

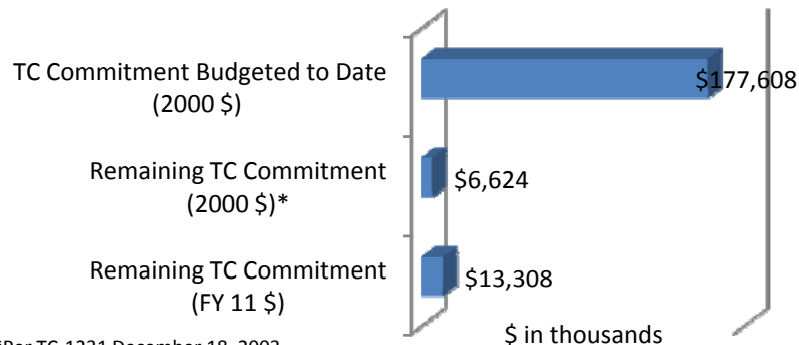


Region: 1 and 2
TPR: Southeast and Eastern

County: Baca, Prowers, Kiowa, Cheyenne and Lincoln
Location: US 287 from Hugo to Campo

Total TC Commitment: \$184.2 million

% Funded: 96%



*Per TC-1231 December 18, 2003

The US 287 Corridor is a major north-south truck route through Colorado. Trucks account for as much as 75% of the traffic on this highway. US 40/287 and I-70 have been designated as the state’s official Ports-to-Plains Corridor routes. The Transportation Equity Act for the 21st Century (TEA-21) designated the Ports-to-Plains Corridor as one of the 43 “High Priority Corridors” on the National Highway System in 1991. High priority has been given to reconstructing the entire US 40/287 Corridor in concrete with standard width shoulders to provide for a more durable and safe roadway with lower long-term maintenance costs.

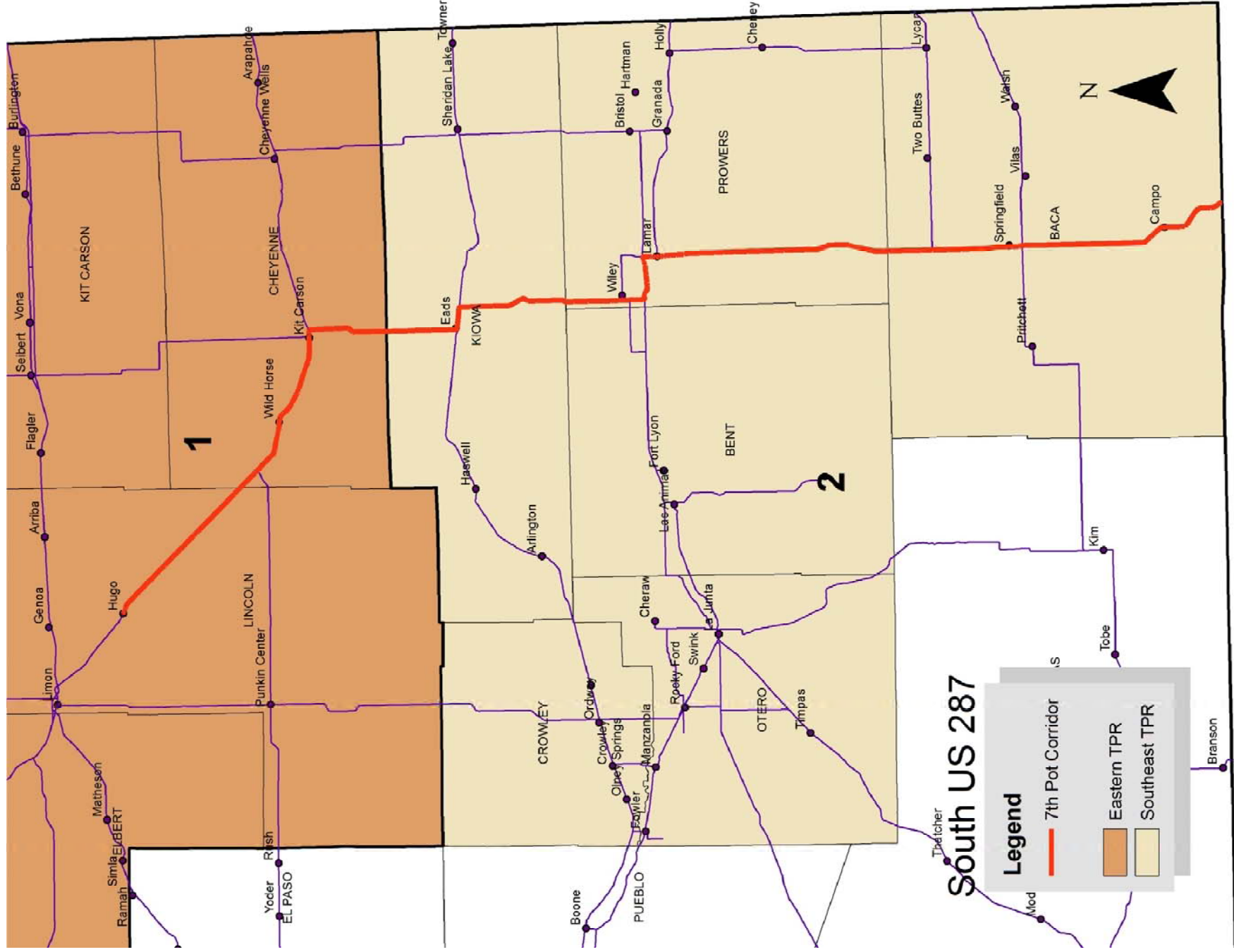
Completed Work

The portion of the 7th Pot corridor that runs through Region 1 starts at Hugo (Lincoln County) and ends at the Cheyenne/Kiowa County Line. Work completed in Region 1 includes concrete paving, drainage improvements, safety improvements, and a bridge replacement. More than 2/3 of the work in Region 1 has been completed to date. The portion of the corridor through Region 2 runs from the Oklahoma State Line to the Cheyenne County Line. Approximately 90% of the corridor is complete in Region 2.

Remaining Work

Remaining work on the corridor in Region 1 consists of concrete reconstruction, drainage extensions and shoulder embankments for approximately 16 miles in Cheyenne and Lincoln Counties. The remaining projects in Region 1 are fully funded with \$25.6 million to complete.

Remaining work on the corridor in Region 2 consists of reconstruction of US 287 through Lamar from milepost 73 to 81 at an estimated cost of \$30 million. Safety and mobility will be greatly improved through reconstruction. However, the preferred option is the construction of a new reliever route running to the east of Lamar at a cost of \$200 million. If design and construction funds are available, the project could commence immediately. Without 7th Pot funds, this segment of the corridor would most likely never be completed.



South US 287

Legend

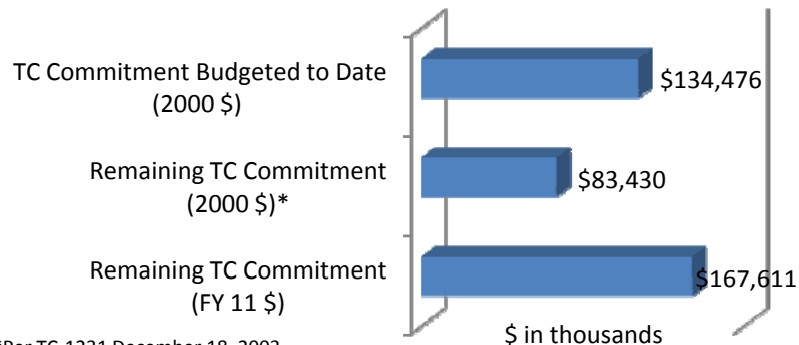
- 7th Pot Corridor
- Eastern TPR
- Southeast TPR



Region: 2
TPR: PPACG

County: El Paso
Location: Powers Blvd. through Colorado Springs

Total TC Commitment: \$217.9 million **% Funded:** 62%



*Per TC-1231 December 18, 2003

Completed Work

At grade intersections completed from Woodmen Rd. to SH 83. For Powers Central, project EA is now complete and a FONSI is expected to be completed by fall 2010. The project has been successful with preserving ROW for the corridor through the “Early ROW Acquisition Project” (approximately \$11 million in acquisitions).

Remaining Work

Powers North- Woodmen Rd. to SH 83 (Mileposts 157 to 165)

Project will complete 6 missing bridges and interchanges (estimated cost: \$60 million), and also includes completing Powers as a six to eight lane freeway from SH 83 to I-25 (estimated cost: \$100-\$140 million using private funds). Total project cost is estimated at \$200 million. Project benefits include reduced accidents, including rear end and side swipe accidents, through the construction of missing bridges. Traffic congestion will also be reduced at ramp intersections. The project will also provide benefits by connecting Powers to I-25 and reducing congestion on adjacent roadways and reducing travel time to east and northeast Colorado Springs. FY11 funding is anticipated to complete 3 bridges. FY 11 funding includes \$900,000 in FASTER Safety funds and \$14 million in Strategic Projects funding. The City and a local Developer are exploring options to move forward with completing Powers from SH 83 to I-25. City Council has approved a resolution supporting a special tax district.

Powers Central- SH 16 to Woodmen Rd. (Mileposts 149 to 157)

Includes the completion of 11 full movement interchanges, the construction of 3 overpasses, and ROW preservation for future interchanges. Total project cost is estimated at \$730 million. The project will reduce existing and future traffic congestion, improve travel time, reduce accidents and assist with air and water quality conformity. The project is consistent with the PPACG long range plan, which identifies funding for the project. Region 2 is working toward a draft design build project for Airport and Powers to take advantage of possible future funding.

Projects schedules are dependent upon MPO priorities and funding availability.

Powers North (Woodmen to SH 83) (8.5 miles) (Cost \$200M)

- This project includes completing the missing bridges from Woodmen to SH 83 (Research, Briargate, Union, Pine Creek, Old Ranch).
- In addition, the project includes completing the a new freeway from SH 83 to I-25.
- Project EA completed in 1998

Powers Central (SH 16 to Woodmen) (17 miles) (Cost \$730M in 2007 Dollars)

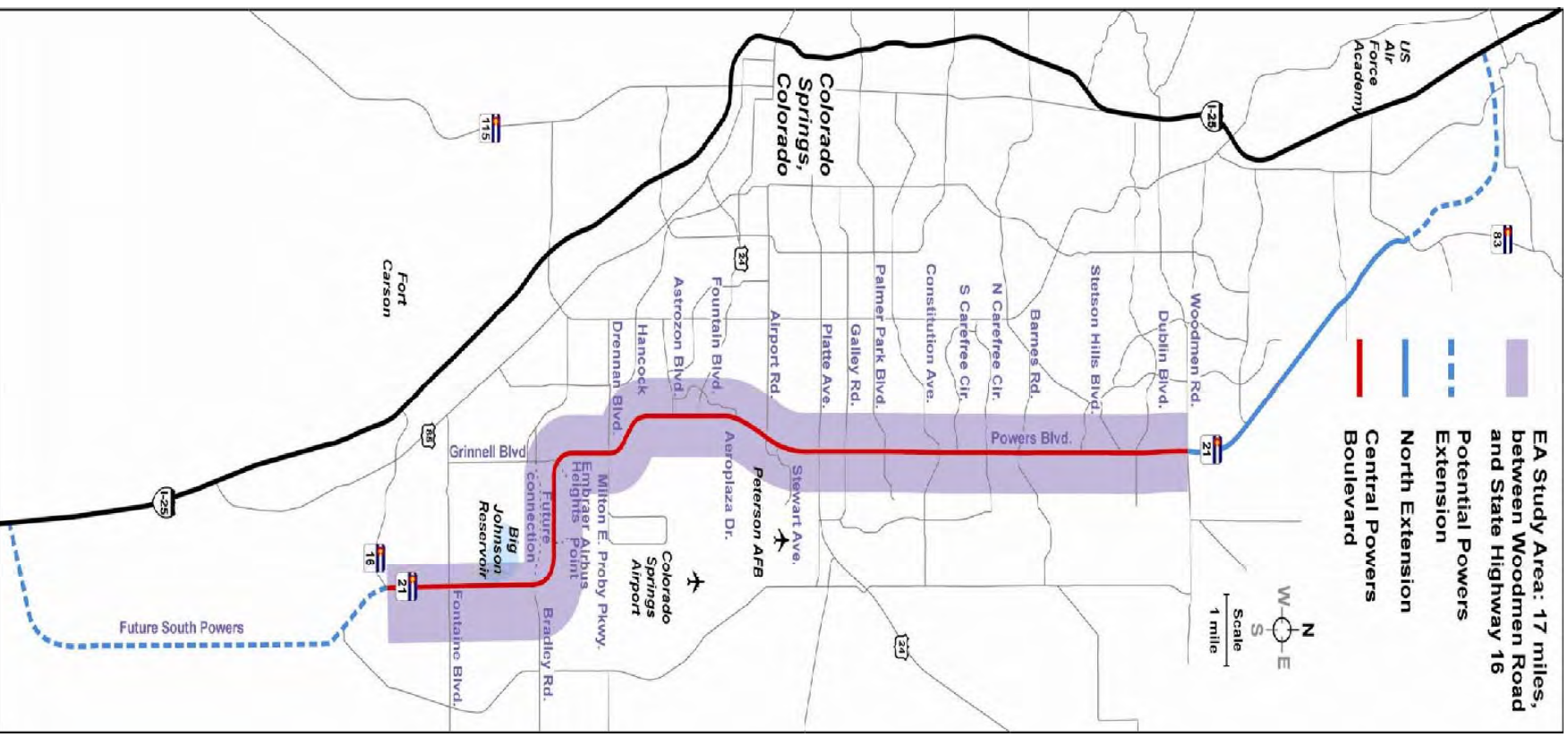
- This project includes reconstructing Powers from a 6-lane expressway with at-grade intersection to a 6 to 8-lane freeway with interchanges.
- EA complete, FONSI in process

I-25 and SH 16

- This project includes the completing the I-25 and SH 85/87 interchanges at SH 16. The final project is expected to be completed by fall 2010.

Powers South (9 miles):

- In 2000, the Pikes Peak Area Council of Governments completed a feasibility study identifying a possible route for the future extension of Powers Boulevard from SH 16 to I-25 near the Pikes Peak Raceway (Exit 123).
- No Funding has been identified in the long range plan to complete this section. The City of Fountain is working towards setting aside ROW with future annexations.





Completed Work

The original Major Investment Study (MIS) scope consisted of widening I-70 from I-25 to Tower Road and the reconstruction of poor roads and bridges (including the I-70 viaduct). The Draft Environmental Impact Statement (DEIS) is now complete and an eight month collaborative process is currently underway with stakeholders via a Preferred Alternative Collaborative Team (PACT). Once a preferred alternative is identified, the Final EIS (FEIS) will begin.

Remaining Work

Two alignments are being considered- one with the existing alignment, the other with the realignment of I-70 up to approximately 54th Avenue in the area due north of the existing viaduct. In addition, two operation scenarios are being considered for each alignment- general purpose lanes and tolled express lanes.

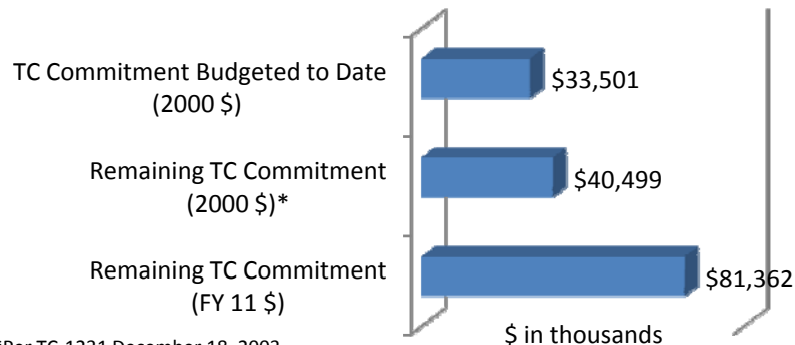
The no-build scenario would cost \$500-\$700 million to rebuild the viaduct in its current configuration. Other scenarios range from \$1.5 billion to \$2.3 billion. At current there is inadequate funding for any of the build or no-build alternatives.

Region: 6
TPR: DRCOG

County: Denver
Location: I-70 from I-25 to Tower Road

Total TC Commitment: \$74 million

% Funded: 45%



*Per TC-1231 December 18, 2003



No-Action

No-Action Alternative – Viaduct replacement from Brighton Boulevard to Colorado Boulevard. Replaces the aging viaduct between Brighton Boulevard and Colorado Boulevard without adding any capacity. Design options include building to north or south between Brighton Boulevard and Colorado Boulevard at a cost of \$486 to \$697 million (2009 dollars).



1 EXISTING

Alternative 1 – General purpose lanes on the existing alignment. Keep I-70 on its existing alignment and add general purpose lanes between I-25 and Tower Road. Design options include building to north or south between Brighton Boulevard and Quebec Street at a cost of \$1,478 to \$1,663 million (2009 dollars).



3 EXISTING, TOLLED

Alternative 3 – Tolled express lanes on existing alignment. Keep I-70 on its existing alignment, add general purpose lanes between I-25 and Colorado Blvd. and between Chambers Rd. and Tower Rd., add tolled-express lanes in each direction between Colorado Blvd. and Chambers Rd. Design options include building to north or south between Brighton Boulevard and Quebec Street at a cost of \$1,668 to \$1,834 million (2009 dollars).



4 REALIGNED

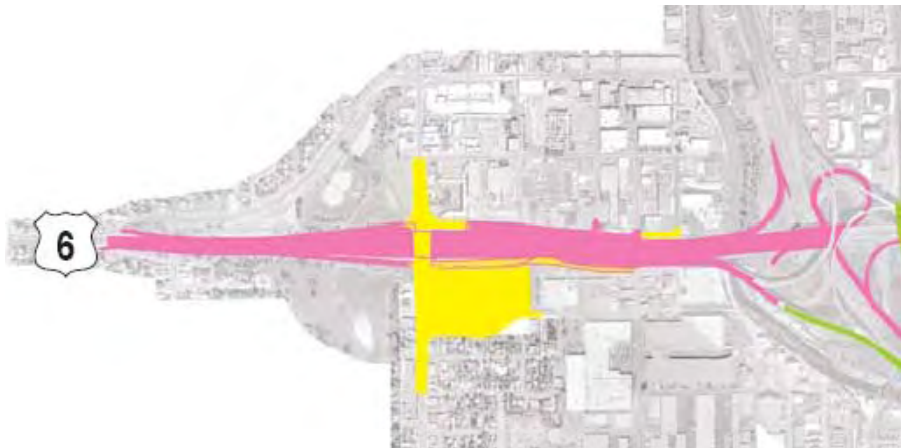
Alternative 4 – General purpose lanes on realignment. Realign I-70 to the north through north Denver and south Commerce City between Brighton Blvd. and Quebec St. and add general purpose lanes between I-25 and Tower Rd. The existing I-70 alignment would be converted to 46th Avenue, a 4-lane roadway between Washington St. and Quebec St., including removal of the viaduct. The realignment is along I-270 between Brighton Boulevard and Quebec Street. Design options include a western and eastern connection to I-70 near Brighton Boulevard at a cost of \$1,794 to \$1,989 million (2009 dollars).



6 REALIGNED, TOLLED

Alternative 6 – Tolled express lanes on realignment. Realign I-70 to the north through north Denver and south Commerce City between Brighton Blvd. and Quebec St., add general purpose lanes between I-25 and Brighton Blvd. and between Chambers Rd. and Tower Rd., and add tolled-express lanes in each direction between Colorado Blvd. and Chambers Rd. The existing I-70 alignment would be converted to 46th Avenue, a 4-lane roadway between Washington St. and Quebec St., including removal of the viaduct. The realignment is along I-270 between Brighton Boulevard and Quebec Street. Design options include a western and eastern connection to I-70 near Brighton Boulevard at a cost of \$2,099 to \$2,291 million (2009 dollars).

Note: Alternatives 2 and 5 (High Occupancy Vehicle lanes) were eliminated during the screening process.



Completed Work

A Major Investment Study (MIS) was completed in July 1997 in a joint effort by CDOT and RTD. The MIS examined capacity improvements on US 6 from I-25 to Colfax. Recommended improvements focused primarily on the need for additional capacity and operational/safety issues. The cost of roadway improvements included in the MIS were estimated at \$390 million in 2002 dollars. Recommended improvement included:

- Bridge replacements at Federal, Bryant, S. Platte River, I-25, Knox Court, Perry Street, Simms/Union, Garrison and Kipling
- Interchange reconstruction at US 6 & Sheridan, US 6 & Wadsworth and US 6 & I-70
- Safety, access and ITS improvements corridor-wide

Remaining Work

The \$74 million 7th Pot control total was not sufficient to pursue all improvements in the MIS. Denver and Lakewood reached agreement on the first two priorities:

- US 6 & Wadsworth interchange reconstruction and widening of Wadsworth from 3rd to 14th Avenue, connecting to a new RTD FasTracks Park-n-Ride
- US 6 & Federal-Bryant bridge reconstruction

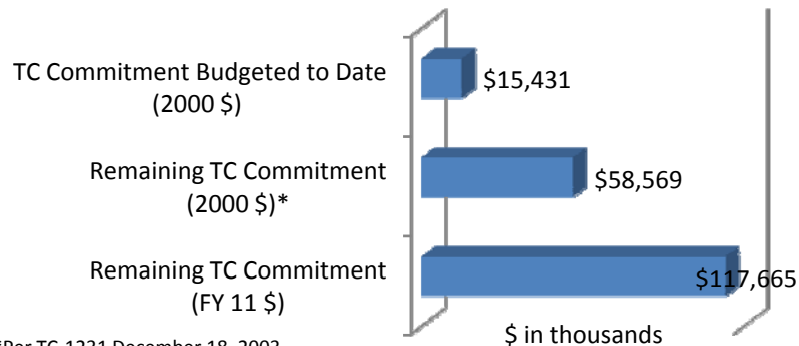
Both projects have cleared the NEPA process. The US 6 & Wadsworth project could be ready to advertise by summer 2012. \$17 million is programmed from Region 6 allocations for design and ROW acquisition of a total project cost of \$100 million. The US 6 & Federal-Bryant bridge reconstruction could be ready to advertise by spring 2011. The estimated project cost is \$31 million. The project is currently unfunded.

Region: 6
TPR: DRCOG

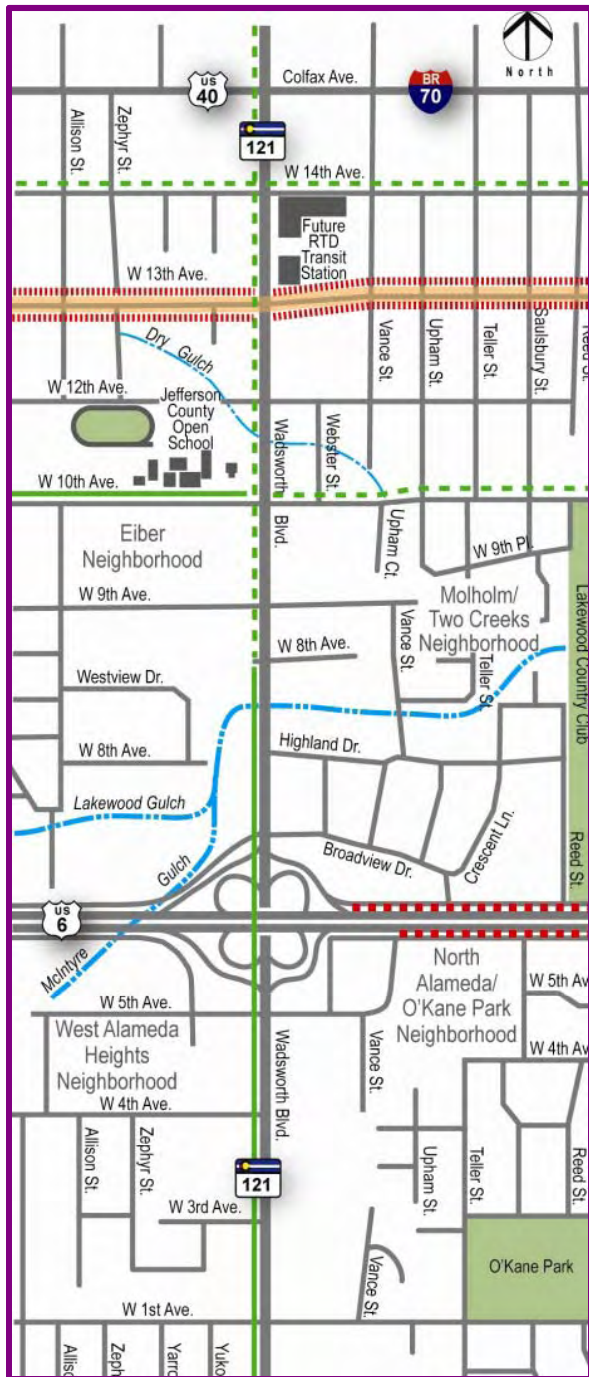
County: Denver and Jefferson
Location: US 6 from I-25 to Colfax

Total TC Commitment: \$74 million

% Funded: 21%



*Per TC-1231 December 18, 2003



Modifications to the existing cloverleaf interchange are needed to

- Improve safety for motorists, pedestrians, and bicyclists
- Improve operational efficiency of the interchange
- Meet current and future traffic demands
- Support multi-modal connections



CDOT 7th Pot Projects

I-70 Major Investment Study (MIS)

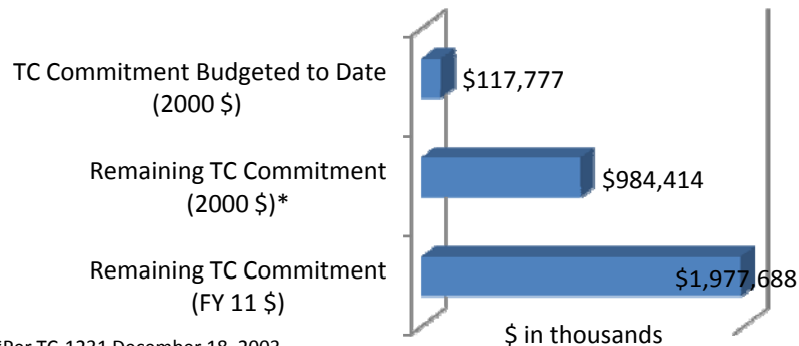


Region: 1 and 3
TPR: DRCOG and Intermountain

County: Jefferson, Clear Creek, Summit, Eagle, Garfield
Location: I-70 DIA to Eagle County Airport

Total TC Commitment: \$1.1 billion

% Funded: 11%



*Per TC-1231 December 18, 2003

Completed Work

A Consensus Recommendation has been developed by the I-70 Collaborative Effort and is identified as the Preferred Alternative in the Revised Draft Preliminary Environmental Impact Statement (PEIS). The Consensus Recommendation is a multi-modal solution which will increase capacity, improve accessibility and mobility and decrease congestion while providing for and accommodating environmental sensitivity, respect for community values, safety and the ability to implement. The Revised Draft PEIS was released on September 10, 2010. A Final PEIS is anticipated to be complete in Winter 2010, with a Record of Decision (ROD) in Spring 2011.

Remaining Work

CDOT has determined that \$20.2 billion (in 2025 mid-year construction dollars) is needed for the corridor (mile posts 143-260). Regions 1 and 3 will continue assessing and implementing both early action projects and high priority projects identified in the Preferred Alternative, which includes evaluating the implementation of an Advanced Guideway System (AGS). High priority projects will be prioritized through the planning process. Some of the high priority projects could be implemented as soon as funding becomes available, including a corridor-wide AGS Feasibility Study. Examples of early action projects include:

- Empire Junction (I-70/US 40 Interchange)
- I-70 Silverthorne Interchange
- Eagle Interchange
- Minturn Interchange
- Edwards Interchange
- Black Gore Creek and Straight Creek Sediment Control
- I-70 Wildlife Fencing





Completed Work

Completed work in Region 1 includes widening between Ridgegate Parkway and the south end of Castle Rock with new bridge construction, bridge widening and interchange replacement.

Completed work in Region 2 includes the reconstruction of I-25 from Circle Road to Woodmen Road (with the exception of remaining interchanges at Fillmore Street and Cimarron Street), and the reconstruction of the Monument interchange.

Remaining Work

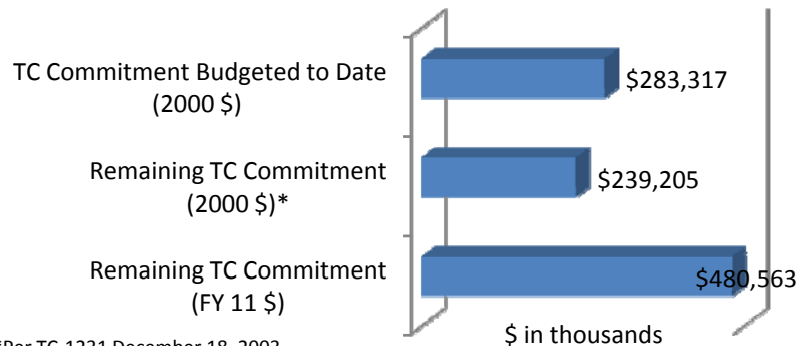
Remaining work in Region 1 includes the widening of I-25 to eight lanes between the north end of RidgeGate and C-470. Also includes the replacement of the Happy Canyon bridge over I-25 with a wider structure and updated ramps. Both projects are currently in the preliminary design stage and should be completed and “on the shelf” by the end of 2011. Construction cost is estimated at \$31.25 million, and is currently unfunded.

Remaining work in Region 2 includes widening I-25 between SH 105 (MP 161) and South Academy Boulevard (MP 135). Within these limits a six-lane cross section (three lanes in each direction) would be built south of the US 24 Bypass to South Academy (4 miles) and north of Briargate Parkway to SH 105 (12 miles). Additionally, for the 11 mile central portion from North Academy (MP 150) to the US 24 Bypass (MP 139) an additional through lane in each direction would be added. For the section between Briargate Parkway and Woodmen Road an eight- lane cross section (four lanes in each direction) would be built. The following interchange reconstruction projects are also part of the project: Exit 156 – North Gate/Powers Boulevard, Exit 145 – Fillmore Street, Exit 141 – Cimarron Street (US 24). This project will relieve existing traffic congestion and address future congestion on I-25 within the Colorado Springs Urbanized area. The project will also improve safety along this corridor. NEPA is complete and design will proceed as funding is identified. Combined Region 2 cost is estimated at approximately \$500 million. Projects schedules are dependent upon MPO priorities and funding availability.

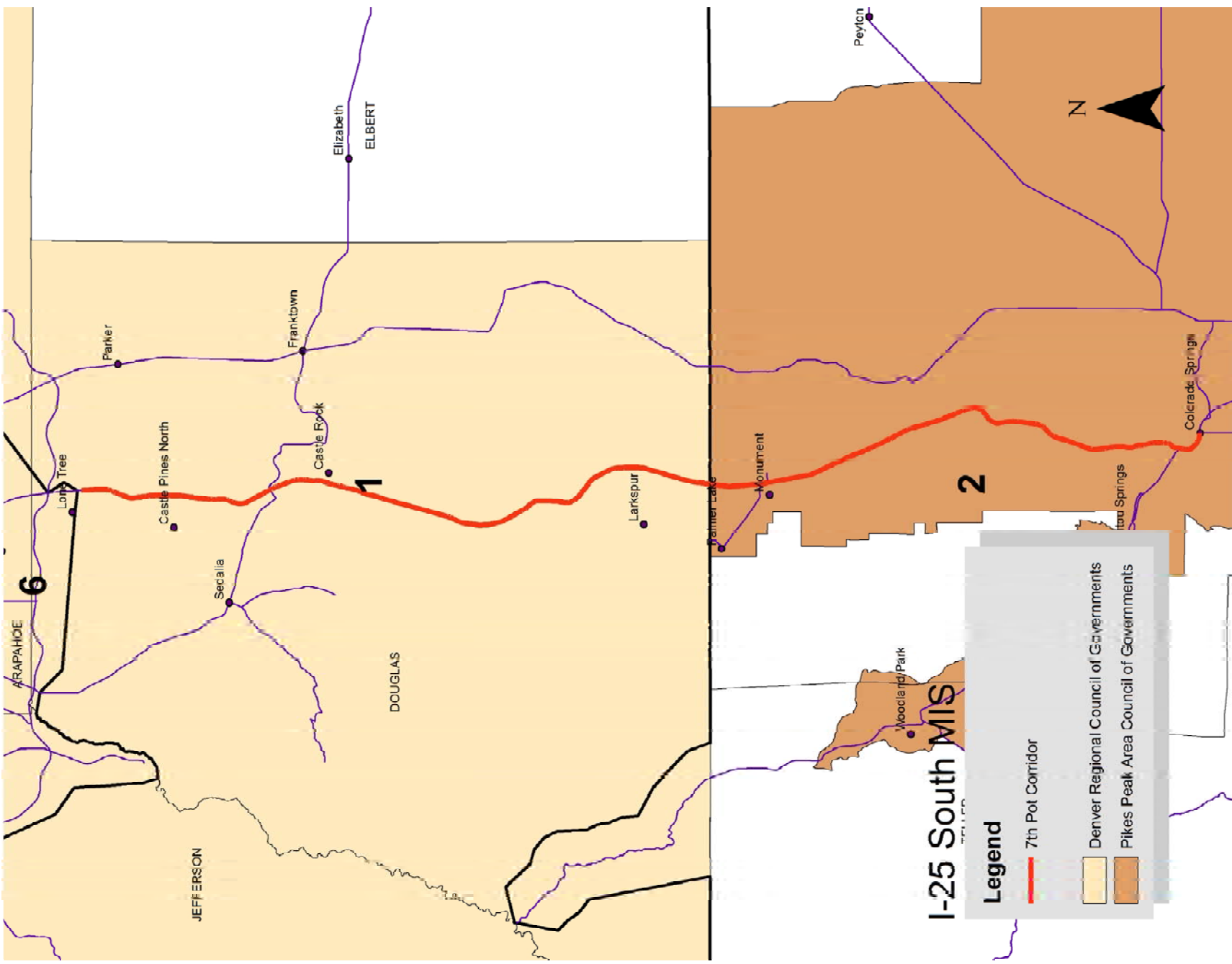
Region: 1 and 2
TPR: PPACG and DRCOG

County: Douglas and El Paso
Location: I-25 from Denver to Colorado Springs

Total TC Commitment: \$522.5 million **% Funded:** 54%



*Per TC-1231 December 18, 2003



I-25 South MIS

Legend

- 7th Pot Corridor
- Denver Regional Council of Governments
- Pikes Peak Area Council of Governments

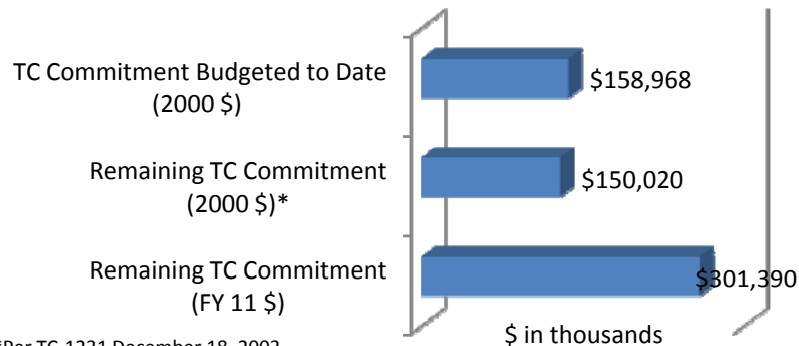


Region: 4 and 6
TPR: DRCOG,
 UFR, and NFR

County: Denver, Weld and Larimer
Location: I-25 Denver to Fort Collins

Total TC Commitment: \$309 million

% Funded: 51%



*Per TC-1231 December 18, 2003

Completed Work

A Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for I-25 from Denver Union Station to SH 1 in Wellington is scheduled for signature in the summer of 2011.

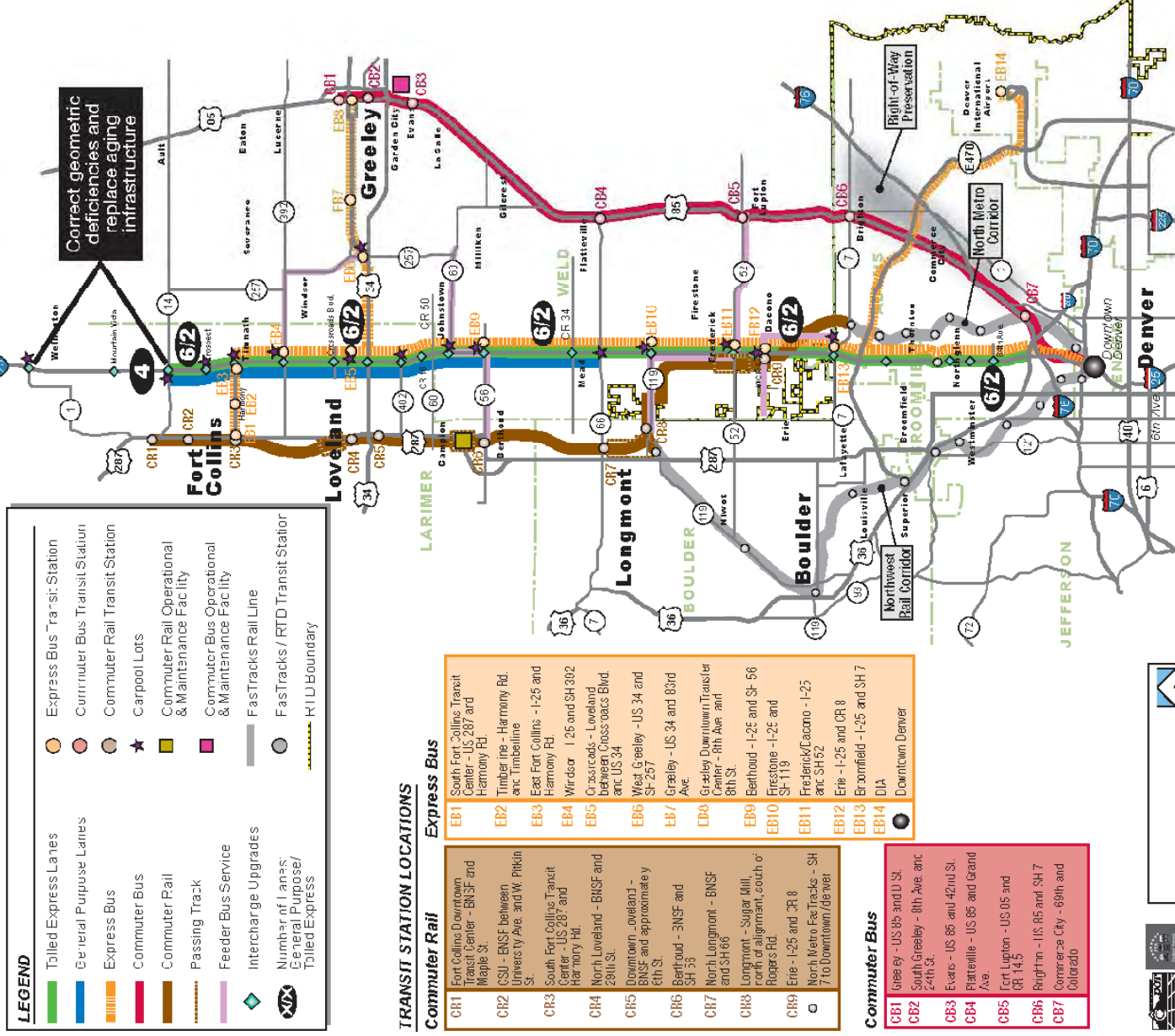
Remaining Work

The FEIS includes a Recommended Preferred Alternative consisting of a \$2.2 billion multi-modal package with highway, rail and transit components. Phase I includes \$648 million of improvements through 2035- more than double the total Transportation Commission commitment of \$309 million.

The Preferred Alternative includes the following elements:

- General Purpose Lanes – one new general purpose lane in each direction of I-25 between SH 66 and SH 14.
- Tolled Express Lanes (TEL) – one buffer-separated TEL in each direction of I-25 from the existing HOV/Express Toll lanes at approximately 84th Avenue north to SH 14.
- Interchanges - 16 interchanges would be upgraded.
- Express Bus – Express bus with 13 stations along I-25, US 34 and Harmony Road with service from Fort Collins and Greeley to downtown Denver and between Fort Collins and DIA.
- Commuter Rail – Commuter rail service with 9 stations connecting Fort Collins to Longmont and Thornton using the BNSF Railroad right of way, generally paralleling SH 119 and tying into FasTracks North Metro rail in Thornton, which will connect to downtown Denver. Passengers may also connect to the FasTracks northwest rail in Longmont, which will travel to Boulder.
- Commuter Bus – Commuter bus service with eight stations along US 85 connecting Greeley to downtown Denver.
- Congestion Management- Improvements include accommodations for ridesharing, carpools and vanpools, along with additional bicycle and pedestrian facilities. In addition, signal timing, ramp metering on I-25 and signage could also be improved.

Recommended Preferred Alternative



LEGEND

- ▬ Talled Express Lanes
- ▬ General Purpose Lanes
- ▬ Express Bus
- ▬ Commuter Bus
- ▬ Commuter Rail
- ▬ Passing Track
- ▬ Feeder Bus Service
- ▬ Interchange Upgrades
- ▬ Number of Lanes: General Purpose/Talled Express
- Express Bus Transit Station
- Commuter Bus Transit Station
- Commuter Rail Transit Station
- ★ Carpool Lots
- Commuter Rail Operational & Maintenance Facility
- Commuter Bus Operational & Maintenance Facility
- ▬ FasTracks Rail Line
- FasTracks / RTD Transit Station
- ▬ R1/D Boundary

TRANSIT STATION LOCATIONS

Commuter Rail

CR1	Fort Collins Downtown Transit Center - BNSF and Maple St.
CR2	CSU - BNSF between University Ave. and W. Pkline St.
CR3	South Fort Collins Transit Center - US 287 and Harmony Rd.
CR4	North Loveland - BNSF and 29th St.
CR5	Downtown Loveland 1 - BNSF and approximate y 6th St.
CR6	Berthoud - BNSF and SH 53
CR7	North Longmont - BNSF and SH 66
CR8	Longmont - Sugar Mill road of alignment, south of Rogers Rd.
CR9	Erie - I-25 and CR 8
○	North Metro FasTracks - SH 7 to Downtown/Denver

Express Bus

EB1	South Fort Collins Transit Center - US 287 and Harmony Rd.
EB2	Timberline - Harmony Rd. and Timberline
EB3	East Fort Collins - I-25 and Harmony Rd.
EB4	Windsor - I-25 and SH 392
EB5	Grassroads - Loveland between Crossroads Blvd. and US 34
EB6	West Greeley - US 34 and SH 267
EB7	Greeley - US 34 and 83rd Ave.
EB8	Greeley Downtown Transfer Center - 8th Ave. and 8th St.
EB9	Berthoud - I-25 and SH 66
EB10	Firestone - I-25 and SH 119
EB11	Frederick/Lacono - I-25 and SH 52
EB12	Erie - I-25 and CR 8
EB13	Erwinfield - I-25 and SH 7
EB14	DIA
●	Downtown Denver

Commuter Bus

CB1	Greeley - US 85 and U St.
CB2	South Greeley - 8th Ave. and 24th St.
CB3	Evanston - US 85 and 42nd St.
CB4	Platteville - US 85 and Grand Ave.
CB5	Fort Lupton - US 05 and CR 14.5
CB6	Brighton - I-15, 85 and SH 7
CB7	Commerce City - 69th and Colorado

North

0 2 4 6 8 10 Miles