

I-70 West: Floyd Hill

Clear Creek County

Greater Denver Area - CDOT Region 1



Project Number: 2

Project Description:

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.

Project Limits: East Idaho Springs (MP 241) to Beaver Brook (MP 246.5)

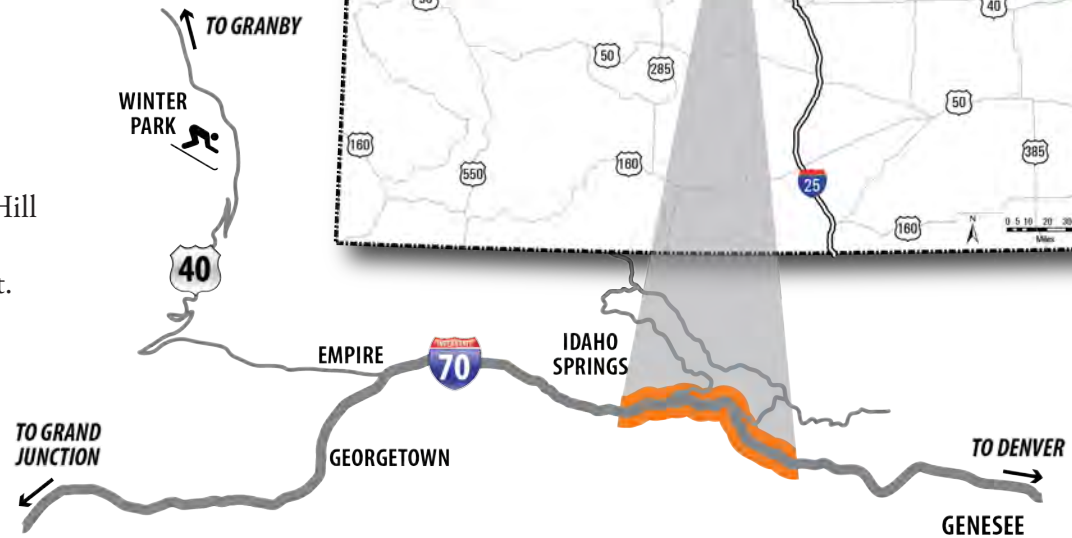
Project Funding Request (\$M): \$200.0*

Project Benefits:

Mobility: This project would be a significant mobility improvement for this congested corridor. Eliminates bottleneck at Floyd Hill, and improves function of US 6 interchange. Significant travel time improvement.

Economic Vitality: Major corridor of state and national significance, and major truck route. Serves significant recreation/tourism function and serves as gateway to the mountains and Front Range ski resorts.

Other: Leverages investment in Twin Tunnels and Peak Period Shoulder Lanes (PPSL). Includes westbound bridge replacement at US 6 and includes safety benefits for locations with high crash rates.

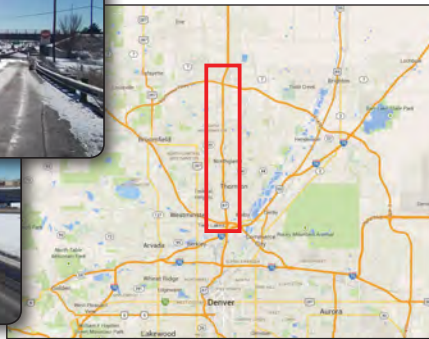


*Estimated total project cost is \$250 million and assumes other funding sources.

I-25 North: US 36 to SH 7

Adams County

Greater Denver Area - CDOT Region 1



Project Number: 3

Project Description:

The section of I-25 between US 36 and SH7 is one of the most congested stretches of interstate in the Denver Metro Area. This north-south interstate currently provides three travel lanes in each direction. According to CDOT data, the average daily traffic along this stretch of I-25 is as high as 174,000 vehicles. This project would expand the I-25 tolled Express Lanes to SH 7. Project would also improve the Thornton Parkway I-25 on-ramp to provide additional merge distances, construct auxiliary lanes throughout corridor and reconstruct the 88th Avenue Bridge.

Project Limits: US 36 to SH 7

Project Funding Request (\$M): \$70.0*

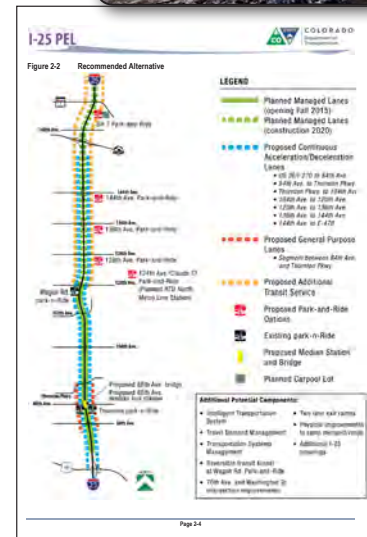
Project Benefits:

Mobility: Provides continuity to I-25 tolled Express Lanes to the south. Significant travel time improvement and travel reliability on this congested corridor. In 2035, the annual average daily traffic is projected to increase to over 215,000 vehicles. These improvements would mean an estimated travel time savings of 20 minutes in the southbound direction and 10 minutes in the northbound direction.

Economic Vitality: Major corridor of state and national significance, and major truck route. Congressionally designated high priority corridor (Camino Real).

Other: Includes reconstruction of aging bridge in fair condition, which is the next phase of the corridor plan.

*Estimated total project cost is \$193 million and assumes other funding sources.

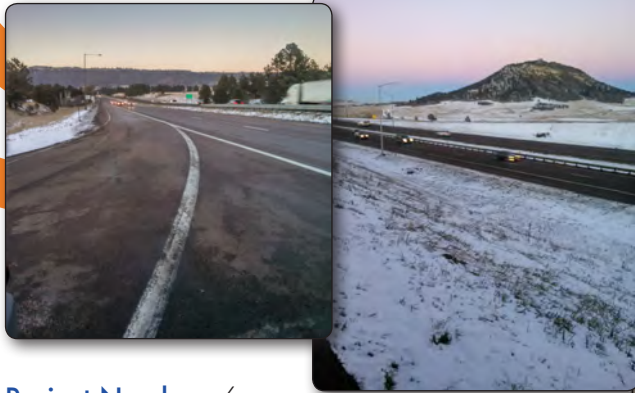


COLORADO Department of Transportation

C-470: Platte Canyon to Kipling

Douglas County

Greater Denver Area - CDOT Region 1



Project Number: 4

Project Description:

This project is the second phase of the C-470 Corridor Project. The currently funded first phase of this project is adding one tolled Express Lane westbound on C-470 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 on C-470. The funded first phase also includes auxiliary lanes between select interchanges.

This request is to fund the second phase of this project that would extend one westbound tolled Express Lane from Platte Canyon to Kipling, and the second westbound tolled Express Lane out to Lucent. Eastbound, one tolled Express Lane would be extended out to Kipling, and a second tolled Express Lane would be added from Broadway to I-25.

Project Limits: Platte Canyon to Kipling

Project Funding Request (\$M): \$65.0

Project Benefits:

Mobility: Significant mobility and travel time improvements on this congested corridor.

Economic Vitality: Regionally significant corridor serving important employment centers.

Other: Builds on existing tolled Express Lanes project on C-470 from Kipling to I-25, currently in final design.



I-25: Monument to Castle Rock

Douglas County

Greater Denver Area - CDOT Region 1



Project Number: 5

Project Description:

Planning and Environmental Linkages (PEL) study and construction of climbing lanes and/or other mobility improvements as identified in the PEL.

Project Limits: Monument to Castle Rock

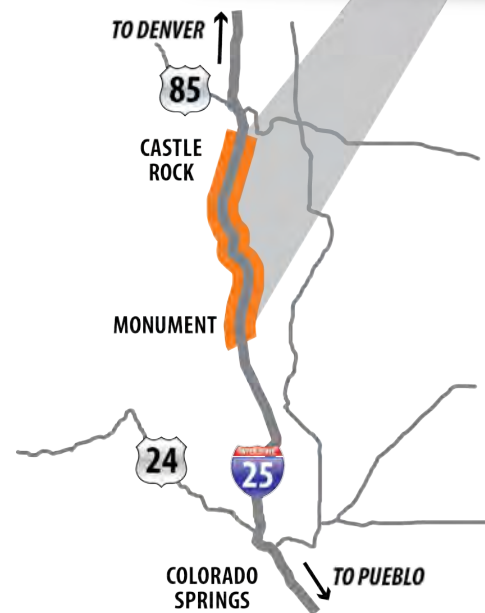
Project Funding Request (\$M): \$27.0

Project Benefits:

Mobility: Potential for significant mobility improvement. Addresses “missing link” between I-25 improvements in the Denver and Colorado Springs areas. This is a congested corridor.

Economic Vitality: Major corridor of state and national significance, and major truck route. Congressionally designated high priority corridor (Camino Real).

Other: Potential to include safety improvements.

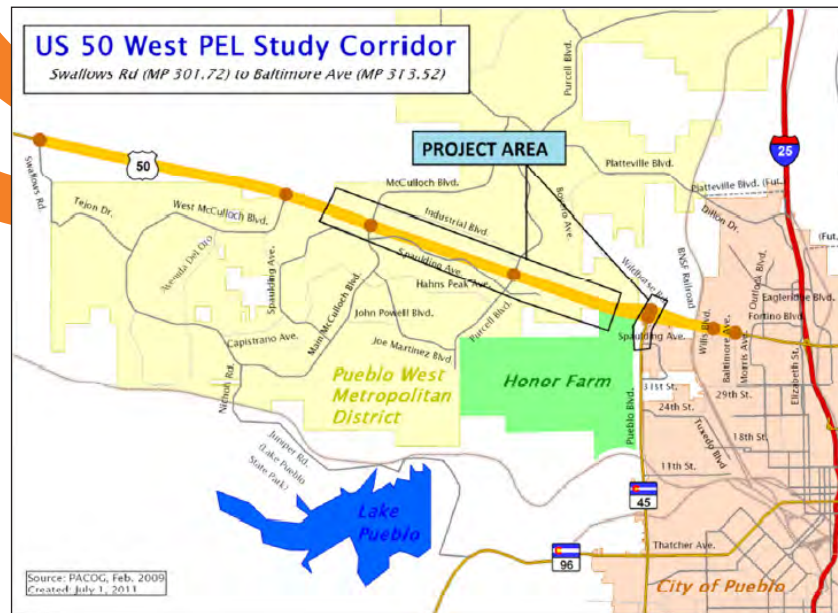


COLORADO
Department of Transportation

US 50 West of Pueblo Westbound

Pueblo County

Pueblo Area - CDOT Region 2



Project Number: 6

Project Description:

Widening of divided highway westbound from 2 lanes to 3 lanes.

Project Limits: Pueblo Boulevard (SH 45) to McCulloch Boulevard

Project Funding Request (\$M): \$50.0

Project Benefits:

Mobility: Significant mobility improvement on this congested corridor to include improved connection between SH 45 and I-25, and additional capacity.

Economic Vitality: Regionally significant corridor serving important employment centers and commerce including CSU-Pueblo, Pueblo Airport, and Chemical Depot. Congressionally designated high priority corridor (High Plains Corridor).

Other: Includes replacement of an aging bridge and safety benefits for locations with high crash rates.

I-25: 29th Street Section

Pueblo County



Project Number: 7

Project Description:

Part of Phase 1 of the New Pueblo Freeway. Widening of the interstate from 2 to 3 lanes in each direction and relocation of interchange ramps and construction of frontage roads.

Project Limits: US 50 (MP 99) to SH 47 Interchange (MP 101)

Project Funding Request (\$M): \$50.0

Project Benefits:

Mobility: Roadway widening and interchange relocation will improve mobility on aging part of interstate through Central Business District.

Economic Vitality: Major corridor of state and national significance, and major truck route. Congressionally designated high priority corridor (Camino Real).

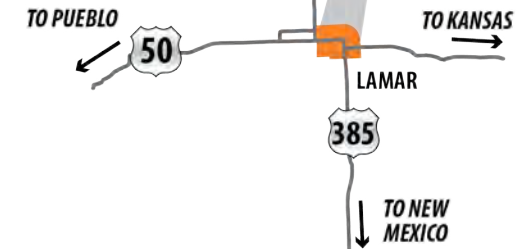
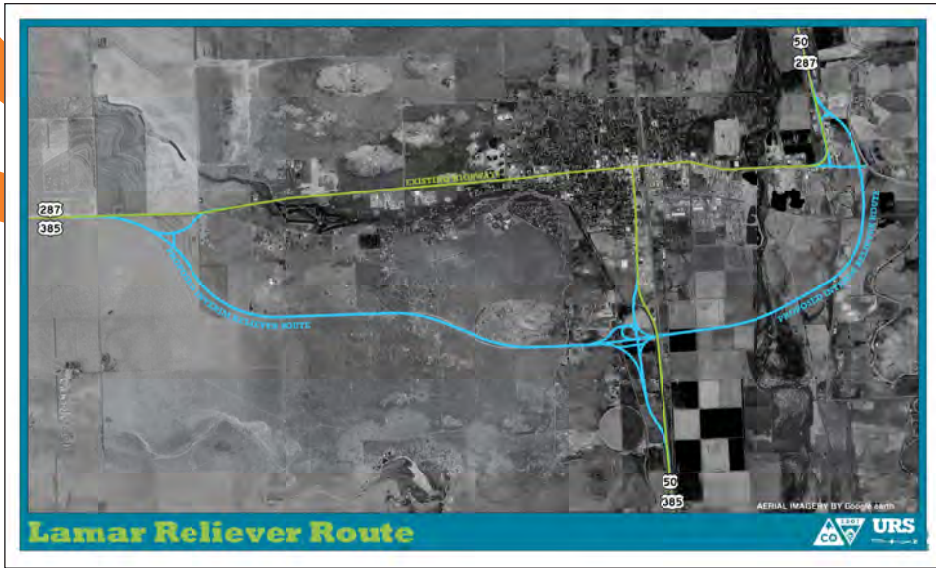
Other: Includes relocation and replacement of aging interchange structure. Includes safety benefits for locations with high crash rates.



US 287: Lamar Reliever Route

Prowers County

Southeast Area - CDOT Region 2



Project Number: 8

Project Description:

Phased construction of new 2-lane roadway.

Project Limits: US 287 (MP 73 to 79) and US 50 (MP 433 to 435)

Project Funding Request (\$M): \$75.0

Project Benefits:

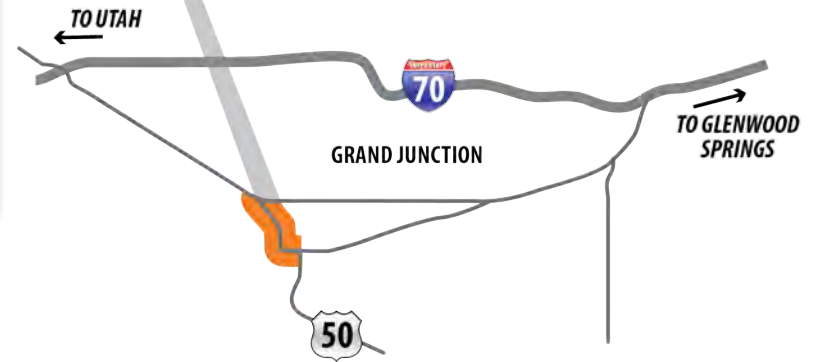
Mobility: Addresses congestion issues through downtown Lamar and improves travel time for through traffic.

Economic Vitality: Will reduce truck congestion downtown and allow for improved downtown pedestrian experience. Major truck route. Congressionally designated high priority corridor (Ports to Plains).

Other: Last remaining major improvement on Ports to Plains corridor in Colorado.

I-70: Business Loop

Mesa County



Project Number: 9

Project Description:

Complete reconstruction and widening to meet current geometric design standards and improve safety, drainage and accesses along the corridor. Addition of lanes in each direction to make a 3 lane roadway section and reconstruction of frontage roads.

Project Limits: I-70B (MP 4) to 15th St (MP 6)

Project Funding Request (\$M): \$37.5

Project Benefits:

Mobility: Addresses geometric issues by widening roadway and alleviating bottleneck. Improves mobility on remaining section of corridor where improvements have not already been made.

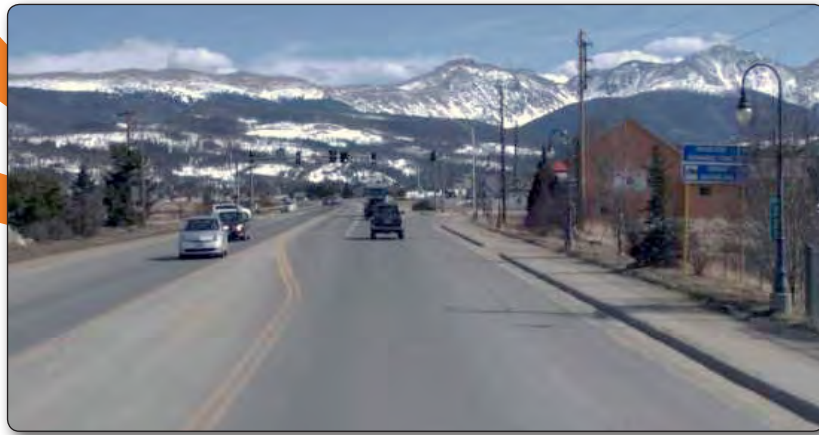
Economic Vitality: Regionally significant corridor. Provides access to the primary commercial area in Grand Junction and improves the connection between I-70 and Colorado Mesa University.

Other: Project completes improvements on this segment of the corridor.

US 40: Fraser to Winter Park

Grand County

Northwest Area - CDOT Region 3



Project Number: 10

Project Description:

Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a 4-lane facility.

Project Limits: Fraser (MP 226.5) to Winter Park (MP 229)

Project Funding Request (\$M): \$11.0

Project Benefits:

Mobility: Will improve mobility on corridor with heavy tourist traffic and congestion during peak times.

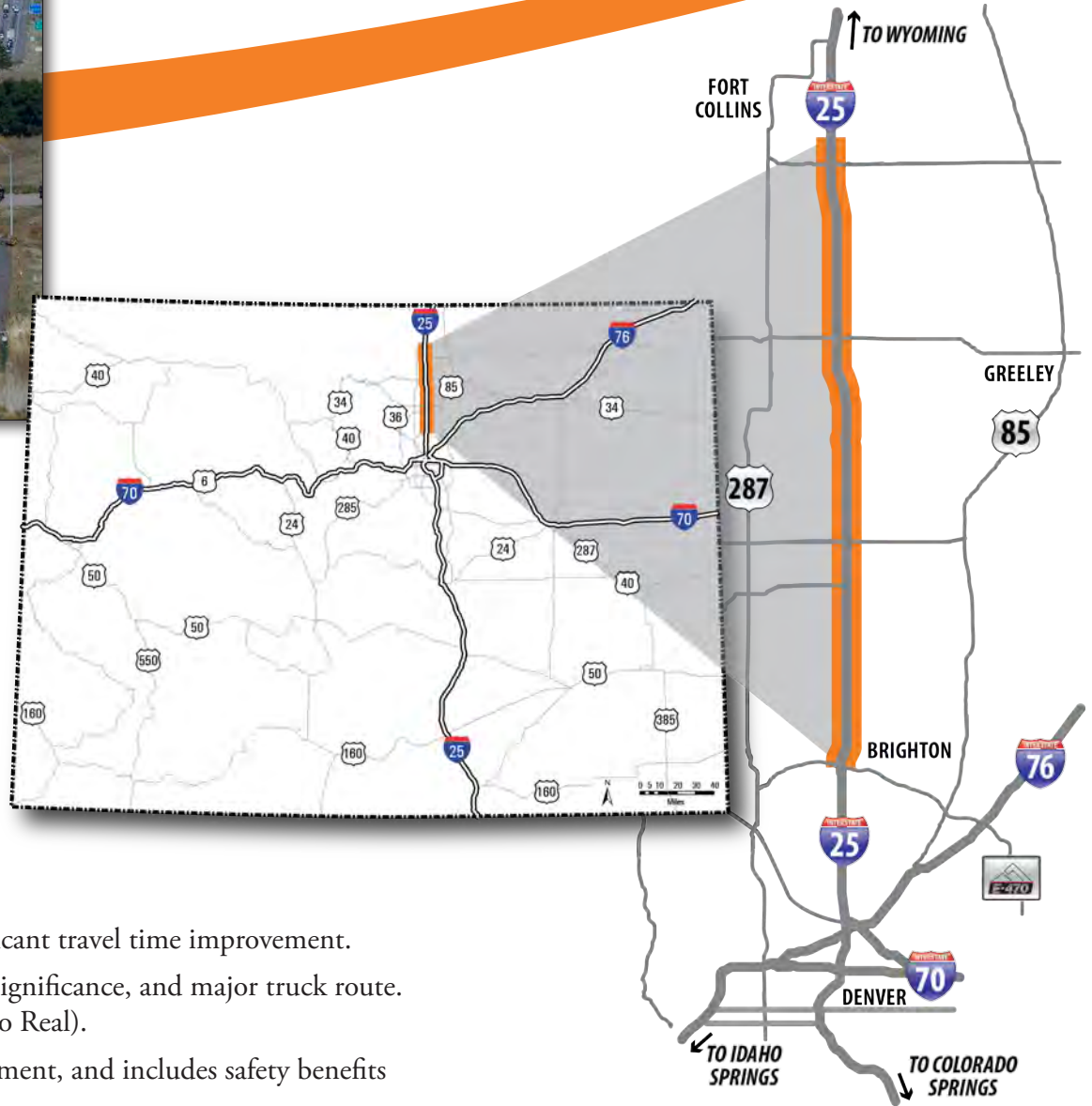
Economic Vitality: Regionally significant corridor. Provides access to key recreation and tourism areas including Winter Park Ski Resort, Grand Lake, and Rocky Mountain National Park. This project also supports development in these areas.

Other: New development in Fraser is putting increased demand on this section of road.

I-25 North: SH 7 to SH 14

Adams/Broomfield/Weld/Larimer Counties

Greater Denver/North Front Range Area - CDOT Region 4



Project Number: 11

Project Description:

Addition of one tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and ITS improvements from SH 7 to SH 14 along I-25.

Project Limits: SH 7 (MP 229) to SH 14 (MP 270)

Project Funding Request (\$M): \$350.0*

Project Benefits:

Mobility: Significant mobility improvement on congested corridor to include tolled Express Lanes. Significant travel time improvement.

Economic Vitality: Major corridor of state and national significance, and major truck route. Congressionally designated high priority corridor (Camino Real).

Other: Includes replacement of aging structures and pavement, and includes safety benefits for locations with high crash rates.

**Estimated total project cost is \$1.1 billion and assumes other funding sources.*

I-70 West: Westbound Peak Period Shoulder Lane (PPSL)

Clear Creek County

Greater Denver Area - CDOT Region 1



Project Number: 12

Project Description:

Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Empire Junction to the top of Floyd Hill.

Project Limits: Empire Junction (MP 231) to Beaver Brook (MP 246.5)

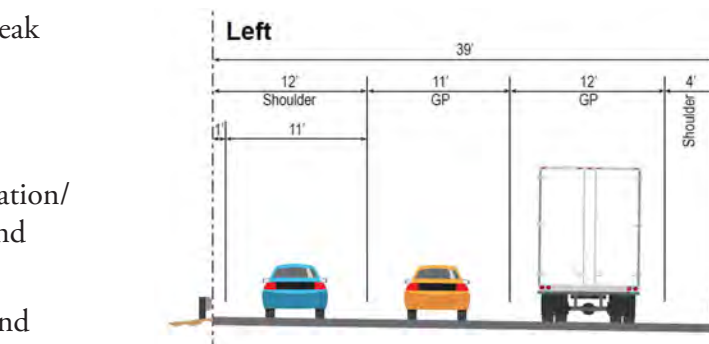
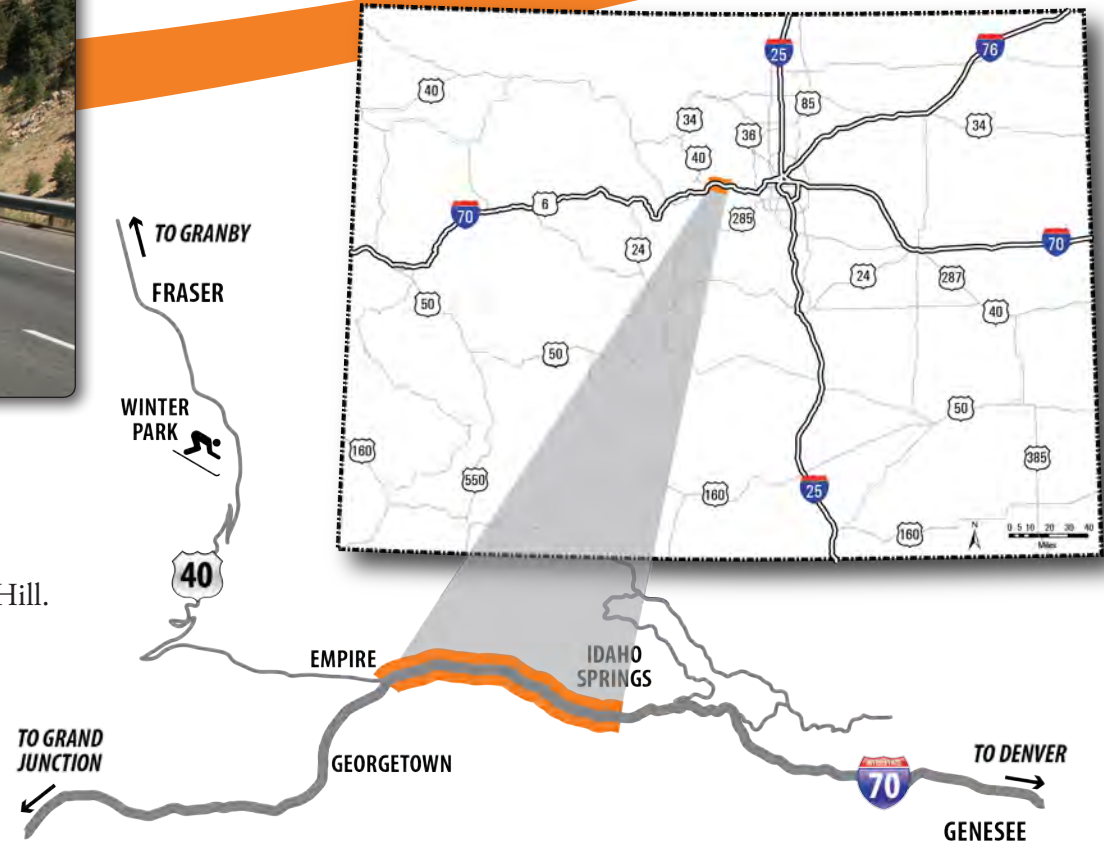
Project Funding Request (\$M): \$170.0

Project Benefits:

Mobility: Will provide reliable travel time option during peak periods and leverages investment in Twin Tunnels. This is a congested corridor.

Economic Vitality: Major corridor of state and national significance, and major truck route. Serves significant recreation/tourism function and serves as gateway to the mountains and Front Range ski resorts.

Other: Leverages investment in Twin Tunnels and Eastbound PPSL.



SH 119 Bus Rapid Transit

Boulder County

Greater Denver Area - CDOT Region 4

Project Number: T01

Project Description:

Bus Rapid Transit, or a high-quality, high capacity bus-based rapid transit system, along SH 119 between Boulder and Longmont. Components of project include bus pull-out/ queue jump lanes, signal improvements, vehicles, and bus station canopies/shelters. Bus pull-out/queue jump lanes, signal improvements, vehicles, bus station canopies/shelters.

Project Limits: Boulder to Longmont via SH 119

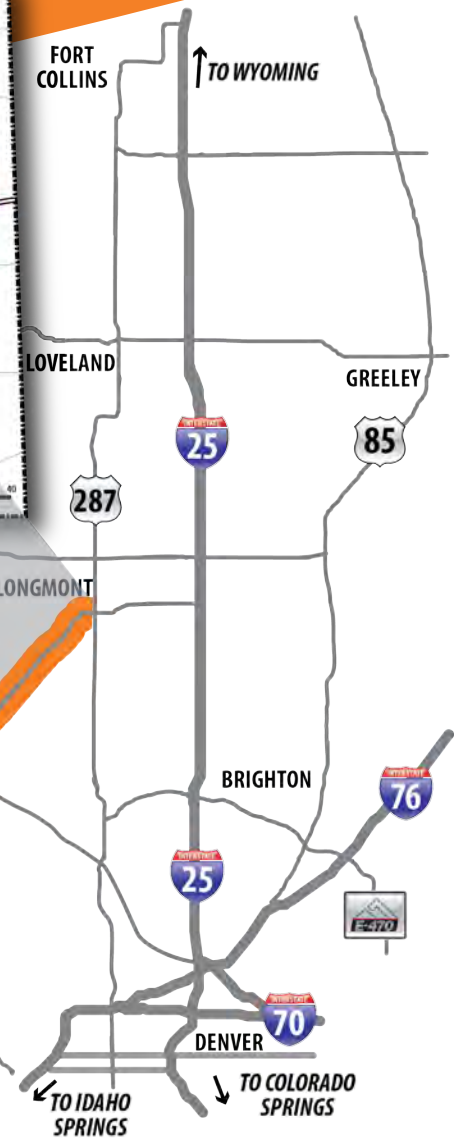
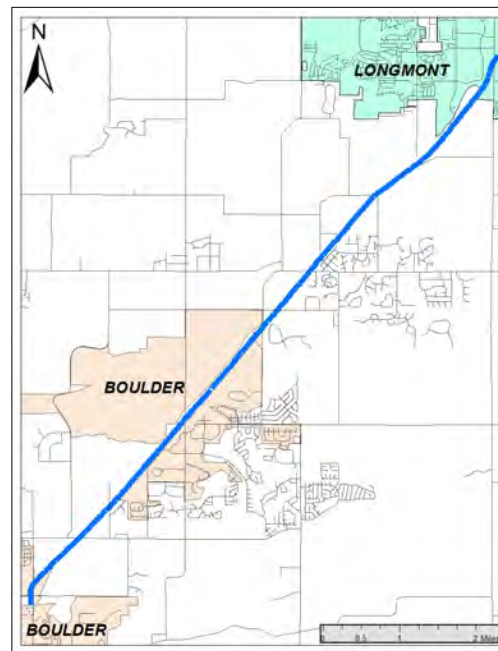
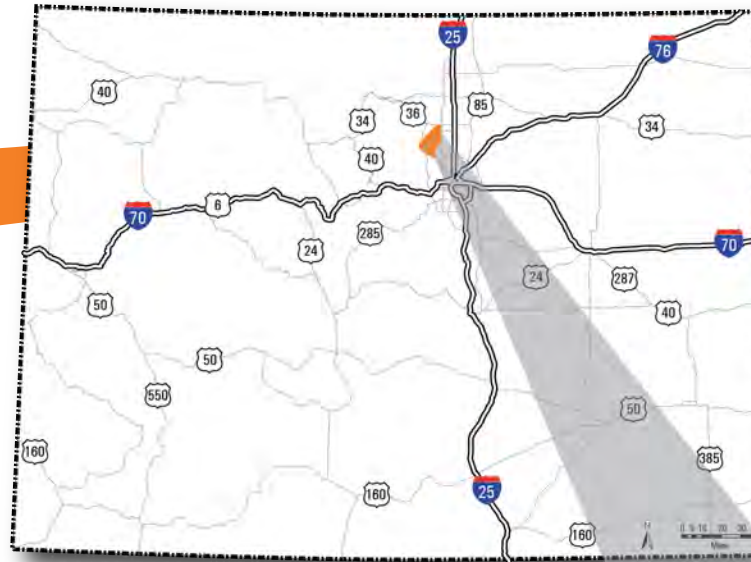
Project Funding Request (\$M): \$57.2

Project Benefits:

Mobility: Strong regional mobility benefits by better connecting Boulder and Longmont. Serves key multi-modal facilities. This project will result in an estimated travel time saves of 8 minutes compared to the existing bus systems, which serve over 550,000 bus riders per year.

Economic Vitality: Strong economic benefits. Serves key job centers, including Downtown Boulder, South Boulder, Downtown Longmont, the National Oceanic and Atmospheric Administration (NOAA), the National Center for Atmospheric Research (NCAR), and CU Boulder.

Other: Highly rated project from RTD and NW Corridor Stakeholders.



COLORADO
Department of Transportation

Bus Operational Improvements to Highway Projects

Statewide

CDOT Statewide



Project Number: T02

Project Description:

Includes transit signal priority treatments, bus stop/pullout, queue jump lanes, and bus-on-shoulder signing/stripping.

Project Limits: Specific locations statewide to be determined.

Project Funding Request (\$M): \$15.0

Project Benefits:

Mobility: Provides significant travel time improvements for minimal investment.

Economic Vitality: “Maximizes” budget on corridors of regional/national significance.

Other: Strategies are dependent on SB 228 highway project selection. Expected to leverage highway investments in each selected corridor.

I-25: Santa Fe to Alameda

Denver County

Greater Denver Area - CDOT Region 1



Project Number: 13

Project Description:

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.

Project Limits: Santa Fe to Alameda

Project Funding Request (\$M): \$30.0

Project Benefits:

Mobility: Improves major bottleneck for this congested corridor/ interchange. Improves operations by closing sub-standard Cedar ramp. Improves connections between major routes of I-25, US 85, US 6 and Alameda. This stage is required to allow future widening of I-25 in this area.

Economic Vitality: Major corridor of state and national significance, and major truck route. Congressionally designated high priority corridor (Camino Real). Serves over 400,000 cars per day and as primary access to employment centers downtown, in DTC, and the Federal Center.

Other: Includes replacement of aging structures and pavement, and includes safety benefits for locations with high crash rates.

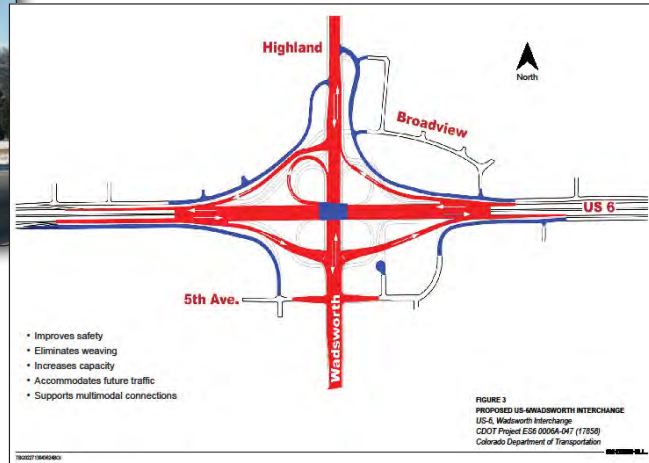


COLORADO
Department of Transportation

US 6: Wadsworth Interchange

Jefferson County

Greater Denver Area - CDOT Region 1



Project Number: 14

Project Description:

Reconstruction of the interchange at US 6 and Wadsworth.

Project Limits: US 6 and Wadsworth

Project Funding Request (\$M): \$60.0

Project Benefits:

Mobility: Interchange will be reconstructed to improve function and mobility on US 6. This is a congested corridor/interchange.

Economic Vitality: Regionally significant corridor. Wadsworth interchange provides access to important commercial area (Belmar) from US 6.

Other: Compliments other recently completed or programmed projects on Wadsworth.



US 85: I-270 to 62nd Avenue Interchange

Adams County

Greater Denver Area - CDOT Region 1

Project Number: 15

Project Description:

The US 85: I-270 to 62nd Avenue Interchange experiences high levels of congestion and crash rates. This project will improve safety and capacity of the interchange by making the geometric configuration of the interchange more intuitive for drivers, adding grade separation, and improving access points.

Project Limits: I-270 to 62nd Avenue

Project Funding Request (\$M): \$23.0*

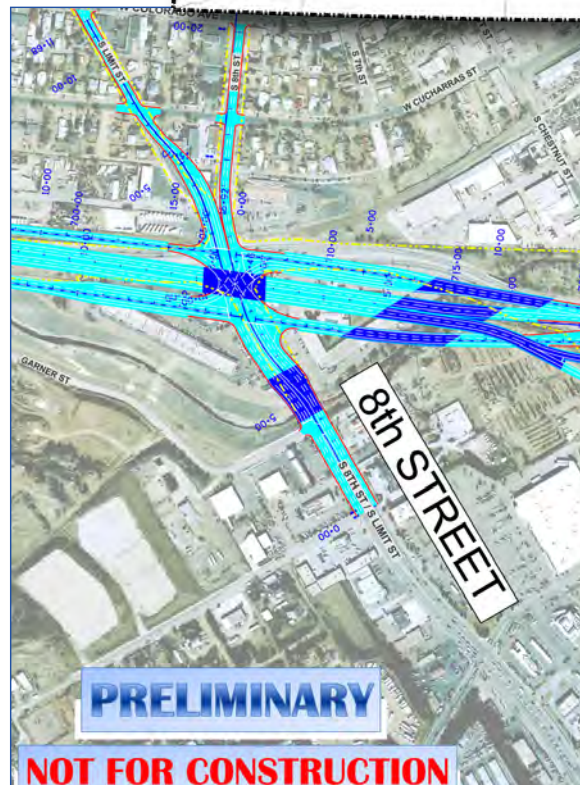
Project Benefits:

Mobility: Improves operations of I-270 as well as US 85. Removes one leg of the 5-legged intersection. Improves connection needed during I-70 East project construction. This is a congested corridor/interchange.

Economic Vitality: Major truck route. Serves as primary alternate to I-70 and provides access to Dick's Sporting Goods Park and Rocky Mountain Arsenal Wildlife Refuge.

Other: Provides safety benefits at location with high crash rate.

**Estimated total project cost is \$25 million and assumes other funding sources.*

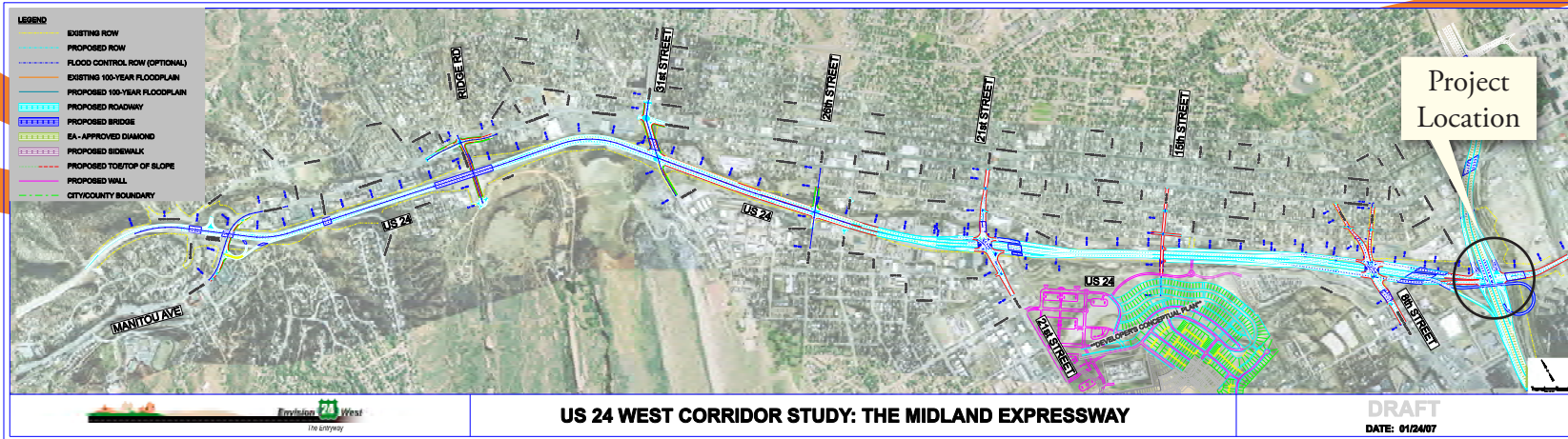


COLORADO
Department of Transportation

US 24/8th Street Interchange

El Paso County

Pikes Peak Area - CDOT Region 2



Project Number: 16

Project Description:

Construction of Single Point Urban Interchange at 8th Street.

Project Limits: 14th Street (MP 303) to I-25 (MP 304)

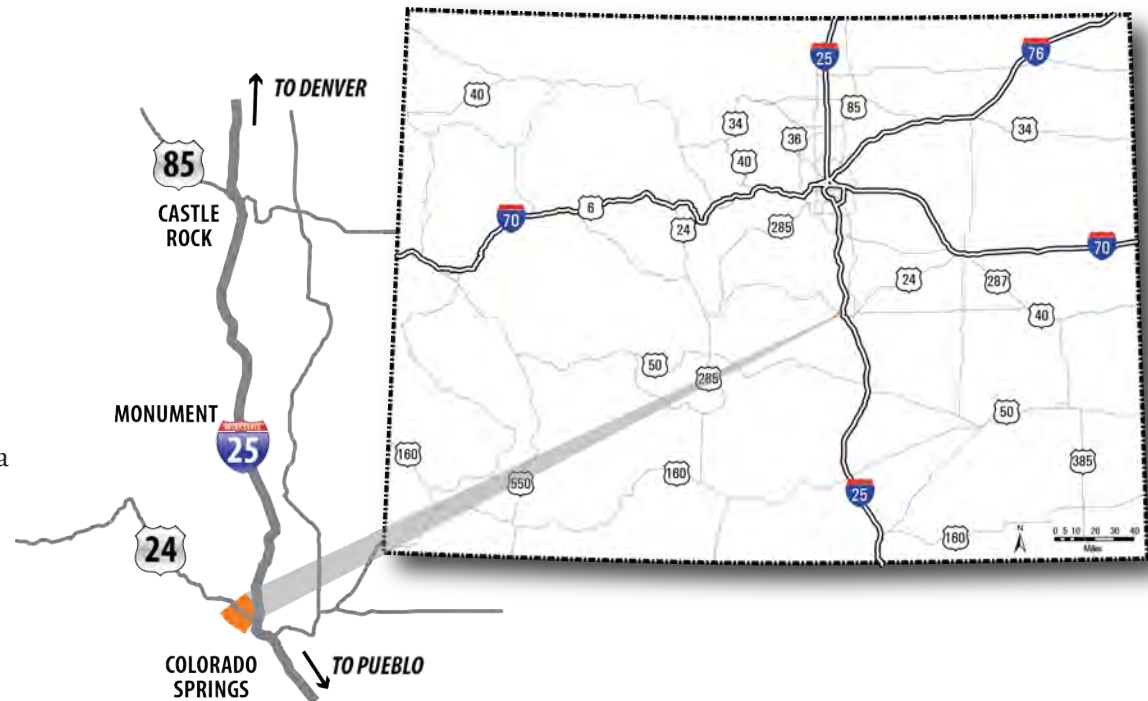
Project Funding Request (\$M): \$72.0

Project Benefits:

Mobility: Will improve mobility on congested corridor with new interchange at congested intersection. This is a congested corridor/interchange.

Economic Vitality: Regionally significant corridor providing important connections to I-25, downtown Colorado Springs, and the mountains.

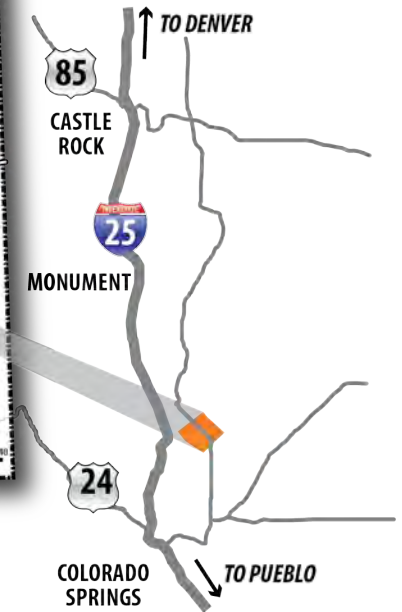
Other: Includes safety benefits for location with high crash rate.



SH 21: Research Parkway Interchange

El Paso County

Pikes Peak Area - CDOT Region 2



Project Number: 17

Project Description:

Construction of new grade-separated interchange at SH 21 and Research Parkway.

Project Limits: North of Woodmen Road (MP 149) to South of Briargate Parkway (MP 151)

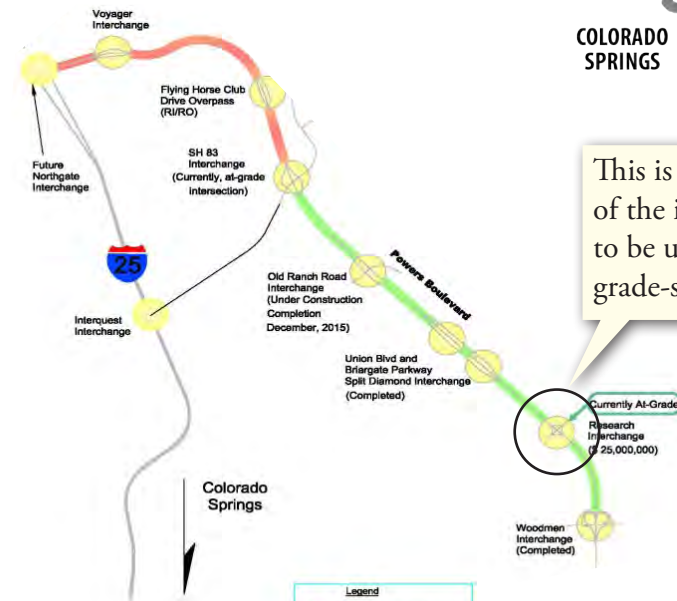
Project Funding Request (\$M): \$25.0

Project Benefits:

Mobility: Existing at-grade intersection creates a bottleneck. Will improve mobility by replacing the only remaining at-grade intersection within a five-mile freeway segment.

Economic Vitality: Regionally significant corridor providing important connection to the Air Force Academy, Peterson Air Force Base, and the city's largest retail zone.

Other: Includes new handicap ramps, improved pedestrian sidewalks, and bicycle lanes for improved bicycle and pedestrian mobility.



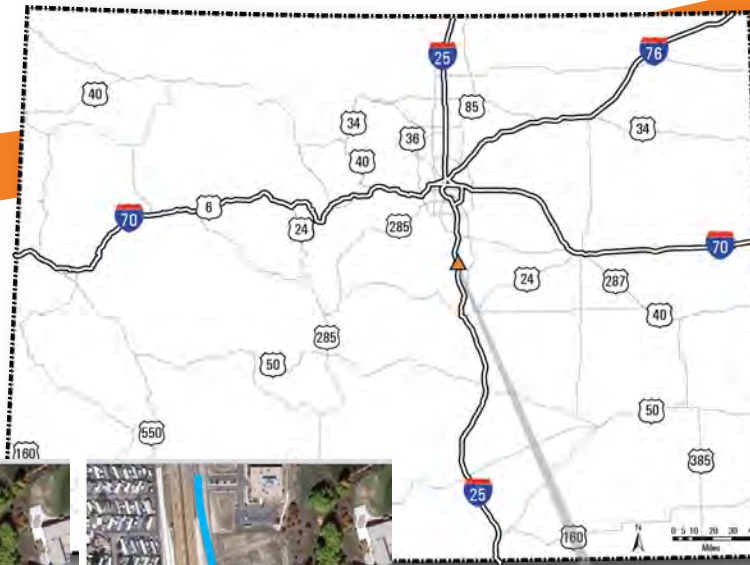
This is the location of the interchange to be upgraded to grade-separated.



I-25 Monument Interchange Park and Ride

El Paso County

Pikes Peak Area - CDOT Region 2



Project Number: T03

Project Description:

Addition of northbound Park and Ride to I-25 Slip Ramp at Monument Interchange.

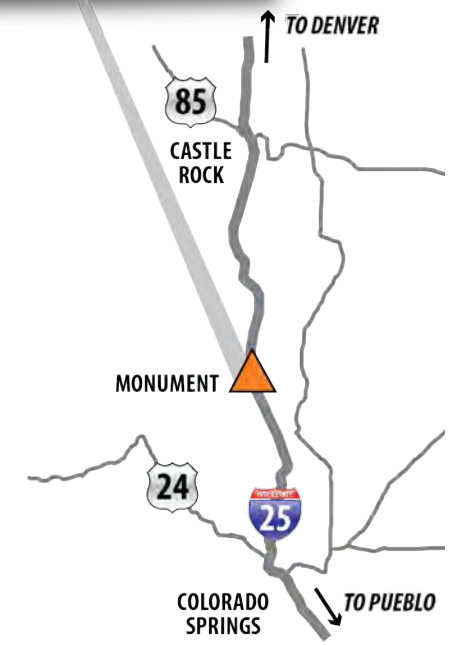
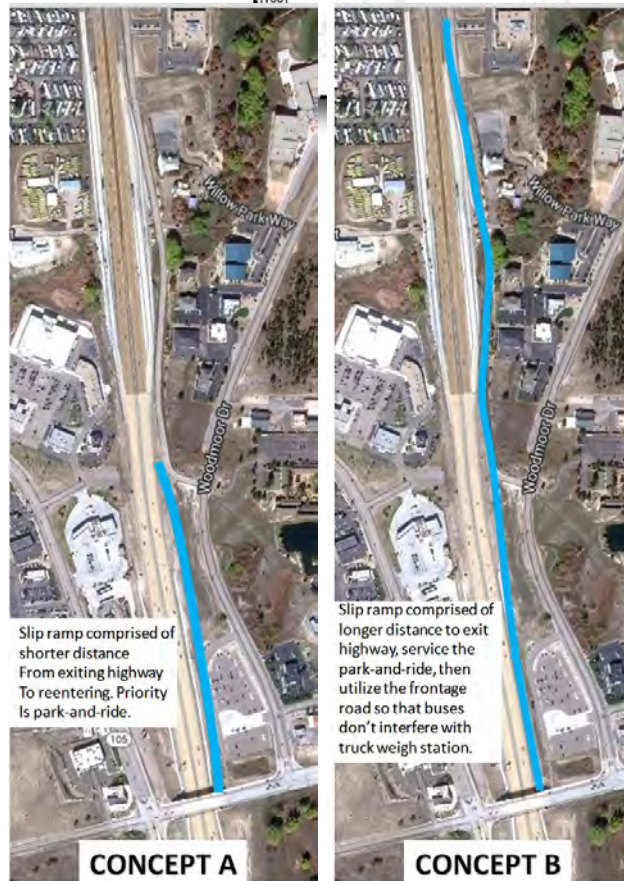
Project Limits: I-25 and SH 105

Project Funding Request (\$M): \$3.8

Project Benefits:

Mobility: Travel time improvement of several minutes x 30 or more passengers per bus for each bus serving the Monument park and ride. The annual Monument Park and Ride Bustang Ridership is anticipated to serve 29,200 riders. Additionally, approximately 350 cars are anticipated to be diverted off of I-25 daily (89,250 cars annually) from Bustang riders and carpools/vanpools commuting to Downtown Denver. This is 6.6% auto traffic diversion out of an average 5,300 peak hour traffic volume at I-25/Lone Tree (Lincoln Ave).

Economic Vitality: Major corridor of regional/national significance. Serves key job centers, including the Colorado Center and Downtown Denver.



I-70 West: Dowd Canyon Interchange

Eagle County

Intermountain Area - CDOT Region 3



Project Number: 18

Project Description:

Reconstruct and upgrade I-70/Dowd Interchange for safety and operations.

Project Limits: Dowd Canyon (MP 170 to MP 174)

Project Funding Request (\$M): \$14.0

Project Benefits:

Mobility: Curves and winter driving conditions along this section of road have created one of the highest crash rates along the I-70 corridor. Will improve mobility by upgrading the current substandard on-ramp, which merges onto the interstate on a sharp curve. Project also improves safety and operations to reduce congestion resulting from crashes.

Economic Vitality: Regionally significant corridor providing connection from the Front Range to mountain recreation areas. Located 4 miles west of Vail, the work force uses this section of highway to commute to work.

Other: Project will add a missing connection for the Eagle Vail Trail system, further improving bicycle and pedestrian mobility. Project also includes safety improvements along a segment with high crash rates.



I-70 West: Silverthorne Interchange

Summit County

Intermountain Area - CDOT Region 3



Project Number: 19

Project Description:

Exit 205 (Silverthorne) Interchange Reconstruction. Install a Diverging Diamond Interchange. Extensive paving, curb, drainage. All 4 ramps affected, including new capacity on westbound on ramps.

Project Limits: Silverthorne Interchange (MP 205 to MP 206)

Project Funding Request (\$M): \$20.0

Project Benefits:

Mobility: Existing interchange contributes to congestion during peak period travel times. Project improves interchange operations, reduces peak period travel times and increases mobility to I-70, US 6 and SH 9 by installing a Diverging Diamond. Summit County transit system runs through the interchange, therefore, travel times would be improved for transit as well.

Economic Vitality: Interchange is strategic for tourism, provides important access to Loveland Pass and is an alternate route to I-70 and for hazardous materials.

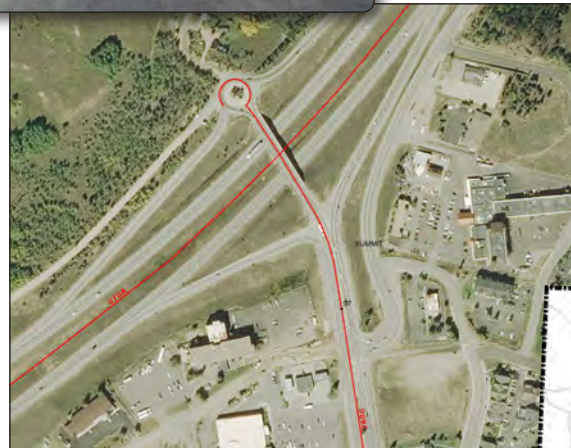
Other: Interchange also has bicycle and pedestrian accommodations.



I-70 West: Exit 203 Interchange Improvements

Summit County

Intermountain Area - CDOT Region 3



Project Number: 20

Project Description:

Convert single lane roundabout at the Exit 203 ramp termini to a double lane, consider adding 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.

Project Limits: Frisco MP 202 to MP 203

Project Funding Request (\$M): \$4.5

Project Benefits:

Mobility: Existing interchange experiences congestion during peak period traffic. Will improve mobility by converting a single lane roundabout at the ramp termini to a double lane roundabout. This will reduce traffic back ups during peak periods, improving mobility and operations.

Economic Vitality: East Frisco Interchange is an important interchange for I-70 as it is strategic for tourism in Summit County and areas to the South. This interchange is an access point for Hoosier Pass, and is an alternate route to I-70 via US 285.

Other: Mobility improvements would help Summit Stage, the local transit agency that uses I-70.

I-70 Edwards Spur Road

Eagle County

Intermountain Area - CDOT Region 3



Project Number: 21

Project Description:

The Edwards Spur Road is in need of improvements. Project will include design of improvements for the southern half of the Edwards Spur Road starting north of the roadway bridge and ending with the connection to US 6 to the south. The design improvements are anticipated to include road and bridge widening, intersection improvements and pedestrian mobility improvements.

Project Limits: I-70 G Spur Road (MP 0) to US 6 (MP 0.527)

Project Funding Request (\$M): \$15.0

Project Benefits:

Mobility: I-70 serves as the primary transportation corridor through Eagle County and much of Colorado. US 6 near Edwards, CO is a major collector that runs parallel to I-70 from Dotsero to Dowd Canyon. The I-70 Edwards Spur road located at the Edwards Interchange along I-70 to US 6 in the unincorporated town of Edwards, CO. It is used during emergency incidents as an alternative route. Interchange improvements will improve mobility by decreasing the level of congestion.

Economic Vitality: Important to local stakeholders because it provides access to local businesses and housing in Avon and Eagle County.

Other: Improves access and multi-modal connections along corridor as well as congestion during incidents.

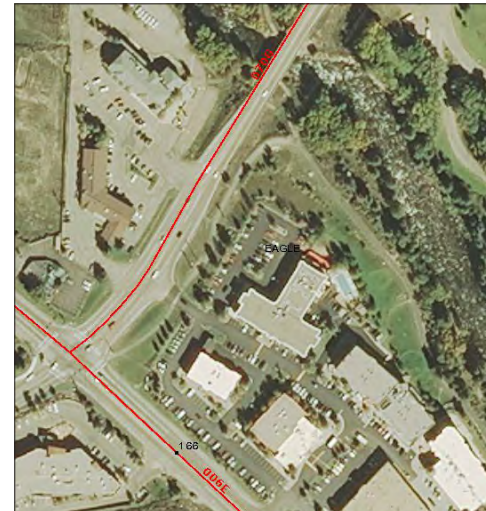


TO GRAND JUNCTION

EDWARDS

TO DENVER

VAIL



EAGLE-VAIL

BEAVER CREEK

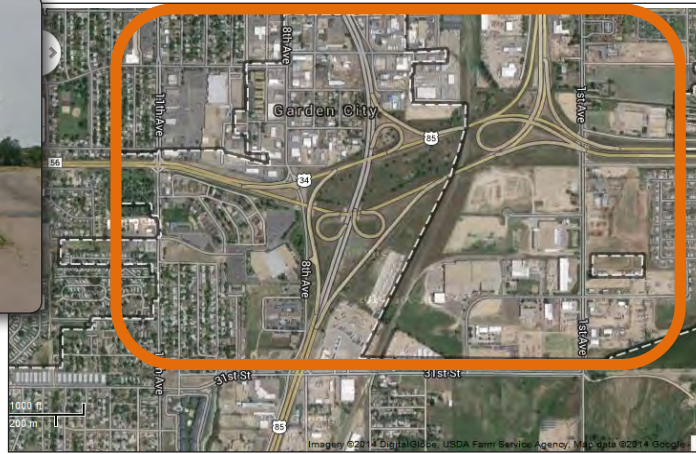


COLORADO
Department of Transportation

US 34/US 85 Interchange Reconfiguration

Weld County

North Front Range Area - CDOT Region 4



Project Number: 22

Project Description:

The US 85: I-270 to 62nd Avenue Interchange experiences high levels of congestion and crash rates. This project will improve safety and capacity of the interchange by making the geometric configuration of the interchange more intuitive for drivers, adding grade separation, and improving access points.

Due to its complexity, this interchange has come to be known by locals as Spaghetti Junction.

Project Limits:

SH 85 Interchange (MP 112 to MP 114)

Project Funding Request (\$M): \$75.0

Project Benefits:

Mobility: Regionally significant corridor supporting freight, energy, oil, agriculture, and commuter traffic. Will update and reconfigure failing structures and improve operations and mobility. This interchange carries 1,400 to 2,000 trucks per day on each leg of the interchange.

Economic Vitality: The more intuitive and efficient interchange will ensure commerce can get where it needs to go more quickly and safely. Important corridor for agriculture, freight, and energy business.

Other: Improves safety.



COLORADO
Department of Transportation

US 34/I-25 Interchange Reconfiguration: Add Kendall Parkway Transit Slip Ramps

Larimer County

North Front Range Area - CDOT Region 4



Project Number: T04

Project Description:

Addition of four total transit-only ramp components.

Project Limits: I-25 and US 34 Interchange

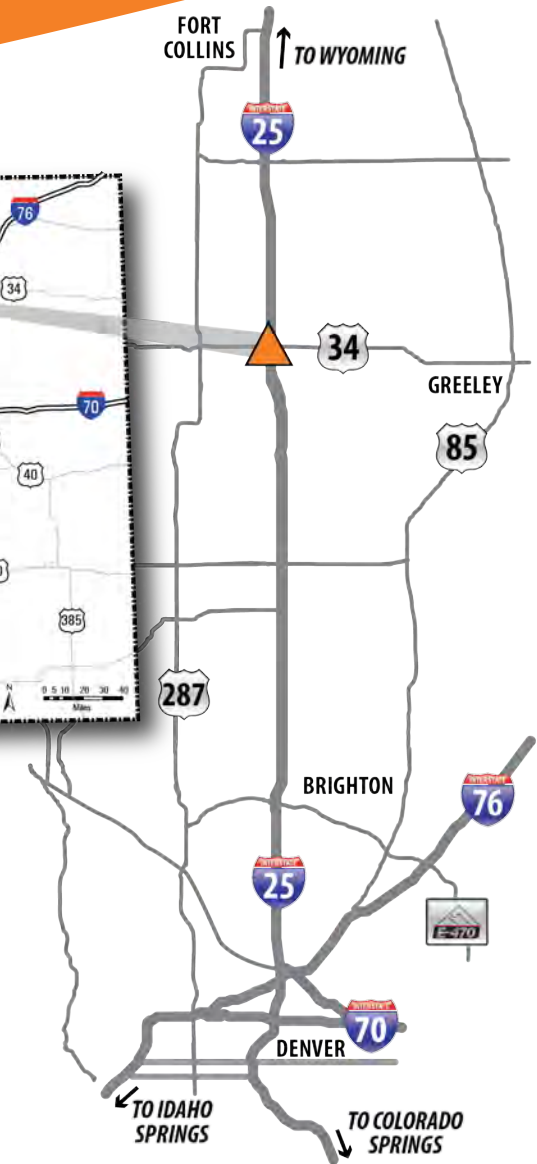
Project Funding Request (\$M): \$15.0

Project Benefits:

Mobility: Travel time improvement for transit operations. Bustang riders commuting to Downtown Denver can expect to go from 120th Avenue to US 36 in approximately 9 minutes (average 50 mph), and from Pecos to Denver Union Station in approximately 9 minutes.

Economic Vitality: Major corridor of regional/national significance. This project will be of benefit to riders of Bustang and local buses that provide service to this location. Downtown Denver job centers are a destination for Bustang. Connecting local buses at this location serve job centers in downtown Loveland, and have proposals to extend their service to downtown Greeley.

Other: Creates room for phased highway improvements. Improves bus operating efficiency and access capacity, meaning that buses will have the turning radius required to maneuver within the park and ride, and enough curb length to pull up in order to serve more passengers per hour. This is important in allowing local buses and regional/ commuter buses to make connections and transfers at the same time.

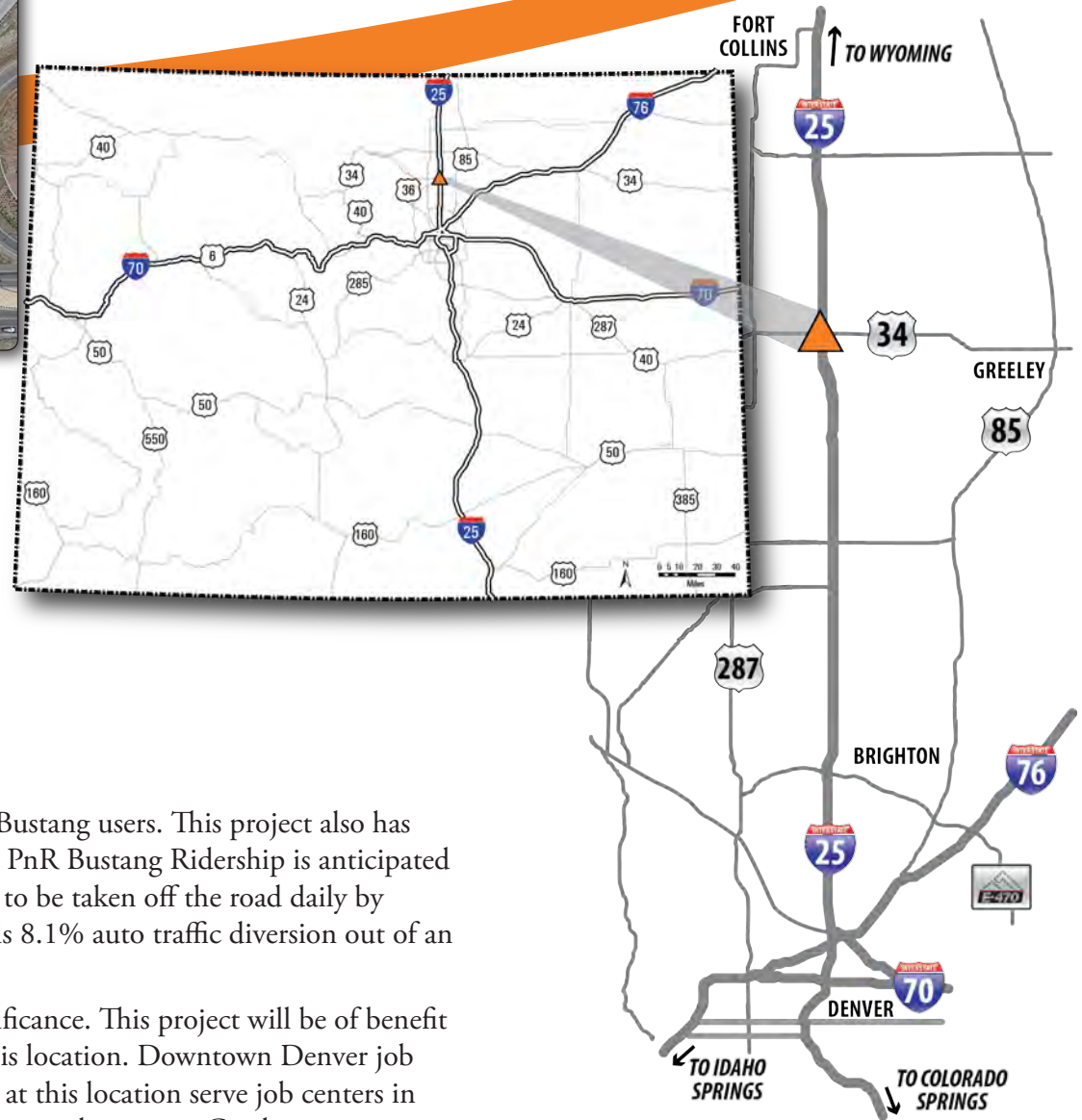


COLORADO
Department of Transportation

US 34/I-25 Interchange Reconfiguration: Relocate & Expand US 34 (Loveland) Park and Ride

Larimer County

North Front Range Area - CDOT Region 4



Project Number: T05

Project Description:

Increases parking capacity and moves 200 parking spaces from current location in northwest quadrant of interchange to one-quarter mile north of the interchange.

Project Limits: I-25 and US 34

Project Funding Request (\$M): \$3.0

Project Benefits:

Mobility: Provides significant travel time improvements for Bustang users. This project also has travel time savings to non-transit users. The annual Loveland PnR Bustang Ridership is anticipated to be 10,500 riders. On North I-25, 340 cars are anticipated to be taken off the road daily by Bustang and carpools/vanpools (86,700 cars annually). This is 8.1% auto traffic diversion out of an average 4,200 peak hour traffic volume at SH 7/I-25.

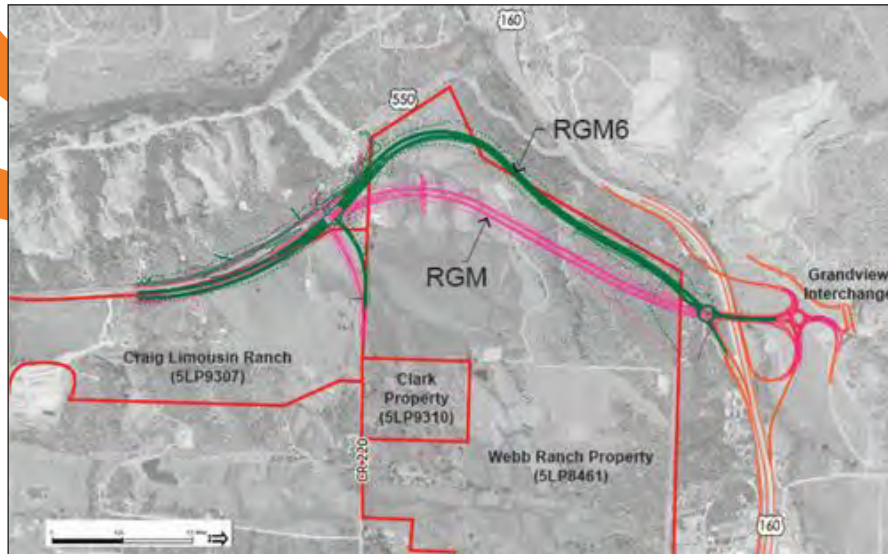
Economic Vitality: Major corridor of regional/national significance. This project will be of benefit to riders of Bustang and local buses that provide service to this location. Downtown Denver job centers are a destination for Bustang. Connecting local buses at this location serve job centers in downtown Loveland, and have proposals to extend their service to downtown Greeley.

Other: Creates room for phased highway improvements. Improves bus operating efficiency and access capacity.

US 550 / US 160 Connection

La Plata County

Southwest Area - CDOT Region 5



Project Number: 23

Project Description:

Complete connection of US 550 to US 160 at the Grandview Interchange.

Project Limits: US 160 in Grandview to approximately MP 15

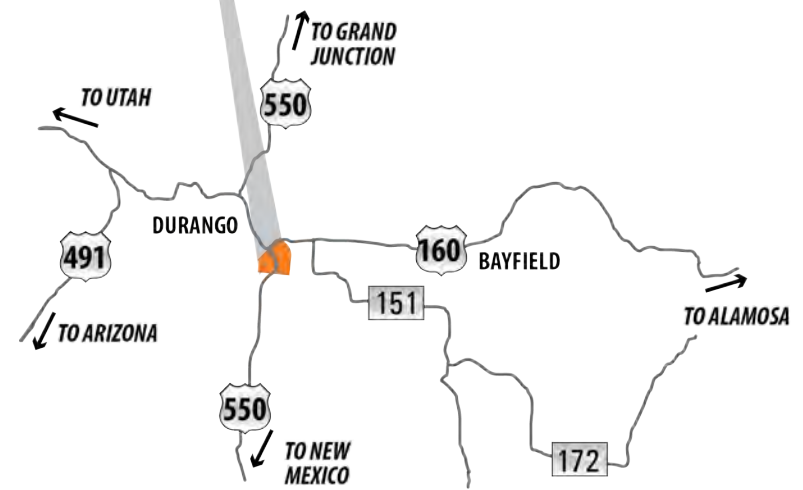
Project Funding Request (\$M): \$90

Project Benefits:

Mobility: Improves mobility by providing US 160 and US 550 connection to the existing Grandview Interchange, providing access to Grandview (Regional Hospital/Police), Three Springs residential development, and City of Durango. Project improvements will reduce travel times and improve access.

Economic Vitality: US 550 is a truck route that provides agricultural freight mobility to New Mexico.

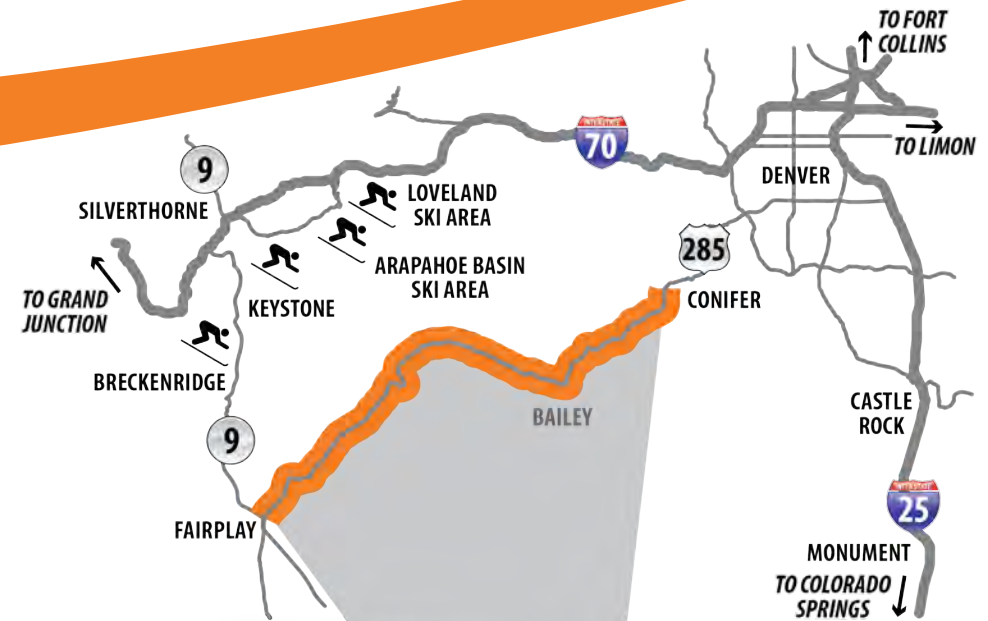
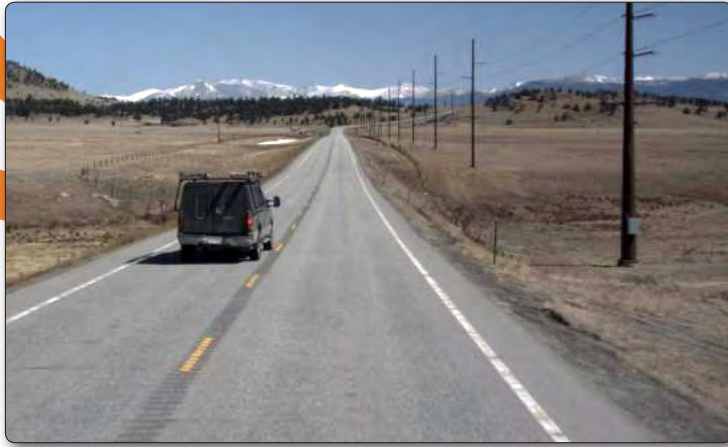
Other: Connects to new urban core, including hospital and police dept.



US 285 Fairplay to Richmond Hill

Park County

Central Front Range Area - CDOT Region 2



Project Number: 24

Project Description:

Add passing lanes and wider shoulders.

Project Limits: Fairplay (MP 183) to Richmond Hill (MP 234)

Project Funding Request (\$M): \$15.0

Project Benefits:

Mobility: This corridor is an alternative route for I-70 during periods of congestion or closures. Project improves mobility and safety through the construction of passing lanes, increased shoulder widths, and by reducing congestion at locations such as Richmond Hill and through the town of Fairplay.

Economic Vitality: US 285 is an important recreational corridor connecting the Denver area to many mountain recreational facilities. Corridor has a high level of bicycle use during the summer and supports RTD services to Pine Junction.

Other: The project is a high priority corridor for the Central Front Range TPR. An operation and safety study was conducted in June 2013 and identified several priority locations for safety improvements.



US 160 Mobility Improvements

Huerfano County



South Central Area - CDOT Region 2



Project Number: 25

Project Description:

Add passing lanes and widen shoulders at selected locations.

Project Limits: LaVeta Pass (MP 278.63) to I-25 (MP 303.5)

Project Funding Request (\$M): \$15.0

Project Benefits:

Mobility: This segment is an important connection between I-25 and SH 12. Segment also connects Alamosa and Walsenburg to the front range and is an important east / west route for Southern Colorado.. Commercial buses use this route. Project improves mobility by adding passing lanes and widening shoulders at selected locations.

Economic Vitality: Project connects several major tourist areas in Southwest Colorado to I-25 (such as Great Sand Dunes, Four Corners, Mesa Verde National Park, Durango, Alamosa). Alamosa and Walsenburg are important job centers in South Central Colorado making this connection critical to the local economy.



I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass

Eagle County

Intermountain Area - CDOT Region 3



Project Number: 26

Project Description:

Complete NEPA and preliminary engineering for recommended auxiliary 3rd lane (both directions) to increase safety and mobility. Install permanent water quality features, relocate bike path, and complete 3 miles of roadway widening.

Project Limits: I-70 Vail Pass (MP 180 to MP 195)

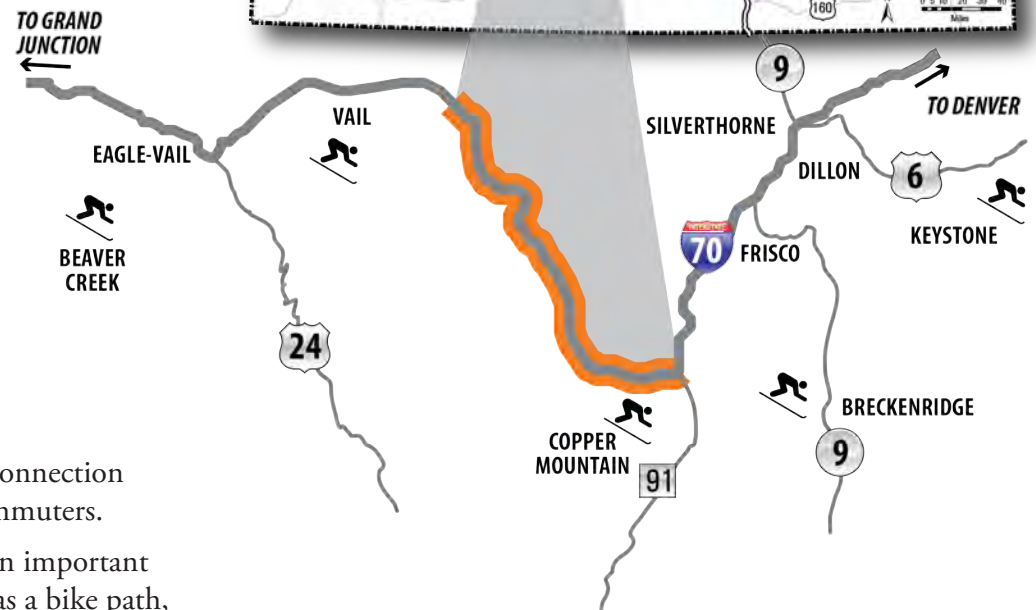
Project Funding Request (\$M): \$50.0*

Project Benefits:

Mobility: Vail Pass is a critical segment in the I-70 Mountain Corridor. Project improves mobility by adding auxiliary lanes along one of the steepest sections of the corridor.

Economic Vitality: This segment, and corridor, serve as a critical connection from the Front Range to mountain tourism, as well as for local commuters.

Other: This project would add a wildlife crossing to the corridor, an important safety feature for the region. Bicycle and pedestrian facilities, such as a bike path, are also elements of this project.



**Estimated total project cost is \$246 million and assumes other funding sources.*

I-70 West: Frisco to Silverthorne Auxiliary Lane

Summit County

Intermountain Area - CDOT Region 3



Project Number: 27

Project Description:

Eastbound Auxiliary Lane from MP 203 to MP 205. Identified in the Silverthorne Interchange environmental study as safety and mobility improvements for eastbound I-70. Minimal widening required.

Project Limits: Frisco (MP 203) to Silverthorne (MP 205)

Project Funding Request (\$M): \$8.0

Project Benefits:

Mobility: Improves safety and mobility through the addition of an east bound auxiliary lane from MP 203 to MP 205. This corridor has a high number of crash incidents, which contributes to congestion. Reducing crash potential on this corridor will, therefore, result in reduced congestion. This segment was identified in a Silverthorne Interchange environmental study as a safety and mobility improvement for I-70.

Economic Vitality: Summit County is surrounded by recreation and tourism facilities with statewide significance. It provides access to Loveland Pass as an alternate route to I-70 and hazardous materials.

Other: Safety and mobility improvements would help Summit Stage, the local transit agency that uses I-70.



Grade - Separated Pedestrian Crossing at Buttermilk Ski Base Area

Pitkin County

Intermountain Area - CDOT Region 3



Project Number: T06

Project Description:

This grade-separated pedestrian crossing will improve speed and safety for through motorists and transit patrons crossing from the south side of the Buttermilk Ski Area base to the north side SH 82 BRT stop.

Project Limits: SH 82 and Owl Creek Road

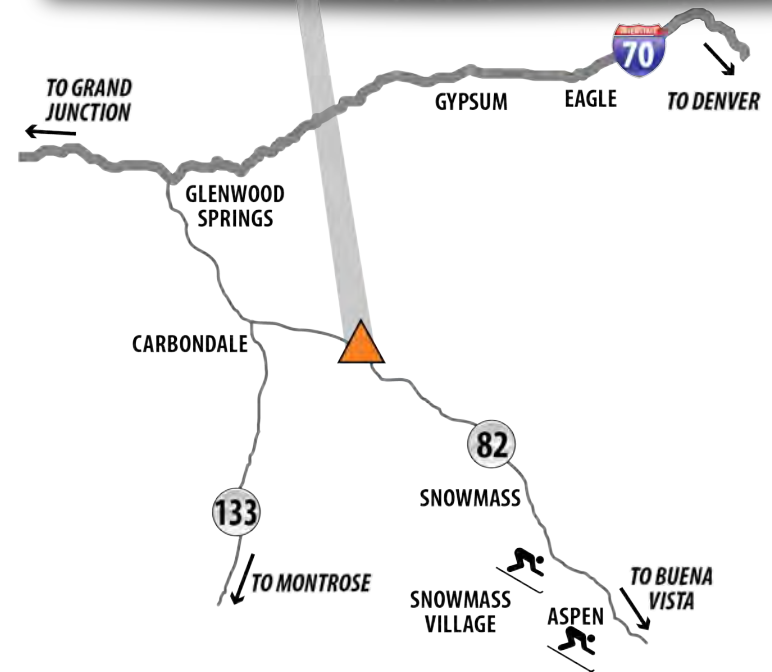
Project Funding Request (\$M): \$5.0

Project Benefits:

Mobility: Provides significant travel time improvements, and safety benefits for VelociRFTA users. Provides travel time improvements for through-motorists.

Economic Vitality: Major corridor of regional, state, and national significance. Serves recreation/tourism function, and working commuters.

Other: Is a VelociRFTA stop in both directions; Improves safety for transit patrons crossing highway.



Grade - Separated Pedestrian Crossing at Town of Basalt

Eagle County

Intermountain Area - CDOT Region 3



Project Number: T07

Project Description:

This project will improve safety for through-motorists and transit patrons crossing from the south side of SH82 to the town center.

Project Limits: SH 82 and Basalt Avenue

Project Funding Request (\$M): \$5.0

Project Benefits:

Mobility: Provides significant travel time improvements, and safety benefits for VelociRFTA users. Provides travel time improvements for through-motorists.

Economic Vitality: Major corridor of regional, state, and national significance. Serves recreation/tourism function, residents of Basalt, and working commuters.

Other: Is a VelociRFTA stop in both directions; improves safety for transit patrons crossing highway.



SH 13: Rifle North

Garfield County



Project Number: 28

Project Description:

Reconstruct NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.

Project Limits: SH 13 Rifle (MP 4) to Rio Blanco CL (MP 16)

Project Funding Request (\$M): \$60.0

Project Benefits:

Mobility: This segment is located on a heavily used truck route. Project improves mobility by reconstructing this segment to include shoulders, game fence and wildlife underpasses.

Economic Vitality: The property along this corridor is used for ranching. The addition of shoulders and roadway improvements help ranchers with trucking access and provide a safer roadway for the households that commute to Craig and Meeker from this area. This corridor is also an important oil and gas route.

Other: Improves corridor safety.



US 550: Passing Lanes North of Ridgway

Ouray/Montrose Counties



Project Number: 30

Project Description:

Add passing opportunities and mobility improvements to US 550, north of Ridgway. The project includes safety improvements with the addition of shoulder widening, curve corrections, and the installation of a wildlife underpass.

Project Limits: Ridgway (MP 111) to Colona (MP 117)

Project Funding Request (\$M): \$14.0

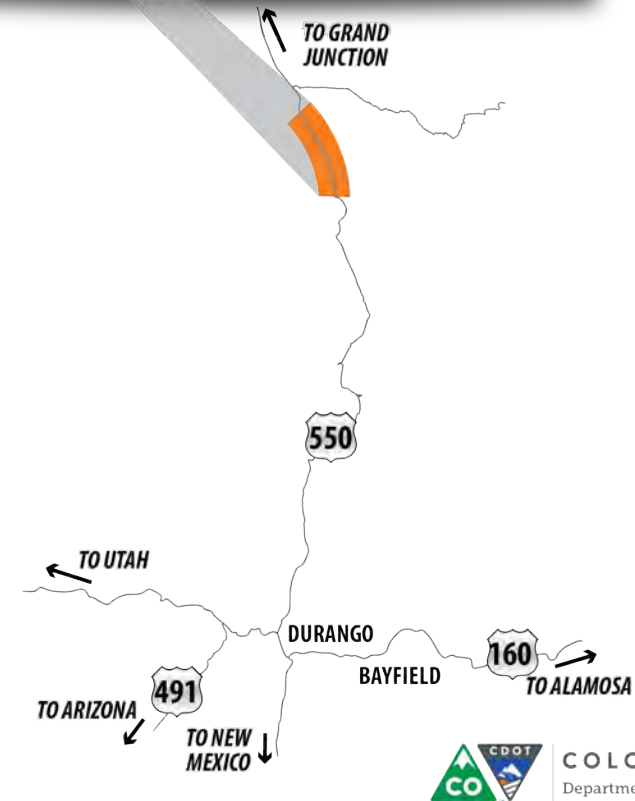
Project Benefits:

Mobility: Improves mobility by adding passing opportunities to relieve congestion and improve traffic flow north of Ridgway. This project also widens shoulders for bike/pedestrian use.

Economic Vitality: US 550 is a primary agriculture and freight corridor and has a high percentage of truck traffic. This segment is used for commuter travel, connecting Montrose and Telluride. Recreation destinations such as Tres Rios National Forest, Ouray, and Telluride are accessed by this segment.

Other: Improves corridor safety.

Gunnison Valley Area - CDOT Region 5



US 160: Wolf Creek Pass East Mobility Improvements

Mineral County

San Luis Valley Area - CDOT Region 5



Project Number: 31

Project Description:

This is the final project outlined in the US 550 East of Wolf Creek Pass Environmental Assessment (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.

Project Limits: Lake Creek (MP 175) to East of chain station (MP 180)

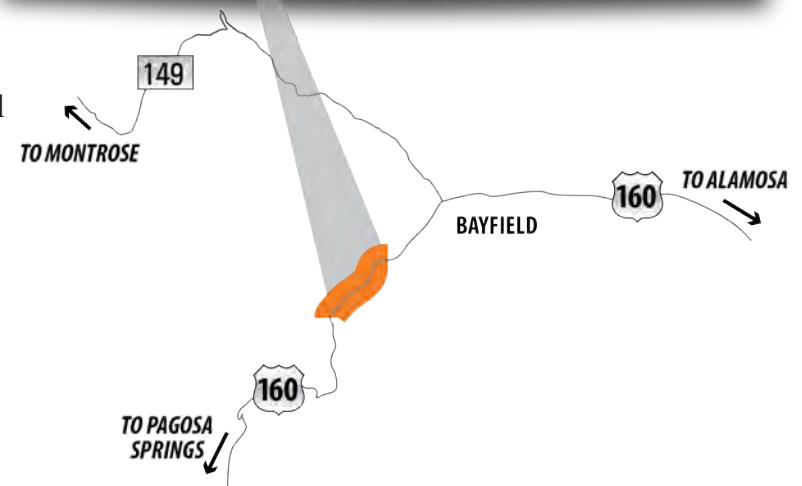
Project Funding Request (\$M): \$35.0

Project Benefits:

Mobility: Project improves mobility by adding lanes that will provide passing opportunity in a steep, mountainous terrain. Project also widens shoulders for bike/pedestrian use.

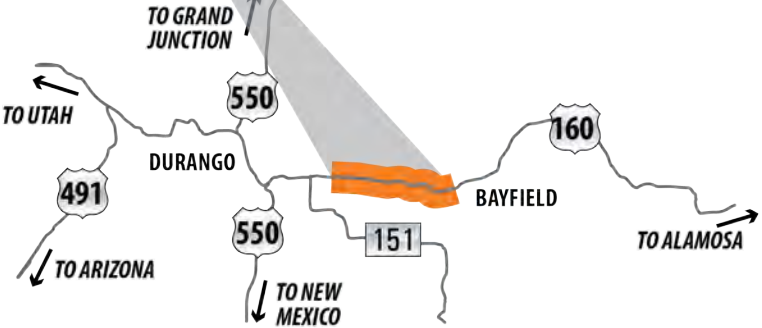
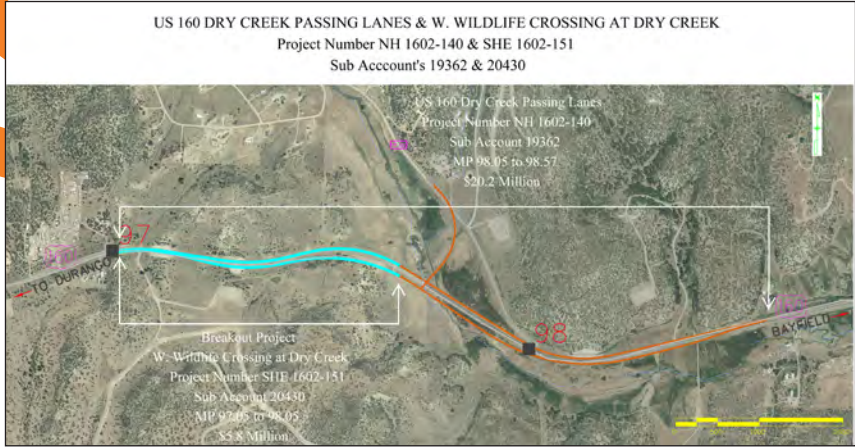
Economic Vitality: US 160 is the primary east-west corridor and experiences high agricultural truck traffic. Project improves access to Rio Grande National Forest and Wolf Creek Ski Area.

Other: Improves corridor safety.



US 160: Durango to Bayfield Passing and Mobility Improvements

La Plata County



Project Number: 32

Project Description:

Add passing opportunities and mobility improvements including an intersection relocation at CR 223, and a 2-lane bypass around Gem village. The project would also include the following safety improvements: shoulder widening, access consolidation, wildlife underpass and fencing, and a passing lane extension.

Project Limits: SH 172- Elmore's Corner (MP 93) to West of Gem Village (MP 101)

Project Funding Request (\$M): \$15.0

Project Benefits:

Mobility: This area experiences high levels of truck and commuter traffic. Project improves mobility by providing passing opportunity to relieve congestion.

Economic Vitality: US 550 is a primary agricultural corridor and provides freight connectivity to and from New Mexico. US 160 is the primary east-west corridor. Project widens shoulders for bike/pedestrian use, providing connectivity to a popular cycling route near Durango.

Other: This project is the top unfunded priority in the Southwest Regional Transportation Plan. Wildlife mitigation is especially important since this segment is one of the highest animal/vehicle crash areas in the state.



Transit Infrastructure Bank

Statewide

CDOT Statewide



Project Number: T08

Project Description:

Provide the opportunity for larger scale regional transit projects to move forward with loan-based project delivery option.

Project Limits: Statewide

Project Funding Request (\$M): \$10.0

Project Benefits:

Mobility: Will support transit improvements on corridors with significant mobility needs.

Economic Vitality: Will support transit improvements on state and nationally significant corridors.

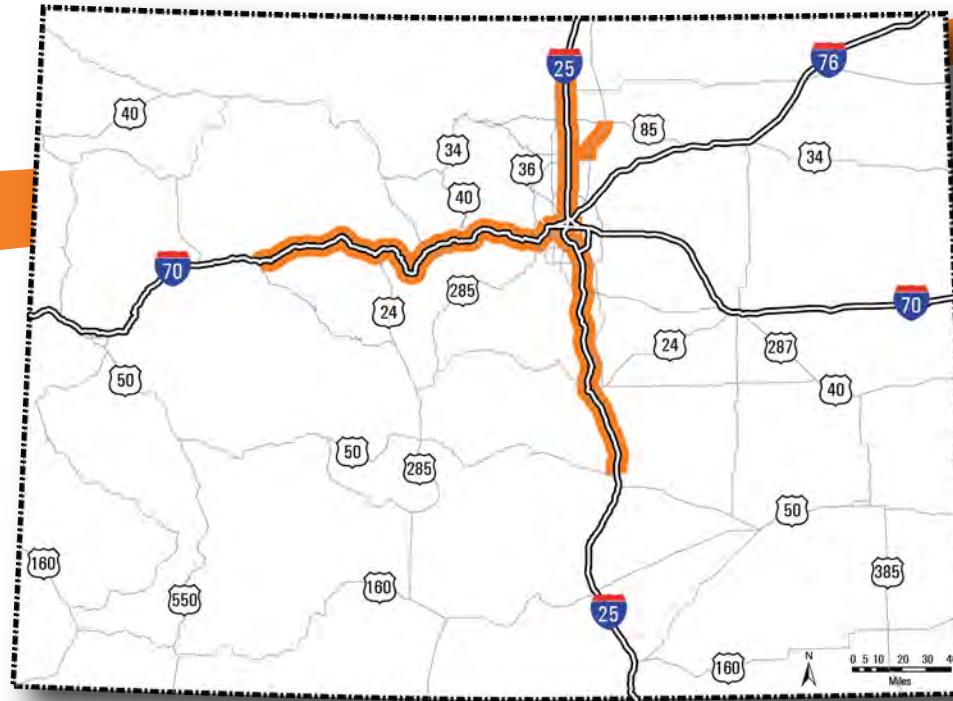
Other: Financing mechanism.



Expansion Buses for Interregional, Regional Service

Statewide

CDOT Statewide



Project Number: T09

Project Description:

Allows for expansion of Bustang potentially to Pueblo, Greeley, or frequency enhancements on base routes. Allows expansion of regional commuter or rural regional service.

Project Limits: Denver to Greeley via SH 85, and Colorado Springs to Pueblo via I-25

Project Funding Request (\$M): \$7.3

Project Benefits:

Mobility: Offers opportunity for Colorado residents and visitors to access more regions of the state by transit.

Economic Vitality: I-25 is a major corridor of regional/national significance. SH 85 is a regionally significant corridor. Serves key job centers.

Other: Builds on existing regional, or soon to be operational interregional transit routes. Strategic importance identified in Regional Transit Plans.



Map of Routes

- Fort Collins - Denver
- Colorado Springs - Denver
- Glenwood Springs - Denver



COLORADO
Department of Transportation

I-25: Monument Interchange Park and Ride Expansion

Pikes Peak Area - CDOT Region 2

El Paso County



Project Number: T10

Project Description:

The existing park and ride accommodates approximately 240 cars. The project would expand the capacity by another 100-120 spaces.

Project Limits: I-25 and SH 105

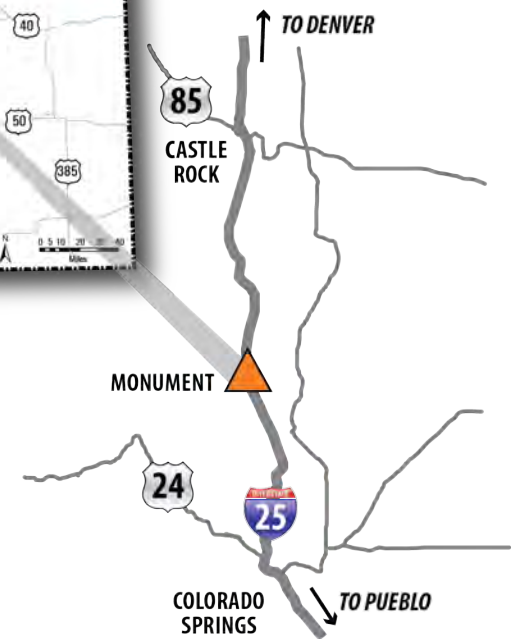
Project Funding Request (\$M): \$1.2

Project Benefits:

Mobility: High mobility benefits with multi-modal enhancements to existing facilities.

Economic Vitality: I-25 is a major corridor of regional/national significance. High economic benefits. Serves key job centers.

Other: Builds on existing Park-and-Ride facility, increases parking capacity.



I-25: Tejon Park and Ride Expansion and Reconstruction

El Paso County

Pikes Peak Area - CDOT Region 2



Project Number: T11

Project Description:

The existing park and ride accommodates approximately 100 cars. The project would expand parking to as much as 200 spaces, improve access / egress for both cars and buses, and leverage the site's potential for additional connections with regional and intercity buses. The project would also improve safety and security of the parking under this section of I-25 with lighting and other measures.

Project Limits: I-25 and Tejon St

Project Funding Request (\$M): \$1.5

Project Benefits:

Mobility: High mobility benefits. Component of multi-modal approach to maximize benefit of existing facilities.

Economic Vitality: I-25 is a major corridor of regional/national significance. High economic benefits. Serves key job centers.

Other: Builds on existing Park-and-Ride facility, increases parking capacity. Has the potential to add nearly 200 more parking spaces, improves access/egress for buses and cars, and leverages the site's potential for additional connections with regional and intercity buses. The project would also improve safety and security of the parking under this section of I-25 with lighting and other measures.



I-25/US 50 Add new Pueblo Park and Ride for Carpools, Vanpools, and for Expansion of Bustang Express Bus Service

Pueblo County

Project Number: T12

Project Description:

This project will establish a 200 space originating park and ride on the west side of the I-25 / US50 interchange at exit 101.

Project Limits: I-25 and US 50

Project Funding Request (\$M): \$2.0

Project Benefits:

Mobility: High mobility benefits. Component of multi-modal approach to maximize benefit of existing facilities.

Economic Vitality: I-25 is a major corridor of regional/national significance. High economic benefits. Serves key job centers.

Other: This project will establish a 200-space park and ride at I-25/US 50, Exit 101 or I-25/Eagleridge, Exit 102. This project will help mobility by reducing Single Occupancy Vehicle use.



I-25 Expand Harmony/I-25 Park and Ride for Carpooling, Vanpooling, Local Transit Service and Bustang Connectivity

North Front Range Area - CDOT Region 4

Larimer County



Project Number: T13

Project Description:

The park and ride currently has under 200 spaces, and this project would add 200 new spaces, possibly in two phases of 100 spaces each. This location has so much demand that it will be CDOT's first deployment of paid / managed parking.

Project Limits: I-25 and Harmony Road

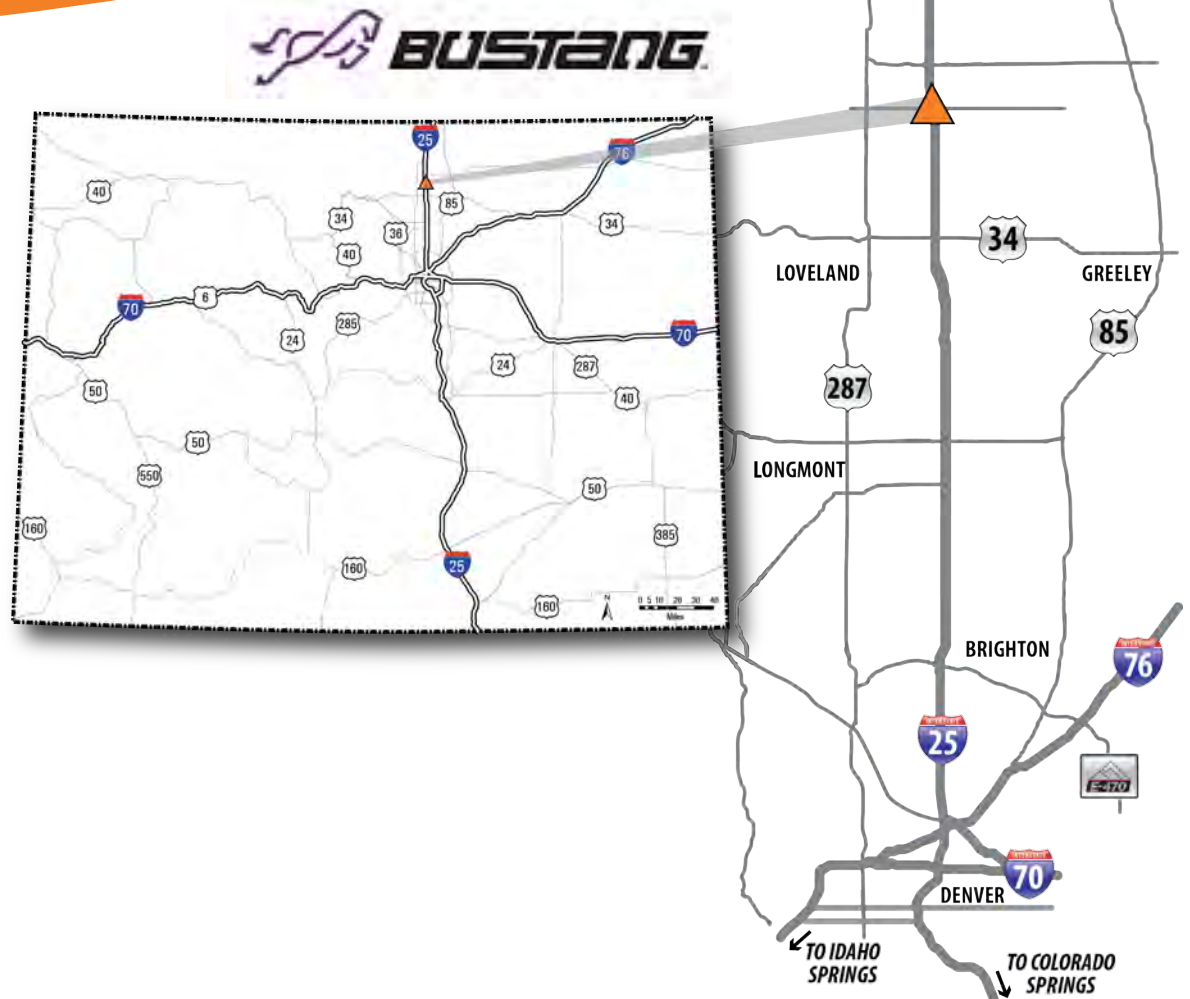
Project Funding Request (\$M): \$3.0

Project Benefits:

Mobility: High mobility benefits. Component of multi-modal approach to maximize benefit of existing facilities.

Economic Vitality: I-25 is a major corridor of regional/national significance. High economic benefits. Serves key job centers.

Other: Is a pilot project for CDOT managed parking.

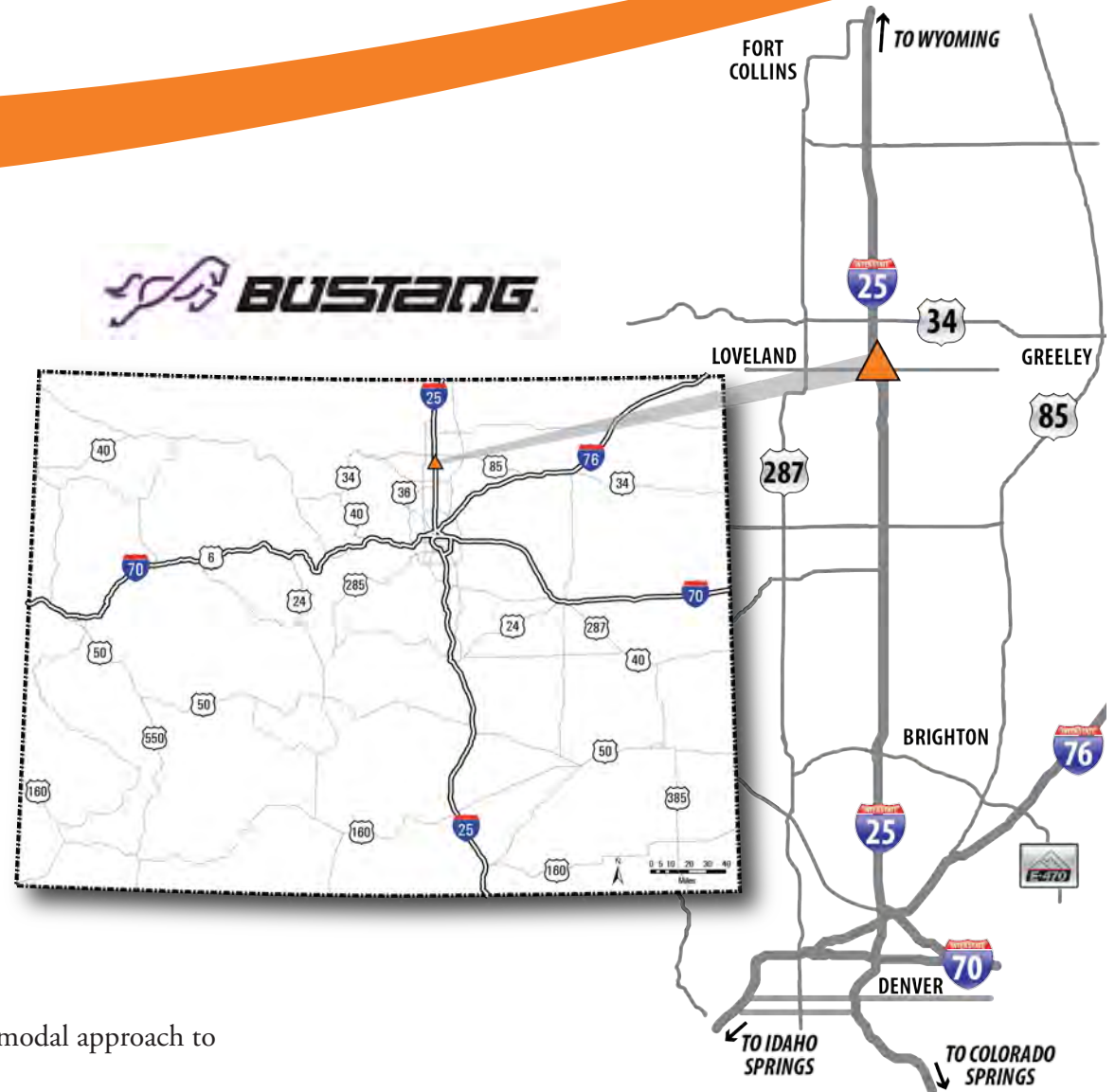


COLORADO
Department of Transportation

Expand and Reconstruct SH 402 Park and Ride for Carpooling, Vanpooling, and Bustang Express Bus Service

North Front Range Area - CDOT Region 4

Larimer County



Project Number: T14

Project Description:

This existing park and ride has 75 spaces, with some on pavement and some unmarked on gravel surface. The project would formalize all the parking, expanding and reconstructing to accommodate 200 spaces, and to improve the access/egress movements for autos and for buses.

Project Limits: I-25 and SH 402

Project Funding Request (\$M): \$3.0

Project Benefits:

Mobility: High mobility benefits. Component of multi-modal approach to maximize benefit of existing facilities.

Economic Vitality: I-25 is a major corridor of regional/national significance. High economic benefits. Serves key job centers.

Other: Builds on existing Park-and-Ride facility, increases parking capacity.



COLORADO
Department of Transportation

Replace Gondola Cabins Used in Public Transportation

San Miguel County

Southwest Area - CDOT Region 5



Project Number: T15

Project Description:

This gondola reduces both auto traffic on SH 145 as well as reduces the number of buses that would otherwise be needed to mitigate traffic.

Project Limits: Telluride to Mountain Village

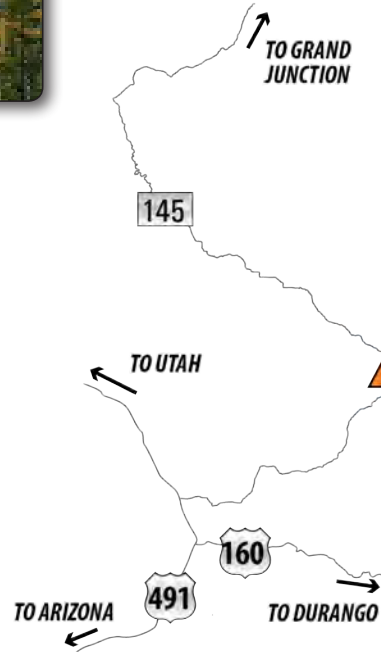
Project Funding Request (\$M): \$20.0

Project Benefits:

Mobility: Reduces automobile traffic on SH 145, and buses that otherwise would have been needed to mitigate traffic.

Economic Vitality: Serves as a recreation/tourism function and provides connections for workers.

Other: The Telluride-Town of Mountain Village Gondola is a rare example of a gondola system being recognized by the Federal Transit Administration (FTA) as providing public transportation service beyond the more obvious recreation purpose.



North Metro Rail Line to 162nd Avenue

Adams County

Greater Denver Area - CDOT Region 1



Project Number: T16

Project Description:

RTD is completing the North Metro Rail line from DUS to 124th Ave. This project extends rail from 124th Ave to 162nd Ave and is largely single track, with some double/passing track segments. Stations are initially built for 2-car consists w/ expandability to 4-car.

Project Limits: 124th & Claude Court, to 162nd Avenue and Colorado Boulevard

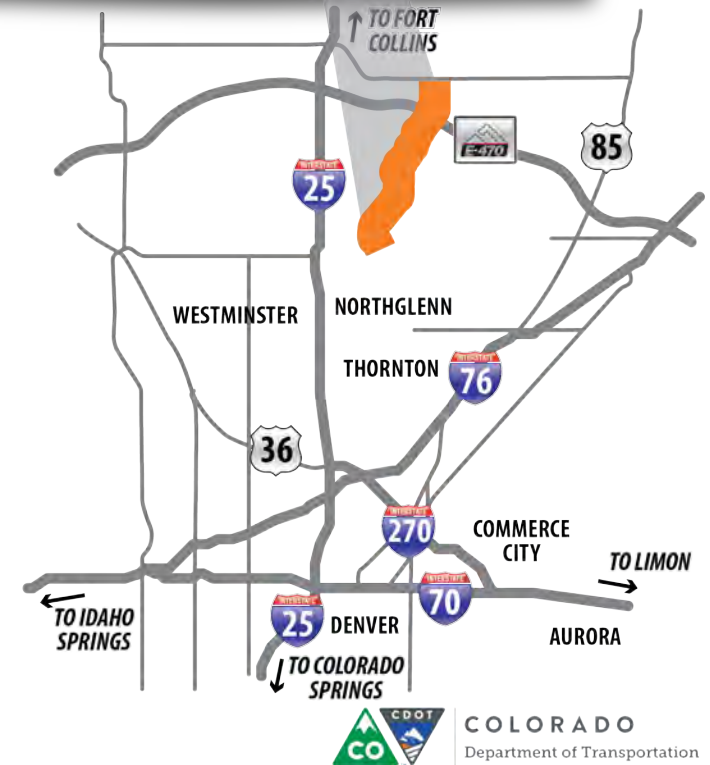
Project Funding Request (\$M): \$168.0

Project Benefits:

Mobility: Provides access to significant inter-modal and multi-modal facilities.

Economic Vitality: FasTracks completion is first/top rated passenger rail project in State Rail Plan. Required element for 2nd highest rated project, extending up into the North Front Range Region. Serves key job centers.

Other: Complements the express bus lanes and provides choices for travel within and around Northern Metro and Northern Colorado.



Position Colorado for Federal Funds by Providing a Match for Southwest Chief TIGER Application

Prowers, Bent, Otero, Las Animas Counties

Southeast Area - CDOT Region Statewide



Project Number: T17

Project Description:

Similar to the successful application by Garden City, KS, CDOT would position itself to be eligible for future TIGER grant opportunities. This is consistent with CDOT's State Freight & Passenger Rail Plan goal to be competitive for federal dollars.

Project Limits: SW Chief Amtrak route from Trinidad, CO to Lamar, CO

Project Funding Request (\$M): \$3.0

Project Benefits:

Mobility: Provides access to significant inter-modal facilities for Colorado residents, and visitors.

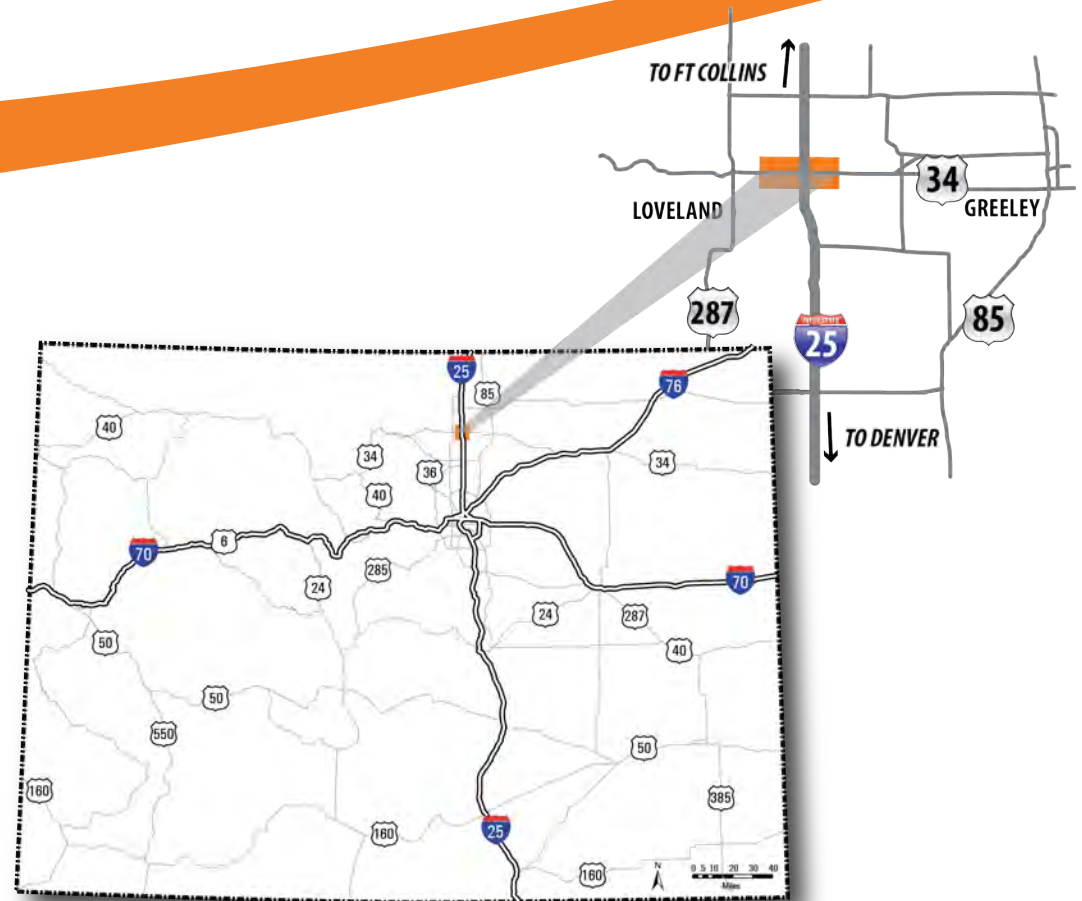
Economic Vitality: Major corridor of regional/national significance for tourism and economic development.

Other: High priority for consideration by the State as evidenced through the creation by the State Legislature of the Southwest Chief Commission.

US 34: Denver Avenue to Larimer County Road 3 Widening

Larimer County

North Front Range Area – CDOT Region 4



Project Number: 34

Project Description:

Project will widen US 34 from 4 to 6 lanes, including associated intersection, ITS, and safety improvements, from Denver Avenue to Larimer County Road 3.

Project Limits: Denver Avenue to Larimer County Road 3

Project Funding Request (\$M): \$22.2*

Project Benefits:

Mobility: This portion of urban roadway carries an annual average daily traffic volume of 42,000 vehicles. This project will be a significant mobility improvement for this heavily traveled and congested corridor.

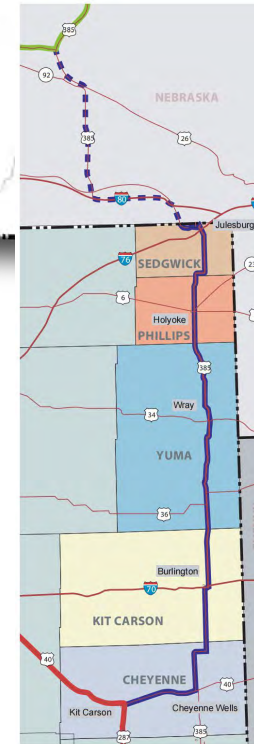
Economic Vitality: This segment of US34 connects two urban centers- Greeley and Loveland. With bi-directional commuters, peak-period congestion is significant, causing delays. Along this corridor is the Centerra development on either side of I-25. This area currently features regional commercial attractions that draw a significant number of visitors every day.

Other: Improves safety on this congested corridor.

*Estimated total project cost is \$25 million and assumes other funding sources.

US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations

Cheyenne / Kit Carson/ Yuma/ Phillips/ Sedgwick Counties



Project Number: 35

Project Description:

Project components include continuation of intersection, shoulders and other safety improvements at problem locations. Project will reduce truck conflicts along US 385 and improve commodity flow.

Project Limits: Problem Locations on US 385 from Cheyenne County to Sedgwick County

Project Funding Request (\$M): \$20

Project Benefits:

Mobility: US 385 is a major regional and interstate connection for agricultural, energy shipments and other freight. Serving as the only North/South US highway in the very eastern Colorado, this connection between US 40 and Nebraska was named by the Transportation Commission as the Colorado Connector between the Ports to Plains and the Heartland Express corridors, and is favored for over-sized/ over-weight shipments. Average annual daily traffic (AADT) in Cheyenne Wells is 590 vehicles, with almost 30 percent of that being truck traffic. In Wray, those numbers shift to 2,900 AADT, with 17.9% trucks.

Economic Vitality: Proposed project components include continuation of intersection, shoulders and other safety improvements at problem locations. Reducing truck conflicts along US385 improves commodity flows, thus increasing Colorado’s economic attractiveness.

Other: Improves safety in areas of critical need.

LEGEND
 = High Plains Highway Corridor
 = Ports to Plains Corridor
 = Heartland Expressway



COLORADO
 Department of Transportation