility)** Relieves congestion on roadway by providing for alternative modes of transportation.

SH 119 • BOULDER CANYON TRAIL EXTENSION [Boulder County]
Applicant: Boulder County
Total Cost: $5.5 million
RAMP Request: $4.4 million
Local Contribution (Dollars): $1.09 million
Work: Extends Boulder Canyon Trail to tunnel and removes existing at-grade pedestrian/cyclist crossing at Four Mile Drive.
Benefits: **(Safety)** Reduces conflict between vehicles/cyclists/pedestrians by moving non-motorized modes from roadway; **(Mobility)** Motorists won't be delayed by cyclists they are unable to pass.

Area along highway where trail will be extended

Region 5

SH 172 AT SH 151 INTERSECTION [La Plata County]
Applicant: Town of Ignacio
Total Cost: $1.8 million
RAMP Request: $1.4 million
Work: Adds turn lanes and signals to the intersection in downtown Ignacio.
Benefits: (Safety) Provides protected movements for pedestrians and vehicles. (Mobility) Reduces travel times—without a signal, in 2031 the peak morning delay was predicted to be 180.7 seconds, evening peak delay 999.9 seconds; (Economic) Better access for oil and gas companies; less time in traffic means more productivity.

SH 145 AT CR P [Montezuma County]
Applicant: Montezuma County
Total Cost: $1.7 million
RAMP Request: $1.6 million
Work: Constructs auxiliary turn lanes including northbound and southbound left-turn deceleration lanes and a southbound right-turn deceleration lane.
Benefits: (Safety) Reduces frequency of severe crashes. (Mobility) Improves travel times by eliminating the need for turning vehicles to stop.

US 550 • SKY ROCKET BOX CULVERT [Ouray County]
Applicant: City of Ouray
Total Cost: $2 million
RAMP Request: $1.6 million
Work: Replaces an undersized metal culvert under US 550 at MP 94.282 with a concrete box culvert large enough to handle water and debris from Sky Rocket drainage during large run-off.
Benefits: (Safety) Adds guardrails and shoulders on either side of the drainage to safeguard vehicles from drop-off; (Mobility) Improves road conditions, reduces chance of closures during flooding.

Existing undersized culvert to be replaced

Region 5 (continued)

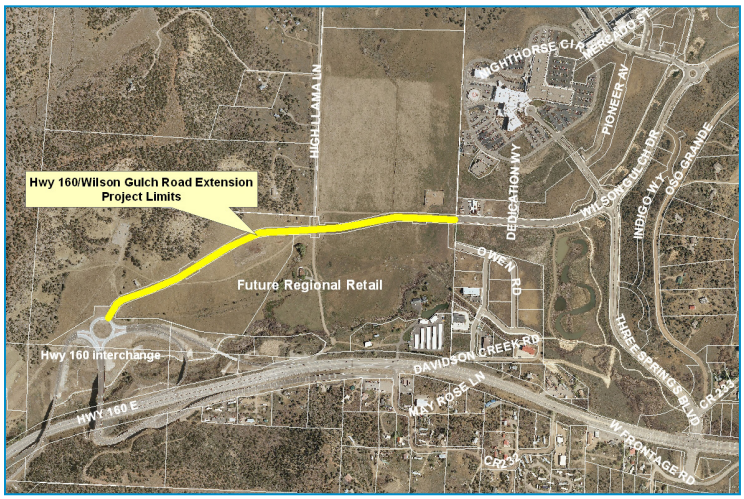
US 285 IN ANTONITO [Conejos County]
Applicant: Town of Antonito
Total Cost: $2.7 million
RAMP Request: $2.1 million
Work: Replaces storm drain system from 2nd Ave. to 12th Ave. on Main Street [US 285].
Benefits: **(Maintenance)** Allows the storm water to be collected at the basins and run through a storm drain through Main Street then be discharged in a receiving pond west of the town limits.

SH 62 RIDGWAY [Ouray County]
Applicant: Town of Ridgway
Total Cost: $13 million
RAMP Request: $10.4 million
Other Funding: $500,000
Work: Creates whole streets through and in downtown Ridgway including adding a center-turn lane from US 550 to Laura St. on SH 62, bike lanes, lighting, landscaping and context-sensitive design features [traffic calming and storm water management facilities, as well as intersection improvements].
Benefits: **(Safety)** Reduces crash frequency; **(Mobility)** Improves travel times by making it easier for vehicles to exit the highway.

US 24 BUENA VISTA [Chaffee County]
Applicant: Town of Buena Vista
Total Cost: $2.5 million
RAMP Request: $2 million
Work: Enhances US 24 as it passes through the town by constructing sidewalks, raised medians, curb and gutter, pedestrian ramps and drainage improvements.
Benefits: **(Safety)** Reduces accidents by 69% and improves safety for all modes of travel.

Region 5 (continued)

US 160 • WILSON GULCH ROAD [La Plata County]
Applicant: City of Durango
Total Cost: $6.4 million
RAMP Request: $4.3 million
Work: Facilitates construction of an approximately 3,516 linear foot section of Wilson Gulch Road between the US 160 interchange roundabout and the existing Wilson Gulch Road to the east.
Benefits: (Safety) Reduces crash frequency; (Mobility) Improves travel times for a limited area; (Economic) Provides secondary access to regional hospital and provides direct access to a currently undeveloped commercial retail site adjacent to the highway.



Aerial view of Wilson Gulch Road area