



COLORADO Department of Transportation

Division of Transportation Development
Multimodal Planning Branch
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Denver, CO 8022

DATE: June 14, 2017
TO: Transportation Commission
FROM: Josh Laipply, Debra Perkins-Smith, Jane Fisher, Herman Stockinger
SUBJECT: Refinement of 10-Year Development Plan

Purpose

To provide an update on the status of efforts to refine scope, schedule, and costs for 10-Year Development Program Plan projects as well as information on the update of the plan.

Action

No action requested.

Background

As discussed at the April and May Transportation Commission meetings, based on pending legislation at the time (House Bill (HB) 17-1242) staff began work on refining the current 10-Year Development Plan into a list of about \$3.5 billion in projects statewide, with a plan for Statewide Transportation Advisory Committee (STAC) and Commission participation in the process scheduled for May and June. It was expected that the Commission would need to adopt a project list by June 15 in order to meet the deadlines in HB 17-1242. The failure of HB 17-1242 eliminated the need to develop a \$3.5 billion list. However, staff continued efforts to refine scope, schedule, and costs, recognizing that the updated information provided by this effort will prove useful for providing better estimates on funding needs and matching those needs to potential funding sources or mechanisms such as Senate Bill (SB) 17-267, which was approved by the legislature at the end of the session (See SB 17-267 memo).

Details

The starting point for the development of a \$3.5 billion list for HB 17-1242 were the Tier I projects identified in the 10-Year Development Plan. The Development Plan was developed and vetted with planning partners in 2015 and 2016 and includes Tier I and Tier II projects. In general, Tier I projects are projects that have been identified as higher priorities for funding, should additional funds become available. Tier I includes 74 highway projects totaling about \$3.1 billion (including \$2.5 billion in unmet funding needs and \$600 million in potential matches from toll revenue, local partners, and existing CDOT programs such as RPP and FASTER Safety). While a useful tool in identifying priorities for federal grant opportunities and other sources of additional funds, the Development Plan is a higher-level planning tool and the projects identified require more in depth refinement of scope, cost and schedule, when considered for programming. In response to HB 17-1242, staff undertook a significant effort over the previous two months to complete this refinement effort including:

- **Establishment of Potential HB 17-1242 Project List:** Starting with the Development Plan, staff developed a list of projects that would be subject to the scope, schedule, and refinement effort. The list ultimately included all but a few Tier I projects and eight projects that had been identified as Tier II only. The Development Plan also includes a number of projects that include both Tier I and Tier II funding components. In these instances, the approach for establishing the project list varied. If the Tier I funding component only included costs for design/preconstruction the smallest logical Tier II construction component was added. If construction components were included in Tier I the project either remained as originally scoped or in some cases an additional Tier II construction component was added and used as the basis for the refinement effort.
- **Scope Refinement** - Based on lessons learned from the RAMP Program, a uniform approach for defining project scope was developed and implemented. The approach included the identification of basic project information (project limits, level of design development, scope definition (terrain, location, project type, complexity), major components (pavement, bridges, earthwork, walls, etc.), and specialty risks. The approach effectively considered projects with varying level of design development ranging from conceptual (i.e. NEPA process not initiated) all the way to preconstruction essentially complete and ready to advertise.



- **Cost Refinement:** Also based on lessons learned from the RAMP Program, a statistically robust approach was used for refining costs as a means to improve consistency and enhance accuracy. This included the development of a standard cost estimate template, implementation of a statistical approach for applying uncertainty to major item quantities as a function of level of project development and unit price variability, and a statistical approach for estimating minor items and other project costs as a function of project risks and level of project development. The end result was a probabilistic cost for each project. The probabilistic cost was then escalated to the mid-point of construction to account for inflation (a project constructed three years from now will cost more than if it was built today). It is important to note that this step had not been considered previously as part of the 10-Year Development Plan. Additionally, the costs indicated in the current plan are now more than two years old in most cases.
- **Schedule Refinement:** In all but a few cases, funding is needed to complete preconstruction so projects are ready to be advertised for construction. For the purposes of this refinement effort, Regions were asked to assume that additional funding is available in early 2018. On that basis, remaining preconstruction duration and overall construction duration were estimated. As indicated, the mid-point of construction was used as the basis for project cost escalation to account for inflation.

The results of this effort are included in **Attachment A**. It is important to note that the refinement effort assumed that additional funding would be available in early 2018 (projected timing for HB 17-1242 funding). As a result, it will be necessary to update construction start dates and project costs to reflect when funding is actually available. Key information includes:

- **Column G - Changes to Project Scope** - Changes to the scope of a project from how the project was originally identified in the Development Plan.
- **Column H - Phasing** - Opportunities to phase the project (i.e. how the project as cost estimated could be sub-divided into smaller phases) and/or additional phases beyond the scope of the project as cost estimated.
- **Column I - Estimated Construction Start** - The estimated date of construction start, if the project were funded.
- **Column J - Updated Total Project Cost** - Updated risk-based cost estimate, *prior* to inflation based on anticipated construction start.
- **Column K - Updated Total Project Cost (Net Present Value)** - Updated risk-based cost estimate inflated based on the midpoint of construction.
- **Column L - Updated Funding Need** - The estimated funding need of a project. Updated Total Project Cost (Net Present Value) (column K) less any other funding (column M).
- **Column M-N - Other Funding** - Significant other funds anticipated, including tolling, secured commitments from local partners, or other large sources of previously committed funds.
- **Column O-P - Original Tier I/II Funding Need and Total Project Cost** - For comparison purposes, the Tier I and II funding need and total project cost as originally identified in the Development Plan.

As noted in a companion memo on SB 17-267, staff anticipates updating the Development Plan over the summer months to incorporate the updated scope, schedule, and cost information described here, remove projects that have since been completed, account for any changes in priorities that have been identified through the planning process, refine transit projects, and incorporate additional large asset management and operations projects.

Next Steps

- June - August - Continue to work on updates to the Development Program and consult with Transportation Planning Partners
- September - Transportation Commission workshop on updated 10-Year Development Program Plan

Attachments

- Attachment A: Updated Scope/Schedule/Cost Estimates for Tier I and Select Tier II Projects



Updated Scope/Schedule Cost Estimates for Tier I and Select Tier II Projects
June 2017

10-Year Development Plan Tier I and Select Tier II Projects with Updates																	
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
Line	Project ID	Region	TPR	County	Updated Project Name	Updated Project Name and Description	Changes to Project Scope	Phasing	Estimated Construction Start	Updated Total Project Cost	Updated Total Project Cost (Net Present Value)	Updated Funding Need	Other Funding	Other Funding Assumptions	Original Tier I/II Funding Need	Original Tier I/II Total Project Cost	Notes
							<i>Changes to scope of project from original Tier I or II project</i>	<i>Explanation of possible phasing and estimated costs of phases</i>	<i>Estimated date of construction start if project is funded</i>	<i>Updated risk-based cost estimate prior to inflation based on anticipated construction start</i>	<i>Updated risk-based cost estimate inflated based on midpoint of construction</i>	<i>Net Present Value of Updated Estimate (Column K) less Other Funding (Column M)</i>	<i>Significant other funds anticipated, which reduces the identified funding need</i>				
1	1	1	Greater Denver Area, Pikes Peak Area	Douglas and El Paso	I-25: Colorado Springs Denver South Connection	Corridor mobility and safety improvements from Monument to C-470 as outlined in the PEL currently underway. Assumes construction of one new lane in each direction from Monument to Plum Creek Parkway.	Assumes construction of one new lane in each direction from Monument to Plum Creek Pkwy.	Updated estimate covers minimum costs utilizing existing infrastructure but may not meet desired geometrics. Additional work will be necessary to improve geometrics and reconstruct the roadway as needed to accommodate the new lane. Subsequent phase (not reflected in updated costs) includes full PEL improvements north of Plum Creek Parkway to C-470.	Oct-19	\$ 319,530,000	\$ 350,940,000	\$ 350,940,000	\$ -	Tolling will be considered on this corridor and could potentially mitigate some costs.	\$ 500,000,000	\$ 500,000,000	
2	2	1	Greater Denver Area	Denver	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.	No significant change to scope.		Apr-20	\$ 27,030,000	\$ 29,730,000	\$ 2,730,000	\$ 27,000,000	City and County of Denver	\$ 3,000,000	\$ 30,000,000	
3	3	1	Greater Denver Area	Denver	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges at 23rd and Speer, and construction of connector road.	No significant change to scope.	Subsequent phase (not reflected in updated costs) includes second phase roadway widening, and other safety and mobility improvements to be identified in planned PEL.	Jan-22	\$ 46,740,000	\$ 54,060,000	\$ 54,060,000	\$ -		\$ 60,000,000	\$ 60,000,000	
4	4	1	Greater Denver Area	Adams	I-25 North: US 36 to 120th	Improvements on I-25 between US 36 and 120th including addition of one General Purpose lane in each direction from 84th Ave. to Thornton Pkwy. and reconstruction of 88th Ave. bridge including a center loading median station for the Thornton Park-n-Ride.	No significant change to scope.	Subsequent phase (not reflected in updated costs) includes second phase auxiliary lanes and other improvements.	Nov-19	\$ 75,240,000	\$ 82,330,000	\$ 82,330,000	\$ -		\$ 75,000,000	\$ 95,000,000	
5	5	1	Greater Denver Area	Adams	I-25 North: TEL Expansion	Expansion of Tolle Express Lanes (TELS) from current planned end at E-470 to Weld County Line. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.	Scope increased to include extending from SH 7 to Weld County line.		Apr-19	\$ 91,730,000	\$ 98,030,000	\$ 23,030,000	\$ 75,000,000	Tolling	\$ 60,000,000	\$ 100,000,000	
6	6	1	Greater Denver Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Twin Tunnels to Empire Junction.	No significant change to scope. Original cost was rough estimate and reflected only partial improvements.		Dec-18	\$ 76,320,000	\$ 80,940,000	\$ 80,940,000	\$ -	Tolling will be considered on this corridor and could potentially mitigate costs.	\$ 170,000,000	\$ 170,000,000	
7	7	1	Greater Denver Area	Clear Creek	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.	No significant change to scope. Original cost was rough estimate and reflected only partial improvements.	Final alternative is unknown and the alignment may vary. Project could potentially be phased to incorporate improvements in westbound direction only based on alternative selected and funding availability.	Jul-19	\$ 548,380,000	\$ 597,290,000	\$ 527,290,000	\$ 70,000,000	Bridge Enterprise Tolling will be considered on this corridor and could potentially mitigate some costs.	\$ 180,000,000	\$ 250,000,000	
8	8	1	Greater Denver Area	Jefferson	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.	No significant change to scope.		Dec-19	\$ 56,300,000	\$ 60,800,000	\$ 60,800,000	\$ -		\$ 60,000,000	\$ 60,000,000	Tier II Project

Attachment A: Updated Scope/Schedule/Cost Estimates for Tier I and Select Tier II Projects

Line	Project ID	Region	TPR	County	Updated Project Name	Updated Project Name and Description	Changes to Project Scope	Phasing	Estimated Construction Start	Updated Total Project Cost	Updated Total Project Cost (Net Present Value)	Updated Funding Need	Other Funding	Other Funding Assumptions	Original Tier I/II Funding Need	Original Tier I/II Total Project Cost	Notes
							<i>Changes to scope of project from original Tier I or II project</i>	<i>Explanation of possible phasing and estimated costs of phases</i>	<i>Estimated date of construction start if project is funded</i>	<i>Updated risk-based cost estimate prior to inflation based on anticipated construction start</i>	<i>Updated risk-based cost estimate inflated based on midpoint of construction</i>	<i>Net Present Value of Updated Estimate (Column K) less Other Funding (Column M)</i>	<i>Significant other funds anticipated, which reduces the identified funding need</i>				
9	10	1	Greater Denver Area	Denver	I-225: I-25 to Yosemite	Remove 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. Pilot project planned for summer 2017 will help narrow alternative for this project.	No significant change to scope.		Apr-19	\$ 54,520,000	\$ 58,890,000	\$ 58,890,000	\$ -		\$ 60,000,000	\$ 60,000,000	
10	11	1	Greater Denver Area	Adams	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Capacity improvements, replacement of bridges, and reconstruction of concrete pavement.	No significant change to scope.		Jul-22	\$ 311,180,000	\$ 366,750,000	\$ 16,750,000	\$ 350,000,000	Tolling	\$ 100,000,000	\$ 280,000,000	
11	13	1	Greater Denver Area	Jefferson	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	No significant change to scope.		Jul-19	\$ 60,520,000	\$ 65,450,000	\$ 65,450,000	\$ -		\$ 60,000,000	\$ 60,000,000	
12	14	1	Greater Denver Area	Douglas	US 85: Louviers to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail.	Scope changed to remove funded project US 85: Louviers to MP 191.75, and incorporate two additional segments.	Project could be divided into phases: US 85 Sedalia to Daniels Park US 85 Castlegate to Meadows	Jan-22	\$ 80,090,000	\$ 94,260,000	\$ 94,260,000			\$ 55,000,000	\$ 55,000,000	
13	15	1	Greater Denver Area	Adams	US 85/Vasquez: 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.	No significant change to scope.	Phasing and early implementation alternatives are being investigated as part of the PEL.	Mar-21	\$ 84,220,000	\$ 95,310,000	\$ 95,310,000	\$ -		\$ 62,000,000	\$ 62,000,000	
14	121	1	Greater Denver Area	Adams	US 85: 104th Grade Separation	Construction of a grade separated interchange at 104th & US 85. The project will also grade separate 104th at the UPRR crossing just east of US 85.	No significant change to scope. Updated cost reflects identified need for possible realignment, and additional ROW acquisition costs.		Apr-20	\$ 93,470,000	\$ 102,310,000	\$ 102,310,000	\$ -		\$ 62,000,000	\$ 62,000,000	
15	122	1	Greater Denver Area	Adams	US 85: 120th Grade Separation	Construction of a grade separated interchange at 120th & US 85. The project will also grade separate 120th at the UPRR Crossing just east of US 85.	No significant change to scope. Updated cost reflects identified need for possible realignment, and additional ROW acquisition costs. Also increased cost due to reduced estimation of local commitment.		Apr-20	\$ 78,740,000	\$ 86,310,000	\$ 86,310,000	\$ -		\$ 20,000,000	\$ 45,000,000	
16	16	1	Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing	Widening of roadway to four lanes with median and construction of grade separated interchange at King's Valley.	No significant change to scope. Cost did not previously include King's Valley interchange.	Includes Kings Valley Interchange and first widening segment only. Additional phases will remain.	Oct-18	\$ 55,550,000	\$ 58,800,000	\$ 58,800,000	\$ -		\$ 40,000,000	\$ 40,000,000	
17	22	2	Central Front Range, Pikes Peak Area	El Paso	US 24 East: Widening Garrett/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garrett/Dodge Rd. to Stapleton Rd. (MP 318.3-323.6)	No significant change to scope.		Oct-20	\$ 55,230,000	\$ 61,000,000	\$ 61,000,000	\$ -		\$ 35,000,000	\$ 35,000,000	Tier II Project
18	99	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill	Addition of passing lanes and shoulder widening. (MP 183 - 234)	No significant change to scope.		Jan-20	\$ 19,320,000	\$ 21,040,000	\$ 21,040,000	\$ -		\$ 15,000,000	\$ 15,000,000	
19	29	2	Central Front Range	Teller	SH 67: Divide to Victor Shoulder Widening and Safety Improvements	Shoulder widening and safety improvements. (MP 45.5-69.5)	No significant change to scope.		Mar-21	\$ 27,650,000	\$ 31,320,000	\$ 31,320,000	\$ -		\$ 25,000,000	\$ 25,000,000	
20	100	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening	Bridge replacement on SH 115 over Rock Creek Bridge and widening for approximately 1.5 miles south. (MP 37-39)	No significant change to scope.		Jan-21	\$ 23,850,000	\$ 26,780,000	\$ 26,780,000	\$ -		\$ 10,000,000	\$ 10,000,000	

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Line	A Project ID	B Region	C TPR	D County	E Updated Project Name	F Updated Project Name and Description	G Changes to Project Scope	H Phasing	I Estimated Construction Start	J Updated Total Project Cost	K Updated Total Project Cost (Net Present Value)	L Updated Funding Need	M Other Funding	N Other Funding Assumptions	O Original Tier I/II Funding Need	P Original Tier I/II Total Project Cost	Q Notes
							<i>Changes to scope of project from original Tier I or II project</i>	<i>Explanation of possible phasing and estimated costs of phases</i>	<i>Estimated date of construction start if project is funded</i>	<i>Updated risk-based cost estimate prior to inflation based on anticipated construction start</i>	<i>Updated risk-based cost estimate inflated based on midpoint of construction</i>	<i>Net Present Value of Updated Estimate (Column K) less Other Funding (Column M)</i>	<i>Significant other funds anticipated, which reduces the identified funding need</i>				
21	19	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (Fountain to N. Academy)	Widening of roadway to six lanes from MP 135-137 South Academy to Circle, and I-25 improvements between MP 132-MP 135 SH 16 to South Academy, addition of auxiliary lanes from Garden of the Gods to Fillmore, and addition of ramp metering.	Scope increased to add widening on MP 132-135, auxiliary lanes, and ramp metering.	Project could be divided into phases: I-25 Garden of the Gods to Fillmore Aux Lanes I-25 Ramp Metering Circle to N. Academy I-25 S. Academy to Circle I-25 SH 16 to S. Academy	Apr-19	\$ 193,410,000	\$ 207,190,000	\$ 191,390,000	\$ 15,800,000	Surface Treatment	\$ 45,000,000	\$ 45,000,000	
22	1	2	Pikes Peak Area	Douglas and El Paso	I-25: Colorado Springs Denver South Connection	Project combined with I-25 South in Region 1.	Project combined with I-25 South in Region 1.		Oct-19	\$ -	\$ -	\$ -	\$ -		\$ 35,000,000	\$ 35,000,000	
23	116	2	Pikes Peak Area	El Paso	SH 21: Intersection Improvements- Constitution to North Carefree	Construction of new interchanges along SH 21 at Constitution and North Carefree. (MP 143.5-145.3)	Scope increased to reflect full build at two intersections, instead of the CFIs included in the preliminary cost estimate. Updated scope reflects full interchanges as cleared in EA.		Dec-19	\$ 132,950,000	\$ 143,650,000	\$ 143,650,000	\$ -		\$ 40,000,000	\$ 40,000,000	
24	28	2	Pikes Peak Area	El Paso	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy. (MP 149.6-150.5)	No significant change to scope.		Oct-19	\$ 38,240,000	\$ 41,730,000	\$ 41,730,000	\$ -		\$ 30,000,000	\$ 30,000,000	
25	20	2	Pikes Peak Area	El Paso	US 24 West: I-25 to Woodland Park	Drainage and intersection improvements on US 24 from I-25 to Woodland Park. (MP 283.0-303.8)	No significant change to scope.		Oct-18	\$ 33,030,000	\$ 34,680,000	\$ 34,680,000	\$ -		\$ 15,000,000	\$ 15,000,000	
26	17	2	Pueblo Area	Pueblo	I-25: City Center Drive to 13th St.	Complete reconstruction and widening, construction of a split-diamond interchange between City Center Drive and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps. (MP 99.5-100.0)	No significant change to scope.		Apr-20	\$ 200,730,000	\$ 224,370,000	\$ 224,370,000	\$ -		\$ 130,000,000	\$ 130,000,000	
27	124	2	Pueblo Area	Pueblo	I-25: US 50 Interchange with I-25 (Phase of the New Pueblo Freeway)	Reconstruction of the US 50 Bypass Interchange and the US 50 Bridge over Fountain Creek. Includes widening I-25 from 13th St. to US 50B Interchange. (MP 99.5-100.5)	No significant change to scope.		Jan-20	\$ 102,710,000	\$ 114,240,000	\$ 114,240,000			\$ 103,000,000.00	\$ 103,000,000.00	Tier II Project
28	18	2	Pueblo Area	Pueblo	I-25: 29th St. Section (Phase of the New Pueblo Freeway EIS)	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. (MP 99.0-101.0)	No significant change to scope.		Jul-18	\$ 63,440,000	\$ 70,310,000	\$ 70,310,000			\$ 59,000,000.00	\$ 59,000,000.00	Tier II Project
29	125	2	Pueblo Area	Pueblo	I-25: Dillon Blvd. Extension (Phase of the New Pueblo Freeway)	Construct Dillon Drive (four-lanes) from 26th St. south to US 50 B (MP 316.01).	No significant change to scope.		Jun-19	\$ 9,500,000	\$ 10,300,000	\$ 10,300,000			\$ 13,000,000.00	\$ 13,000,000.00	Tier II Project
30	23	2	Pueblo Area	Pueblo	US 50: West of Pueblo	Widening of the divided highway from two lanes to three lanes. (MP 307-311)	No significant change to scope.	Subsequent phase (not reflected in updated costs) includes second phase grade separated interchange.	Feb-18	\$ 34,270,000	\$ 35,520,000	\$ 35,520,000	\$ -		\$ 50,000,000	\$ 50,000,000	
31	24	2	Pueblo Area, Southeast	Pueblo / Otero / Bent	US 50B: East Widening	Implement Tier II projects along the US 50 Corridor (MP 318.5-467.5) per the Tier I FEIS/ROD. Likely projects include widening US 50 to four lanes, shoulders, passing lanes, and other safety improvements along the US 50 Corridor.	No significant change to scope.		Jan-20	\$ 71,720,000	\$ 78,670,000	\$ 78,670,000	\$ -		\$ 50,000,000	\$ 50,000,000	
32	123	2	South Central	Huerfano	I-25: SH 10/ SH 160 Interchange Reconstruction at Walsenburg	Reconstruction of I-25/SH 10/SH 160 Interchange. (MP 50)	No significant change to scope.		May-19	\$ 46,590,000	\$ 50,000,000	\$ 50,000,000	\$ -		\$ 15,000,000	\$ 15,000,000	

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							<i>Changes to scope of project from original Tier I or II project</i>	<i>Explanation of possible phasing and estimated costs of phases</i>	<i>Estimated date of construction start if project is funded</i>	<i>Updated risk-based cost estimate prior to inflation based on anticipated construction start</i>	<i>Updated risk-based cost estimate inflated based on midpoint of construction</i>	<i>Net Present Value of Updated Estimate (Column K) less Other Funding (Column M)</i>	<i>Significant other funds anticipated, which reduces the identified funding need</i>				
33	98	2	South Central	Huerfano	US 160: Mobility Improvements	Addition of passing lanes and shoulder widening. (La Veta Pass to I-25)	No significant change to scope.		Jan-19	\$ 20,380,000	\$ 21,560,000	\$ 21,560,000	\$ -		\$ 15,000,000	\$ 15,000,000	
34	25	2	Southeast	Prowers	US 287: Lamar Reliever Route	Phase I and II of the Reliever Route. Realignment of US 50 to the South - needed for future US50/US 287 Interchange. (US 50 MP 433-435). Phase II is the construction of the new two lane reliever route. (US 287: MP 73-80.5)	Scope increased to include Tier II Phase II construction.	Project could be divided into phases: Phase I US 50 Realignment ~\$30 M Phase II US 287 Reliever Route ~\$215 M	Jul-18	\$ 175,480,000	\$ 186,800,000	\$ 186,800,000	\$ -		\$ 170,000,000	\$ 170,000,000	
35	128	2	South Central	Huerfano / Las Animas	SH 69 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 0-59)	Scope revised to include select locations on SH 69 only.		Jun-18	\$ 24,160,000	\$ 25,000,000	\$ 19,000,000	\$ 6,000,000	FASTER Safety - \$4 M RPP - \$2 M	\$ 15,000,000	\$ 15,000,000	Tier II Project
36	30	3	Grand Valley	Mesa	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	Scope increased to add all remaining project phases, completing the project to 5th St.		Apr-19	\$ 29,290,000	\$ 31,310,000	\$ 31,310,000	\$ -		\$ 16,000,000	\$ 20,000,000	
37	31	3	Grand Valley	Mesa	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	Scope increased to add Tier II project elements including a bridge and design updates to accommodate higher speeds.	Project can be phased.	Mar-20	\$ 62,650,000	\$ 68,500,000	\$ 68,500,000	\$ -		\$ 45,000,000	\$ 45,000,000	
38	39	3	Grand Valley	Mesa	US 6: Improvements Mesa County	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements at problem locations throughout the corridor.	Scope refined to incorporate three specific project elements: Clifton ~\$9 M 20 Rd. ~\$7.7 M Palisade ~\$4 M		Apr-20	\$ 20,730,000	\$ 22,370,000	\$ 22,370,000	\$ -		\$ 57,000,000	\$ 60,000,000	
39	135	3	Grand Valley	Mesa	SH 141B: Mesa County	Upgrade to roadway template and additional lanes from D Rd. to B 1/2 RD for safety and congestion reduction.	No significant change to scope.		Oct-19	\$ 19,110,000	\$ 20,570,000	\$ 20,570,000	\$ -		\$ 20,000,000	\$ 20,000,000	Tier II Project
40	51	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements	Construction of safety improvements including adding/widening paved shoulders and intersection improvements.	No significant change to scope.	Project could be divided into phases of approximately \$11 M, \$4 M, and \$7.5 M. The remainder of the corridor is scalable.	Nov-18	\$ 22,490,000	\$ 23,590,000	\$ 23,590,000	\$ -		\$ 34,000,000	\$ 34,000,000	
41	43	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon	Reconstruction 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.	No significant change to scope.		Apr-20	\$ 29,500,000	\$ 29,500,000	\$ 9,500,000	\$ 20,000,000	Federal Lands Access Program - \$18 M NHFP - \$2 M	\$ 15,000,000	\$ 29,500,000	
42	137	3	Gunnison Valley	Montrose	US 550: Safety Improvements	Intersection improvements, bicycle and pedestrian mobility, and improved wildlife mitigation.	Scope increased to add construction phase.		May-21	\$ 19,200,000	\$ 21,520,000	\$ 21,520,000	\$ -		\$ 1,500,000	\$ 1,500,000	
43	49	3	Gunnison Valley	Delta	SH 92: Safety Improvements	Safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	Scope increased to add Tier II construction phase.		May-19	\$ 29,620,000	\$ 31,360,000	\$ 31,360,000	\$ -		\$ 50,000,000	\$ 50,000,000	
44	132	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)	Upgrade of current 4-way stop at the intersection of I-70 Spur/US6 with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	No significant change to scope.		Jan-19	\$ 13,840,000	\$ 14,620,000	\$ 14,620,000	\$ -		\$ 15,000,000	\$ 15,000,000	

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A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
Line	Project ID	Region	TPR	County	Updated Project Name	Updated Project Name and Description	Changes to Project Scope	Phasing	Estimated Construction Start	Updated Total Project Cost	Updated Total Project Cost (Net Present Value)	Updated Funding Need	Other Funding	Other Funding Assumptions	Original Tier I/II Funding Need	Original Tier I/II Total Project Cost	Notes
							<i>Changes to scope of project from original Tier I or II project</i>	<i>Explanation of possible phasing and estimated costs of phases</i>	<i>Estimated date of construction start if project is funded</i>	<i>Updated risk-based cost estimate prior to inflation based on anticipated construction start</i>	<i>Updated risk-based cost estimate inflated based on midpoint of construction</i>	<i>Net Present Value of Updated Estimate (Column K) less Other Funding (Column M)</i>	<i>Significant other funds anticipated, which reduces the identified funding need</i>				
45	133	3	Intermountain	Garfield	I-70: Glenwood Canyon Bridge Rail	Address critical safety need by removing old deficient rail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign.	Scope increased to include all phases of rail replacement.	Project can be phased.	Apr-19	\$ 40,390,000	\$ 43,800,000	\$ 43,800,000	\$ -		\$ 24,000,000	\$ 24,000,000	
46	33	3	Intermountain	Eagle	I-70: Edwards Spur Rd.	Improvements to southern 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.	No significant change to scope.		Dec-18	\$ 21,730,000	\$ 23,000,000	\$ 16,500,000	\$ 6,500,000	Eagle County	\$ 25,000,000	\$ 35,000,000	
47	34	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	No significant change to scope.		Sep-18	\$ 13,360,000	\$ 13,950,000	\$ 13,950,000	\$ -		\$ 22,000,000	\$ 22,000,000	
48	35	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	Completion of NEPA, engineering and construction of third lane in both directions to increase safety and mobility. Includes installation of permanent water quality features, and relocation of bike path.	Scope increased to add Tier II construction phase.	Project can be phased. \$4.5 M for preliminary engineering.	N/A	\$ 202,270,000	\$ 225,000,000	\$ 225,000,000	\$ -		\$ 72,500,000	\$ 75,000,000	
49	36	3	Intermountain	Summit	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.	No significant change to scope.	Project can be phased. \$2 M for preconstruction.	Oct-19	\$ 9,970,000	\$ 10,980,000	\$ 10,980,000	\$ -		\$ 6,200,000	\$ 6,200,000	
50	37	3	Intermountain	Summit	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.	No significant change to scope.		May-21	\$ 14,550,000	\$ 15,890,000	\$ 15,890,000	\$ -		\$ 10,000,000	\$ 11,200,000	
51	38	3	Intermountain	Summit	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.	No significant change to scope.		Apr-20	\$ 21,510,000	\$ 24,330,000	\$ 24,330,000	\$ -		\$ 19,000,000	\$ 20,000,000	
52	44	3	Intermountain	Summit	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.	No significant change to scope.		Jul-19	\$ 9,490,000	\$ 10,250,000	\$ 10,250,000	\$ -		\$ 9,000,000	\$ 10,000,000	
53	45	3	Intermountain	Garfield	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	No significant change to scope.	Project can be phased.	Oct-19	\$ 76,040,000	\$ 85,130,000	\$ 85,130,000	\$ -		\$ 52,000,000	\$ 60,000,000	
54	41	3	Northwest	Grand	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 and adding a roundabout.	Scope increased to add Tier II construction phase.		Feb-20	\$ 12,070,000	\$ 13,000,000	\$ 13,000,000	\$ -		\$ 13,000,000	\$ 13,000,000	
55	134	3	Northwest	Grand	US 40: Kremmling East and West	Addition of shoulders and passing lanes on 14 miles. Can be implemented in phases. (MP 178-184) and (185.5-190.1).	Scope reduced to exclude Byers Canyon phase of project.	Subsequent phase (not reflected in updated costs) includes improvement to Byers Canyon estimated at roughly \$20 M.	Feb-20	\$ 34,860,000	\$ 38,000,000	\$ 38,000,000	\$ -		\$ 56,000,000	\$ 56,000,000	

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							<i>Changes to scope of project from original Tier I or II project</i>	<i>Explanation of possible phasing and estimated costs of phases</i>	<i>Estimated date of construction start if project is funded</i>	<i>Updated risk-based cost estimate prior to inflation based on anticipated construction start</i>	<i>Updated risk-based cost estimate inflated based on midpoint of construction</i>	<i>Net Present Value of Updated Estimate (Column K) less Other Funding (Column M)</i>	<i>Significant other funds anticipated, which reduces the identified funding need</i>				
56	46	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	No significant change to scope.		May-19	\$ 22,510,000	\$ 23,810,000	\$ 23,810,000	\$ -		\$ 20,000,000	\$ 20,000,000	
57	47	3	Northwest	Moffat	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.	No significant change to scope.	Project is scalable.	Jun-19	\$ 43,760,000	\$ 46,640,000	\$ 46,640,000	\$ -		\$ 33,000,000	\$ 38,000,000	
58	50	3	Northwest	Rio Blanco	SH 139: Little Horse South	Safety improvements including reconstruction of the surface and addition of 4-8' paved shoulders.	No significant change to scope.		Nov-18	\$ 21,070,000	\$ 22,110,000	\$ 22,110,000	\$ -		\$ 18,000,000	\$ 18,000,000	
59	81	3	Multiple	Multiple	Region 3 Sediment Control Plan	Development of permanent water quality solutions on passes affected by the use of traction sand. Region 3 is responsible for 13 mountain passes several of which require the use of traction sand. Over the years several tons have accumulated and now are endangering the environment and wildlife.	No significant change to scope.		N/A	\$ -	\$ 3,000,000	\$ 3,000,000	\$ -		\$ 3,000,000	\$ 3,000,000	Cost estimate not updated.
60	82	3	Multiple	Multiple	Region 3 I-70 Truck Parking	Truck parking locations along I-70 through the I-70 Mountain Corridor	No significant change to scope.		N/A	\$ -	\$ -	\$ -	\$ -		\$ 1,000,000	\$ 1,000,000	Funded through other sources.
61	53	4	Eastern	Kit Carson	I-70: Replace Failing Pavement	Replacement of ASR and HMA pavement and associated safety improvements for four segments between Limon and Burlington.	Scope increased to add Tier II construction phases for replacement of ASR and HMA pavement and associated safety improvements for all four segments.	Project could be divided into phases: MP 368-380 HMA Rutting / Cracking ~\$81.3 M MP 380-395.1 Failing SMA ~\$105 M MP 402 - 407 Failing ASR ~\$20 M MP 427-436.3 Failing HMA ~\$52.5 M	Jan-18	\$ 248,880,000	\$ 258,770,000	\$ 258,770,000	\$ -		\$ 235,500,000	\$ 238,980,000	
62	66	4	Eastern	Cheyenne	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety improvements at problem locations Cheyenne Wells south.	No significant change in scope.	Subsequent phase (not reflected in updated costs) includes improvement additional reconstruction, intersection improvements, shoulders, and other safety improvements at problem locations: US 385: Cheyenne County ~\$128 M US 385: Kit Carson County ~\$195 M US 385: Yuma County ~\$330 M US 385: Phillips County ~\$155 M US 385: Sedgwick County ~\$135 M	N/A	\$ 16,700,000	\$ 22,000,000	\$ 22,000,000	\$ -		\$ 961,460,000	\$ 965,000,000	
63	70	4	Greater Denver Area	Boulder / Weld	SH 66: Corridor Improvements West	Intersection improvements on SH 66. Additional outcomes and specific projects to be determined through an in-progress PEL.	No significant change in scope.	Subsequent phase (not reflected in updated costs) includes widening, safety, and additional intersection improvements to be identified in PEL.	N/A	\$ 1,500,000	\$ 1,500,000	\$ -	\$ 1,500,000	RPP	\$ 98,500,000	\$ 100,000,000	
64	74	4	Greater Denver Area	Boulder	SH 119: BRT/Managed Lanes	Construction of Bus Rapid Transit (BRT)/ Managed Lane and interchange at SH 119 and SH 52.	Scope increased to add Tier II construction phase. Also incorporates Tier II Project 75 SH 119/SH 52 Interchange.	Project could be divided into phases: BRT / Managed Lane SH 119 / SH 52 Interchange	Jan-20	\$ 145,800,000	\$ 160,160,000	\$ 160,160,000	\$ -		\$ 75,000,000	\$ 84,000,000	
65	58	4	North Front Range	Weld	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.	Scope increased to add Tier II construction phase.		Jun-19	\$ 183,000,000	\$ 198,640,000	\$ 198,640,000	\$ -		\$ 99,000,000	\$ 100,000,000	

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66	52	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 7 to SH 14	Addition of one Tolle Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) improvements on segment 5 (SH 66 to 56) and 6 (SH 56 to SH 402).	Scope increased to add Tier II project elements, completing segments 5 and 6, SH 66 to SH 56, and SH 56 to SH 402.	Updated cost includes segment 5 (SH 66 to 56) and Segment 6 (SH 56 to 402). Subsequent phase (not reflected in updated costs) includes: SH 7 to SH 66 ~\$86.1 M SH 402 to SH 14 (replace interchanges and infrastructure) ~\$300 M US 34 and Centerra Interchanges ~\$170 M SH 14 Interchange ~\$55 M SH 14 to Wellington ~\$100 M	May-19	\$ 602,550,000	\$ 653,220,000	\$ 553,220,000	\$ 100,000,000	Tolling	\$ 1,400,000,000	\$ 1,500,000,000	
67	54	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	No significant change to scope.		May-18	\$ 37,880,000	\$ 39,720,000	\$ 39,720,000	\$ -		\$ 41,500,000	\$ 41,500,000	
68	114	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	No significant change to scope.		Apr-18	\$ 57,470,000	\$ 60,140,000	\$ 60,140,000	\$ -		\$ 58,500,000	\$ 58,500,000	
69	69	4	Upper Front Range	Weld	SH 52 Interchange in Hudson	Reconstruction of interchange.	No significant change to scope.		Jan-19	\$ 13,220,000	\$ 13,940,000	\$ 13,940,000	\$ -		\$ 20,030,000	\$ 25,000,000	
70	72	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration from Limon to Nebraska state line.	Scope increased to add Tier II construction phase.	Project could be divided into two phases of roughly equal value: Limon to Brush Brush to Nebraska	Jan-19	\$ 369,520,000	\$ 403,910,000	\$ 403,910,000	\$ -		\$ 99,210,000	\$ 100,000,000	
71	60	4	Upper Front Range, North Front Range, Greater Denver Area	Adams / Weld	US 85: Corridor Improvements	Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes.	Scope increased to add Tier II construction phase.	Subsequent phases (not reflected in updated costs) include: US 85: I-76 to WCR 22 ~\$170 M + ROW US 85: WCR 22 to WCR48 ~\$213 M + ROW US 85: WCR 48 to SH 392 ~\$131 M + ROW US 85: SH 392 to WCR100 ~\$3 M + ROW	Oct-18	\$ 96,590,000	\$ 101,840,000	\$ 101,840,000	\$ -		\$ 197,250,000	\$ 200,000,000	
72	94	5	Gunnison Valley	Ouray	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.	Scope increased to add Tier II project elements. No significant change to scope.		Apr-20	\$ 26,940,000	\$ 29,560,000	\$ 29,560,000	\$ -		\$ 27,000,000	\$ 27,000,000	
73	79	5	San Luis Valley	Chaffee	US 50: Safety and Mobility Improvements between Salida and Coal Dale (Passing Lanes and Vehicle Turn-outs)	Addition of passing lanes and vehicle turnouts.	Project funding secured through other sources.		Jul-18	\$ _____	\$ _____	\$ _____	\$ _____		\$ 4,600,000	\$ 6,600,000	Funded through other sources.
74	95	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	No significant change to scope.	Scalable, multiple projects (3-4) could be completed	Mar-19	\$ 34,200,000	\$ 36,190,000	\$ 36,190,000	\$ -		\$ -	\$ -	Tier II Project
75	81	5	Southwest	Montezuma	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	No significant change to scope.		Apr-18	\$ 10,900,000	\$ 11,220,000	\$ 11,220,000	\$ -		\$ 9,100,000	\$ 9,100,000	
76	138	5	Southwest	La Plata	US 160: Elmore's East	Completion of improvements consistent with the EIS and ROD, which includes widening, access improvements, and wildlife mitigation.	Scope increased to add Tier II construction phase.		May-20	\$ 32,970,000	\$ 36,080,000	\$ 36,080,000	\$ -		\$ 21,500,000	\$ 21,500,000	
77	84	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	No significant change to scope.	Scalable with 2 distinct projects; bridge and roadway.	Jun-19	\$ 21,300,000	\$ 22,770,000	\$ 22,770,000	\$ -		\$ 27,000,000	\$ 30,950,000	

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78	90	5	Southwest	La Plata	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.	Scope increased to add Tier II construction phase.		May-19	\$ 30,380,000	\$ 32,620,000	\$ 32,620,000	\$ -		\$ 26,600,000	\$ 26,600,000	
79	91	5	Southwest	La Plata	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	No significant change to scope.		May-19	\$ 31,700,000	\$ 33,630,000	\$ 33,630,000	\$ -		\$ 27,300,000	\$ 30,000,000	
80	92	5	Southwest	La Plata	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 provides 2 lane configuration. Phase 2 provides for additional 2 lanes.	No significant change to scope.		May-19	\$ 100,560,000	\$ 108,360,000	\$ 108,360,000	\$ -		\$ 90,000,000	\$ 91,000,000	
81	92	5	Southwest	La Plata	US 550/US 160 Connection - Finalize Pre-Construction	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 provides 2 lane configuration. Phase 2 provides for additional 2 lanes.	No significant change to scope.		May-19	\$ _____	\$ _____	\$ _____	\$ _____		\$ 10,500,000	\$ 10,500,000	92- Project combined with Tier I Project.
TOTAL										\$ 6,184,290,000	\$ 6,752,860,000	\$ 6,081,060,000	\$ 671,800,000		\$ 6,603,750,000	\$ 7,152,630,000	