

Preliminary Ballot Project List Subset - based on the 10-Year Development Program Plan.

12/7/2017

| Project ID | Region | TPR | County | Project Name | Project Description | Phasing | Total Project Cost (P70) (Escalated to construction midpoint) | Other Funding Expected to be Available | Other Funding Assumptions | Tentative Commitment, 1st 2 Years of SB 267 | DRAFT Ballot & Years 3-4 of SB 267 Commitment |
|------------|--------|--------------------------------------|---------------------|--|---|--|---|--|---|---|---|
| 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. | Design to Budget of \$350m. Subsequent phase includes additional work needed to improve geometrics and reconstruct roadway, and full PEL improvements north of Plum Creek Parkway to C-470. | \$350,000,000 | \$35,000,000 | Local funding. Tolling could potentially mitigate some costs. | \$250,000,000 | \$65,000,000 |
| 3 | 1 | Greater Denver Area | Denver | I-25: Speer and 23rd Bridges | Replacement of bridges at 23rd and Speer, and construction of northbound connector road. | Subsequent phase (not reflected in costs) includes second phase roadway widening, and other safety and mobility improvements to be identified in planned PEL. | \$57,140,000 | \$10,000,000 | Freight fund match | \$0 | \$47,140,000 |
| 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. | Subsequent phase (not reflected in costs) includes second phase auxiliary lanes and other improvements. | \$85,285,000 | \$0 | | \$0 | \$85,285,000 |
| 5 | 1 | Greater Denver Area | Adams | I-25 North: TEL Expansion | Expansion of Tolloed 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. | | \$101,750,000 | \$25,000,000 | Tolling | \$0 | \$76,750,000 |
| 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. | Design to Budget | \$80,000,000 | \$0 | Tolling - no revenue assumed yet | \$80,000,000 | \$0 |
| 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. | 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. | \$550,000,000 | \$70,000,000 | Bridge Enterprise Tolling will be considered | \$0 | \$480,000,000 |
| 8 | 1 | Greater Denver Area | Jefferson | I-70: Kipling Interchange | Reconstruction of interchange to reduce congestion and improve operational performance and safety. | | \$63,816,000 | \$0 | | \$0 | \$63,816,000 |
| 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. Includes replacement of Ulster bridge. | Design to Budget | \$45,000,000 | \$0 | | \$0 | \$45,000,000 |

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|------------|--------|---------------------|---------------|---|---|--|---|--|---------------------------------|---|---|
| 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. | | \$398,774,000 | \$200,000,000 | Tolling & Potential Local Match | \$0 | \$198,774,000 |
| 13 | 1 | Greater Denver Area | Jefferson | US 6: Wadsworth Interchange | Reconstruction of the interchange at US 6 and Wadsworth. | | \$68,151,000 | \$0 | | \$0 | \$68,151,000 |
| 14 | 1 | Greater Denver Area | Douglas | US 85: Sedalia to Meadows Widening | Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail. | Project could be divided into phases: US 85 Sedalia to Daniels Park; US 85 Castlegate to Meadows | \$68,696,000 | \$0 | | \$0 | \$68,696,000 |
| 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. | Phasing and early implementation alternatives are being investigated as part of the PEL. | \$93,313,000 | \$0 | | \$0 | \$93,313,000 |
| 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. | Additional phases will remain. | \$70,576,000 | \$0 | | \$0 | \$70,576,000 |
| 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. | | \$76,234,000 | \$17,000,000 | Local match | \$0 | \$59,234,000 |
| 143 | 1 | Greater Denver | Boulder, Weld | SH7 Corridor Improvements | Operational and safety improvements from SH 7 PEL from Boulder to Brighton. | Design to Budget | \$40,000,000 | \$0 | | \$0 | \$40,000,000 |
| 148 | 1 | Greater Denver Area | Denver | I-25: Valley Highway Phase 3.0 | Widening of I-25 from Alameda to 6th Ave. | | \$134,062,000 | \$0 | Tolling will be considered | \$0 | \$134,062,000 |
| 149 | 1 | Greater Denver Area | Denver | C-470: 285 and Morrison Road | Reconstruction of the 285 and Morrison Road Interchange Complex | EA and 30% design will be kicking off this winter (2017-2018). Presuming a 3 year EA, and DB procurement, the funds could be committed by January 2021, and construction commenced by July 2022. | \$136,687,000 | \$0 | | \$0 | \$136,687,000 |
| TBD | 1 | Greater Denver Area | Arapahoe | I-25/Bellview | Interchange Improvements | | \$127,054,000 | \$0 | | \$0 | \$127,054,000 |
| TBD | 1 | Greater Denver Area | Arapahoe | SH 30 | Specific improvements to be determined | | \$22,051,000 | \$0 | | | \$22,051,000 |

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| 17 | 2 | Pueblo Area | Pueblo | I-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway) | 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 98.5-99.4) | | \$228,635,000 | \$0 | | \$0 | \$228,635,000 |
| 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 improvements between MP 132-MP 135 from SH 16 to South Academy, addition of auxiliary lanes from Garden of the Gods to Fillmore, and addition of ramp metering. | Project could be divided into phases. | \$436,975,000 | \$30,000,000 | Surface Treatment | \$0 | \$406,975,000 |
| 20 | 2 | Pikes Peak Area | El Paso | US 24 West: Divide to I-25 | Drainage and intersection improvements on US 24 from I-25 to Woodland Park (MP 283.0-303.8). | Design to Budget | \$25,000,000 | \$0 | | \$0 | \$25,000,000 |
| 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 317.9 - 322.6) | | \$64,242,000 | \$0 | | \$0 | \$64,242,000 |
| 23 | 2 | Pueblo Area | Pueblo | US 50: West of Pueblo | Widening of the divided highway from two lanes to three lanes (MP 307-311). | | \$62,732,000 | \$0 | | \$35,520,000 | \$27,212,000 |
| 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. | Design to Budget | \$50,000,000 | \$0 | | \$0 | \$50,000,000 |
| 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) | Design to Budget. Project could be divided into phases: Phase I US 50 Realignment ~\$30 M; Phase II US 287 Reliever Route ~\$215 M | \$211,071,000 | \$0 | | \$0 | \$211,071,000 |
| 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). | | \$39,896,000 | \$0 | | \$0 | \$39,896,000 |
| 29 | 2 | Central Front Range | Teller | SH 67: Victor to Divide & North of Woodland Park | Shoulder widening, passing lanes, safety improvements and widening. | Revised project limits. Design to Budget. | \$25,000,000 | \$0 | | \$0 | \$25,000,000 |
| 98 | 2 | South Central | Huerfano | US 160: Mobility Improvements | Addition of passing lanes and shoulder widening. (La Veta Pass to I-25) | Design to budget | \$15,000,000 | \$0 | | \$0 | \$15,000,000 |
| 99 | 2 | Central Front Range | Park | US 285: Fairplay to Richmond Hill | Addition of passing lanes and shoulder widening. (MP 183 - 234) | Design to budget | \$15,000,000 | \$0 | | \$0 | \$15,000,000 |

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| TBD | 2 | Central Front Range | El Paso & Fremont | SH 115: Penrose to South Rock Creek full depth pavement reconstruction | Reconstruct concrete pavement with full depth concrete pavement (MP 26-34) | Design to budget | \$25,000,000 | \$0 | | \$0 | \$25,000,000 |
| 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) | Design to budget | \$15,000,000 | \$0 | | \$0 | \$15,000,000 |
| 128 | 2 | South Central | Huerfano / Las Animas | SH 69 and SH 12 Improvements | Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 0-59) and SH 12 (MP 0-73.9) | | \$21,000,000 | \$6,000,000 | HSIP, RPP, FASTER | \$0 | \$15,000,000 |
| 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. | | \$32,549,000 | \$0 | | \$0 | \$32,549,000 |
| 31 | 3 | Grand Valley | Mesa | I-70: Palisade to Debeque | Reconstruction with realignment of curves and other safety improvements. | Project can be phased. | \$71,014,000 | \$0 | | \$0 | \$71,014,000 |
| 34 | 3 | Intermountain | Eagle | I-70 West: Dowd Canyon Interchange | Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations. | | \$14,450,000 | \$0 | | \$0 | \$14,450,000 |
| 35 | 3 | Intermountain | Eagle / Summit | I-70 West: Vail Pass | Phase 1: Completion of NEPA, engineering and Phase I of construction of a third lane in both directions to increase safety and mobility. Includes installation of permanent water quality features, and relocation of bike path. | Total Escalated Project Cost fixed to \$225 M will complete phase I, with a total project cost of \$400 M. | \$225,000,000 | \$0 | | \$0 | \$225,000,000 |
| 36 | 3 | Intermountain | Summit | I-70 West: Exit 203 Interchange Improvements | Conversion of single lane roundabout at ramp termini to a double lane to correct back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp. | Project can be phased. \$2 M for preconstruction. | \$30,344,000 | \$0 | | \$0 | \$30,344,000 |
| 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. | | \$16,924,000 | \$0 | | \$0 | \$16,924,000 |
| 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. | | \$24,701,000 | \$0 | | \$0 | \$24,701,000 |

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| 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. | Project can be phased. | \$23,651,000 | \$0 | | \$0 | \$23,651,000 |
| 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. | | \$13,592,000 | \$0 | | \$0 | \$13,592,000 |
| 43 | 3 | Gunnison Valley | Gunnison | US 50: Little Blue Canyon | Reconstruction and widening of existing roadway to meet current geometric design standards and improve safety, drainage and acces. Addition of passing lanes and mitigation of geohazard land-slide within the project limits. | Design to Budget. | \$29,500,000 | \$0 | Federal Lands Access Program - \$18 M NHFP - \$2 M | \$9,500,000 | \$0 |
| 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. | SB 267 funds are fixed. | \$13,817,000 | \$0 | | \$10,250,000 | \$3,567,000 |
| 45 | 3 | Intermountain | Garfield | SH 13: Rifle North | Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. | Project cost pending additional review. Project can be phased. SB 267 funding is fixed at \$60m maximum and remainder must be from ballot. | \$87,320,000 | \$0 | | \$60,000,000 | \$27,320,000 |
| 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. | Project is scalable. | \$24,680,000 | \$0 | | \$0 | \$24,680,000 |
| 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. | Project is scalable. | \$48,304,000 | \$0 | | \$0 | \$48,304,000 |
| 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. | Project is scalable. Design to Budget. | \$32,915,000 | \$0 | | \$0 | \$32,915,000 |
| 50 | 3 | Northwest | Rio Blanco | SH 139: Little Horse South | Safety improvements including reconstruction of the surface and addition of 4-8' paved shoulders. | | \$22,789,000 | \$0 | | \$0 | \$22,789,000 |
| 51 | 3 | Grand Valley | Mesa | SH 340: Safety and Capacity improvements | Construction of safety improvements including adding/widening paved shoulders and intersection improvements. | Project could be divided into phases of approximately \$11 M, \$4 M, and \$7.5 M. The remainder of the corridor is scalable. | \$24,492,000 | \$0 | | \$0 | \$24,492,000 |

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| 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. | | \$15,072,000 | \$0 | | \$0 | \$15,072,000 |
| 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. | Design to Budget. Project can be phased. | \$100,000,000 | \$0 | | \$0 | \$100,000,000 |
| 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). | Subsequent phase (not reflected in costs) includes improvement to Byers Canyon estimated at roughly \$20 M. | \$41,841,000 | \$0 | | \$0 | \$41,841,000 |
| 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. | | \$21,378,000 | \$0 | | \$0 | \$21,378,000 |
| 137 | 3 | Gunnison Valley | Montrose | US 550: Safety Improvements | Intersection improvements, bicycle and pedestrian mobility, and improved wildlife mitigation. | | \$22,475,000 | \$0 | | \$0 | \$22,475,000 |
| 52 | 4 | North Front Range, Greater Denver Area | Adams / Broomfield / Weld / Larimer | I-25 North: SH 7 to SH 14 | Addition of one Tolloed 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). | Design to Budget. Subsequent phase (not reflected in updated costs) includes: SH 7 to SH 66 (Express Lane) ~\$127 M SH 402 to SH 14 (replace interchanges and infrastructure) ~\$300 M US 34 and Centerra Interchanges ~\$180 M SH 14 Interchange ~\$55 M SH 14 to Wellington ~\$238 M SH66 to SH14 (GP Lanes 3+1) ~\$172M | \$653,000,000 | Tolling TBD | Tolling | \$200,000,000 | \$453,000,000 |
| 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. | Design to Budget. Project could be divided into phases: MP 368-380 HMA Rutting / Cracking ~\$65 M; MP 380-395.1 Failing SMA ~\$85 M; MP 402 - 407 Failing ASR ~\$25 M; MP 427-436.3 Failing HMA ~\$50 M | \$205,000,000 | \$0 | | \$55,000,000 | \$150,000,000 |
| 54 | 4 | Upper Front Range | Morgan | I-76: Fort Morgan to Brush: Phase 4 | Reconstruction of roadway and interchanges between Ft. Morgan and Brush. | | \$41,252,000 | \$0 | | \$0 | \$42,252,000 |
| 57 | 4 | North Front Range | Larimer / Weld | US 34: Widening, Interchanges, and Operational Improvements | Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements. | Design to Budget. Project could be divided into phases: MP 93.5 - 97.8 Widening ~\$25 M MP 97.8 - 113.65 Widening ~\$170 M | \$100,000,000 | \$0 | | \$0 | \$100,000,000 |

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| 58 | 4 | North Front Range | Weld | US 34 / US 85 Interchange Reconfiguration | Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points. | Design to Budget. Project could be divided into phases- Phase 1: Replace aging infrastructure ~\$133M Phase 2: System to System connections ~\$50M | \$133,000,000 | \$0 | | \$0 | \$133,000,000 |
| 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 as outlined in the US85 PEL | Design to Budget. Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL | \$101,840,000 | \$58,400,000 | \$58.4m TC Program Reserve | \$0 | \$43,440,000 |
| 66 | 4 | Eastern | Cheyenne | US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations | Intersection, shoulders, and other safety improvements at problem locations from Cheyenne / Kiowa County line northerly to I70 (MP 135 to MP 188) | Design to Budget. Subsequent phase (not reflected in costs) includes additional reconstruction, intersection improvements, shoulders, and other safety improvements: Cheyenne County ~\$128 M; Kit Carson ~\$195 M; Yuma ~\$330 M; Phillips County ~\$155 M; Sedgwick ~\$135 M | \$70,000,000 | \$0 | | \$0 | \$70,000,000 |
| 69 | 4 | Upper Front Range | Weld | SH 52 Interchange in Hudson | Reconstruction of interchange. | Design to Budget. | \$14,000,000 | \$0 | | \$0 | \$14,000,000 |
| 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. | Design to Budget. Project could be divided into two phases of roughly equal value: Limon to Brush Brush to Nebraska | \$70,000,000 | \$0 | | \$0 | \$70,000,000 |
| 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. | Design to Budget. Project could be divided into phases: BRT / Managed Lane ~\$139.3 M SH 119 / SH 52 Interchange ~\$38.5 M | \$160,000,000 | \$100,000,000 | DTR/Transit portion of ballot | \$0 | \$60,000,000 |
| 77 | 4 | North Front Range | Larimer | SH 402: Widening, Intersection and Safety Improvements | Widening, safety, and intersection improvements for Devolution | Design to Budget | \$22,000,000 | \$0 | | \$0 | \$22,000,000 |
| 114 | 4 | Upper Front Range | Morgan | I-76: Fort Morgan to Brush Phase 5 | Reconstruction of roadway and interchanges between Ft. Morgan and Brush. | Design to Budget | \$65,000,000 | \$0 | | \$0 | \$65,000,000 |
| 141 | 4 | Greater Denver Area | Boulder | SH 42: Safety and Intersection improvements | Devolution, safety and intersection improvements in Louisville and Lafayette. | Design to Budget | \$10,000,000 | \$0 | | \$0 | \$10,000,000 |

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| 78 | 5 | San Luis Valley | Chaffee / Park | US 24: Safety and Mobility Improvements on Trout Creek Pass-Phase II | Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass. | Not scalable. | \$7,742,000 | \$0 | | \$0 | \$7,742,000 |
| 80 | 5 | Southwest | Montezuma | US 160: Reconstruction and Shoulder Widening MP 0 to MP 8 | Full depth reconstruction of the existing paved surface and shoulder widening. | | \$26,646,000 | \$6,000,000 | Surface Treatment | \$0 | \$20,646,000 |
| 81 | 5 | Southwest | Montezuma | US 160: Towaoc Passing Lanes | Addition of passing lanes and vehicle turnouts. | Design to Budget. | \$11,220,000 | \$0 | | \$11,220,000 | \$0 |
| 83 | 5 | Southwest | La Plata | US 160: Dry Creek Passing and Mobility Improvements | Addition of two eastbound lanes making it a divided 4-lane highway, with two new structures on mainline in each direction and realignment of CR 223. The project also includes shoulder widening and access consolidation. | Scalable, smaller projects could be completed over time. | \$45,262,000 | \$0 | | \$0 | \$45,262,000 |
| 84 | 5 | Southwest | Archuleta | US 160: Pagosa Reconstruction and Multi-Modal Improvements | Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety. | Scalable with 2 distinct projects; bridge and roadway. | \$23,670,000 | \$3,000,000 | Surface Treatment | \$0 | \$20,670,000 |
| 86 | 5 | San Luis Valley | Alamosa | US 160: Rio Grande River Bridge to SH 17 | Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17). | Scalable. | \$8,735,000 | \$0 | | \$0 | \$8,735,000 |
| 88 | 5 | San Luis Valley | Saguache | US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders) | Shoulder widening from Center to Saguache. | This project is highly scalable. | \$40,680,000 | \$2,800,000 | Surface Treatment | \$0 | \$37,880,000 |
| 91 | 5 | Southwest | La Plata | US 550 South: Gap | Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements. | Project is scalable to a two lane roadway. | \$34,992,000 | \$0 | | \$0 | \$34,992,000 |
| 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. | Design to Budget | \$99,600,000 | \$45,200,000 | FASTLANE - \$12.3 M; RPP; FASTER Safety; Surface Treatment | \$54,400,000 | \$0 |
| 93 | 5 | Gunnison Valley | Ouray | US 550: Ridgway to Ouray Shoulder Widening | Shoulder widening between Ridgway and Ouray. | The project is highly scalable. | \$18,597,000 | \$7,050,000 | Surface Treatment-\$5.9M; FASTER Safety-\$1.15M | \$0 | \$11,547,000 |

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| 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. Passing opportunities at Ridgway State Park. | Not scalable. | \$30,537,000 | \$0 | | \$0 | \$30,537,000 |
| 95 | 5 | San Luis Valley | Saguache | SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders) | Shoulder widening north of Mosca. | Scalable, multiple projects (3-4) could be completed. | \$37,498,000 | \$8,500,000 | Surface Treatment | \$0 | \$28,998,000 |
| 97 | 5 | Gunnison Valley | San Miguel | SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes) | Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill. | | \$15,204,000 | \$6,195,000 | Surface Treatment - \$5 M RPP - \$5 M FASTER SAFETY - \$695K | \$0 | \$9,009,000 |
| 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. | | \$42,014,000 | \$0 | | \$0 | \$42,014,000 |
| 150 | 5 | Southwest | Montezuma | US 491 Ute Farms Ditch | Extend Irrig Cross Culv 15' both sides, design conc channel with lateral spillway, stilling basin and low flow channel at Talk Rd | Not scalable due to size. Note: CDOT not constructing, only design & const. reimbursement to UMUT. | \$422,000 | \$0 | | \$0 | \$422,000 |
| 151 | 5 | Southwest | Archuleta | US 160/SH151 Safety Mitigation | Construction of an alternating passing lane in both directions and the installtion of two wildlife crossing structures along with wildlife fencing. | Phasing possible. Wildlife crossing structures could be phased. | \$8,831,000 | \$0 | Potential partnership with Southern Ute Tribe, CPW | \$0 | \$8,831,000 |
| 152 | 5 | San Luis Valley | Costilla | US160 Trinchera Safety Mitigation | Construction of an alternating passing lane in both directions and the installtion of two wildlife crossing structures along with wildlife fencing. | Phasing possible. Wildlife crossing structures could be phased. | \$15,602,000 | \$0 | \$ - | \$0 | \$15,602,000 |
| TBD | 5 | San Luis Valley | Chaffee | US50/285 Intersection | RAB at intersection | Not scalable. | \$7,652,000 | \$0 | | \$0 | \$7,652,000 |
| TBD | 5 | San Luis Valley | Chaffee/Fremont | US 50 Passing Lanes | Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection | | \$8,432,000 | \$0 | | \$0 | \$8,432,000 |
| TBD | 5 | San Luis Valley | Alamosa | SH 112 Asset Management | Paving project to maintain system | Design to Budget | \$15,000,000 | \$0 | | \$0 | \$15,000,000 |