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<th>Rank</th>
<th>Category</th>
<th>Corridor</th>
<th>State Highway</th>
<th>Project Name</th>
<th>Project Description</th>
<th>County</th>
<th>Planning Project ID</th>
<th>Cost ($M)</th>
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<tr>
<td>1</td>
<td>Highway</td>
<td>PUF7016</td>
<td>I-76</td>
<td>I-76: Brush to</td>
<td>Reconstruct I-76 east of Brush in Morgan County with the reconstruction of both lanes of eastbound and westbound I-76, the interchange at US 6 and two I-76 bridges (spanning the BNSF Railroad and Bijou Creek), that are functionally obsolete.</td>
<td>Morgan</td>
<td>1428</td>
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<td>2</td>
<td>Highway</td>
<td>PUF7020</td>
<td>US 287</td>
<td>US 287 Passing Lanes and Safety Improvements</td>
<td>This project includes the construction of passing lanes and other safety improvements.</td>
<td>Larimer</td>
<td>1456</td>
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<td>3</td>
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<td>PUF7017</td>
<td>US 85</td>
<td>US 85 Frontage Road Improvements</td>
<td>This project relocates and realigns the US 85 Frontage Road and intersections in Platteville and Gilcrest.</td>
<td>Weld</td>
<td>1443</td>
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<td>PUF7006</td>
<td>I-25</td>
<td>Segment 9 within UFR TPR (LCR 56 to SH1)</td>
<td>Reconstruction of mainline, bridges and interchanges</td>
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<td>1800</td>
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<td>US 34</td>
<td>US 34 and CR 16, Morgan County</td>
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<td>PUF7011</td>
<td>US 36</td>
<td>US 36: Estes Park to Boulder County Line</td>
<td>Mobility improvements including widening, and construction of passing lanes and pullouts.</td>
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<td>US 287: CR 72 (Owl Canyon Road)</td>
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<td>Highway</td>
<td>Multiple</td>
<td>SH 71</td>
<td>SH 71 Corridor Improvements</td>
<td>This project includes reconstruction of corridor, shoulder widening, safety, operational, and Intelligent Transportation Systems (ITS) components.</td>
<td>Lincoln, Morgan, Weld</td>
<td>1023</td>
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<td>SH 14</td>
<td>SH 14 - US 287 to the western Larimer County Line</td>
<td>Passing lane and geometric improvements</td>
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<td>PUF7004</td>
<td>SH 392</td>
<td>SH 392 and WCR 43</td>
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<td>US 34</td>
<td>US 34/US 36 Intersection in Estes Park</td>
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<td>US 34</td>
<td>US 34 and CR 24</td>
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<td>US 34</td>
<td>Estes Park</td>
<td>Safety and system preservation improvements in Estes Park</td>
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<td>US 36</td>
<td>US 36 and Elm Road in Estes Park</td>
<td>Intersection improvements (roundabout)</td>
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<td>US 36</td>
<td>US 36 at parking garage</td>
<td>Intersection improvements (roundabout or signalization)</td>
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<td>Roads parallel to US 85</td>
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<td>Highway</td>
<td>PUF7013</td>
<td>SH 52</td>
<td>SH 52 from NS split to Wiggins</td>
<td>Safety widening and shoulders</td>
<td>Morgan</td>
<td>1417</td>
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<td>I-76</td>
<td>I-76 Reconstruction from Fort Morgan to Brush</td>
<td>The project reconstructs both lanes of the interstate in both directions, as well as interchanges at SH 144, SH 52 (Main Street), and the Barlow Road interchange.</td>
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<td>I-76</td>
<td>I-76 at WCR 49</td>
<td>Interchange improvements at WCR 49 in Hudson</td>
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<td>US 85 and SH 60</td>
<td>Diamond Interchange</td>
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<td>SH 39</td>
<td>SH 39 north of Wiggins</td>
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<td>SH 52 Access Control Plan</td>
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<td>SH 1 and LCR 62E - Meyers Corner</td>
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<td>US 36/Mary's Lake Road/High Drive</td>
<td>Intersection Improvements</td>
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<td>US 36</td>
<td>US 36 and Spur 66 Intersection in Estes Park</td>
<td>Intersection improvements (roundabout)</td>
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<td>SH 1</td>
<td>I-25 &amp; SH1 Interchange</td>
<td>Interchange Reconstruction</td>
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<td>Highway</td>
<td>PUF7008</td>
<td>US 34</td>
<td>US 34 &amp; Mall Road; US 36 &amp; Mall Road in Estes Park</td>
<td>Intersection Improvements</td>
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<td>US 34</td>
<td>US 34: Dry Gulch Road to Mall Road (Estes Park)</td>
<td>Major/Minor, widening/safety</td>
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<td>US34 &amp; LCR27 West of Loveland - Masonville Rd.</td>
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<td>US 36 (Moraine Ave) Multimodal</td>
<td>Multimodal improvements from Davis St to Mary's Lake Road</td>
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<td>Turner Street to Hospital Road in Fort Morgan</td>
<td>Bike/Pedestrian - Study for US34 Corridor</td>
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<td>US 287 &amp; LCR 80 (East)</td>
<td>Intersection Improvements (Aux turn lanes on 287)</td>
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<td>US 287</td>
<td>US 287, extend climbing lane west bound LaPorte Bypass</td>
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<td>US 287 at CR 17</td>
<td>Intersection Improvements</td>
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<td>SH 52</td>
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<td>US 36 and 4th Street in Estes Park</td>
<td>Intersection improvements (add WB left turn lane)</td>
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<td>US 85</td>
<td>US 85 and WCR 22</td>
<td>Right-in/right-out (west side) and closure (east)</td>
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<td>US 85 and Marion Ave., Platteville</td>
<td>3/4 movement</td>
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<td>US 85</td>
<td>US 85 and WCR 32, Platteville</td>
<td>Close frontage roads and add auxiliary lanes as needed</td>
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<td>Through Fort Morgan Ped Crossings (x6)</td>
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<td>US 34 and WCR 47 - Kersey</td>
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<td>SH 52</td>
<td>SH 52 north of Fort Morgan (MP 92-100) strategic shoulder and superelevation improvements</td>
<td>Superelevation correction or high friction surface treatment and wider shoulders on the outside of curves to correct the pattern of run off road crashes</td>
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<td>US36 Lake Estes Causeway</td>
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<td>SH 52: CR 21 to US 85 Corridor Improvements</td>
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<td>SH 14 and SH 71 (west)</td>
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<td>US 85 and WCR 14.5/14th Street, Fort Lupton</td>
<td>New parallel roads</td>
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<td>US 85</td>
<td>US 85 and WCR 26</td>
<td>Intersection Improvement (SPUI)</td>
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<td>US 85</td>
<td>US 85 and SH 66, Platteville</td>
<td>Intersection Improvement (Channelized-T w/ SB grade separation)</td>
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<td>US 85</td>
<td>US 85 and WCR 34, Platteville</td>
<td>Intersection Improvement (Diamond interchange) - Includes closing WCR 36.</td>
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<td>US 85 and Elm, Gilcrest</td>
<td>3/4 movement, close frontage road</td>
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<td>US 85 and Main, Gilcrest</td>
<td>Channelized-T</td>
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<td>US 85</td>
<td>US 85 and WCR 33/44 (Ultimate)</td>
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<td>SH 14 &amp; LCR 63E Intersection Improvements</td>
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<td>SH 14</td>
<td>SH 14 and WCR 390</td>
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<td>Weld</td>
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<td>US 34</td>
<td>US34 &amp; Mosley Road, Fort Morgan</td>
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<td>Morgan</td>
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<td>US 85</td>
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<td>Intersection Improvements (SPUI)</td>
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<td>US 85 and WCR 40</td>
<td>Intersection Improvements (Frontage Road Realignment)</td>
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<td>US 85</td>
<td>US 85 and WCR 30, Platteville</td>
<td>Closure with new parallel road connecting to WCR 32</td>
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<td>US 85</td>
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<td>US 36</td>
<td>US 36 Trail Project</td>
<td>Trail Project, improve ped./bike access along narrow road.</td>
<td>Larimer</td>
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<td>SH 392 east of US 85</td>
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<td>Highway</td>
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<td>US 34</td>
<td>US 34 east of Kersey</td>
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<td>SH 392 and WCR 51</td>
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<td>US 85 and WCR 20</td>
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<td>SH 1</td>
<td>SH 1 and LCR 9</td>
<td>Intersection Improvements for proposed PSD High School site</td>
<td>Larimer</td>
<td>1766</td>
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<td>SH 14 and WCR 90 and WCR 57</td>
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<td>Weld</td>
<td>1786</td>
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<td>98</td>
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<td>SH 66</td>
<td>SH 66 and WCR 21</td>
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<td>Weld</td>
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<td>PUF7017</td>
<td>US 85</td>
<td>US 85 and SH 52, Fort Lupton</td>
<td>Pedestrian Improvements</td>
<td>Weld</td>
<td>1875</td>
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<td>SH 1</td>
<td>SH 1 within Wellington Town Limits</td>
<td>multi-modal &amp; drainage improvements</td>
<td>Larimer</td>
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<td>US 34 - I76, Fort Morgan</td>
<td>ADA/PED Improvements</td>
<td>Morgan</td>
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<td>I76 to CR V, Fort Morgan</td>
<td>Ped/Safety Improvements</td>
<td>Morgan</td>
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<td>SH 14 and US 85 through Ault</td>
<td>Pedestrian improvements</td>
<td>Weld</td>
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<td>104</td>
<td>Highway</td>
<td>PUF7015</td>
<td>SH 52</td>
<td>North of South Platte River, North side of Rainbow Bridge Park Entrance, Trail, Fort Morgan</td>
<td>Parking Improvements, Beautification Landscaping</td>
<td>Morgan</td>
<td>1425</td>
<td>$1.00</td>
<td>100</td>
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<td>105</td>
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<td>1-76</td>
<td>Exit 80, Fort Morgan</td>
<td>Stormwater, Ped Improvement, Landscaping</td>
<td>Morgan</td>
<td>1434</td>
<td>$1.00</td>
<td>65</td>
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<td>Highway</td>
<td>PUF7016</td>
<td>1-76</td>
<td>Exit 82, Fort Morgan</td>
<td>Stormwater, Ped Improvement, Landscaping</td>
<td>Morgan</td>
<td>1435</td>
<td>$1.00</td>
<td>65</td>
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<td>107</td>
<td>Highway</td>
<td>PUF7002</td>
<td>SH 7</td>
<td>SH7 in Estes Park</td>
<td>Minor Widening</td>
<td>Larimer</td>
<td>1383</td>
<td>$2.30</td>
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<td>107</td>
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<td>PUF7008</td>
<td>US 34</td>
<td>US34 / US36</td>
<td>Western Bypass connection</td>
<td>Larimer</td>
<td>1399</td>
<td>$6.10</td>
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<td>Highway</td>
<td>PUF7008</td>
<td>US 34</td>
<td>Estes Park</td>
<td>Circulation Improvements in and around Estes Park including a one-way couplet</td>
<td>Larimer</td>
<td>1404</td>
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<td>US 34</td>
<td>US 34 and WCR 53 - Kersey</td>
<td>Intersection Improvement</td>
<td>Weld</td>
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<td>107</td>
<td>Highway</td>
<td>PUF7011</td>
<td>US 36</td>
<td>US36 / Community Dr</td>
<td>Intersection Improvements (add WB left turn lane)</td>
<td>Larimer</td>
<td>1410</td>
<td>$1.50</td>
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<td>107</td>
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<td>PUF7016</td>
<td>US 34</td>
<td>US34 Through Fort Morgan</td>
<td>Restriping and Signage to Control Package</td>
<td>Morgan</td>
<td>1442</td>
<td>60</td>
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<td>Highway</td>
<td>PUF7013</td>
<td>SH 52</td>
<td>SH 52 Prospect Valley from MP 54.58 to MP 60.753</td>
<td>Rural road surface treatment</td>
<td>Morgan</td>
<td>67</td>
<td>$5.10</td>
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<td>1-76</td>
<td>I-76 SH 144 West, Westbound Diamond Grind &amp; Slabs MP 55.1 to MP 61.9</td>
<td>Rural road surface treatment</td>
<td>Morgan</td>
<td>69</td>
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<td>PUF7016</td>
<td>1-76</td>
<td>I-76 from US 34 East, Slabs and Diamond Grind Both Directions from MP 66 to MP 73.9</td>
<td>Rural road surface treatment</td>
<td>Morgan</td>
<td>70</td>
<td>$11.50</td>
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<td>Highway</td>
<td>PUF7015</td>
<td>SH 71</td>
<td>SH 71: Big Beaver Creek</td>
<td>Bridge Rehabilitation and Repair</td>
<td>Morgan</td>
<td>2681</td>
<td>$4.78</td>
<td>N/A</td>
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<td>PUF7015</td>
<td>SH 71</td>
<td>SH 71: Stoneham</td>
<td>Bridge Rehabilitation and Repair</td>
<td>Morgan</td>
<td>2682</td>
<td>$0.14</td>
<td>N/A</td>
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<td>SH 71</td>
<td>SH 71 south of SH 14</td>
<td>Rural road surface treatment</td>
<td>Morgan</td>
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<td>$24.13</td>
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<td>PUF7015</td>
<td>SH 71</td>
<td>SH 71 north of Brush</td>
<td>Rural road surface treatment</td>
<td>Morgan</td>
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<td></td>
<td>Highway</td>
<td>I-76</td>
<td></td>
<td>I-76 and WCR 8 Interchange</td>
<td>Construct a new interchange at I-76 and Weld County Road 8 (spanning the BNSF Railroad)</td>
<td>Weld</td>
<td>2745</td>
<td>25.00</td>
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<td></td>
<td>Freight</td>
<td>SH 14</td>
<td></td>
<td>SH 14 Truck Parking</td>
<td>Truck Parking on Cameron Pass</td>
<td>Larimer</td>
<td>1772</td>
<td>0.30</td>
<td>N/A</td>
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<td></td>
<td>Freight</td>
<td>US 85</td>
<td></td>
<td>US 85 Freight Mobility Commercial Vehicle Signal Priority (CVSP)</td>
<td>Implementing Commercial Vehicle Signal Priority (CVSP) at 21 intersections along U.S. Highway 85 (US 85) from I-76 to Weld County Road 100 to improve transportation safety, efficiency, and mobility/reliability by detecting and prioritizing commercial vehicles</td>
<td>Adams, Weld</td>
<td>1063</td>
<td>1.50</td>
<td>N/A</td>
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<td>Freight</td>
<td>SH 25</td>
<td></td>
<td>SH 25 North border of region - tool for Virtual Weigh Station</td>
<td>Freight Advanced Traveler Information Systems (FRATIS)</td>
<td>Weld</td>
<td>1394</td>
<td>N/A</td>
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<td></td>
<td>Freight</td>
<td>I-25</td>
<td></td>
<td>I-25 Truck Parking</td>
<td>Increase Truck Parking North of Wellington (MP 280)</td>
<td>Larimer/Weld</td>
<td>1801</td>
<td>1.48</td>
<td>N/A</td>
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<td></td>
<td>Freight</td>
<td>SH 71</td>
<td></td>
<td>SH 71 Stoneham to Kimball (Nebraska) Truck Parking</td>
<td>No space exists on the southern portion of this segment. Parking could be added through private investment in Kimball.</td>
<td>Weld</td>
<td>1837</td>
<td>0.41</td>
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<td></td>
<td>Freight</td>
<td>I-76</td>
<td></td>
<td>I-76 Truck Parking</td>
<td>Increase Truck Parking between Denver and Keenesburg. A new facility in Brighton requires additional spaces. The closed Pilot Center could be an adequate location.</td>
<td>Weld</td>
<td>1849</td>
<td>0.63</td>
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<td></td>
<td>ITS</td>
<td>I-76</td>
<td></td>
<td>I-76 Intelligent Transportation Systems Infrastructure</td>
<td>Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Hudson and State Line</td>
<td>Logan, Morgan, Sedgwick, Washington, Weld</td>
<td>1021</td>
<td>40.00</td>
<td>N/A</td>
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<td>ITS</td>
<td>SH 14</td>
<td></td>
<td>SH 14 Intelligent Transportation Systems Infrastructure</td>
<td>Installation of fiber-optics and ITS Intelligent Transportation Systems devices between Fort Collins and Sterling</td>
<td>Larimer, Logan, Weld</td>
<td>1024</td>
<td>30.00</td>
<td>N/A</td>
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<td></td>
<td>ITS</td>
<td>US 36</td>
<td></td>
<td>US 36 Community Drive to Mary's Lake Road</td>
<td>Digital signage and smart parking technology for congestion and air quality mitigation</td>
<td>Larimer</td>
<td>1820</td>
<td>2.00</td>
<td>N/A</td>
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<td>ITS</td>
<td>SH 71</td>
<td></td>
<td>Dynamic Curve Warning</td>
<td>Curve Speed Warning</td>
<td>Morgan</td>
<td>1422</td>
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<td>ITS</td>
<td>Various</td>
<td></td>
<td>Signal improvements and dilemma zone detection</td>
<td>Safety enhancement</td>
<td>Larimer</td>
<td>2274</td>
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<td>Study</td>
<td>SH 1, SH 7, SH 14, US 34, US 36, US 287</td>
<td>I-76</td>
<td>Region 4 Shoulder Study (UFR)</td>
<td>Region will identify the best locations for limited shoudering funds.</td>
<td>Larimer, Morgan, Weld</td>
<td>2444</td>
<td>N/A</td>
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<td></td>
<td>Study</td>
<td>SH 14, US 34, SH 52, US 85, US 287</td>
<td>I-76</td>
<td>Region 4 Truck Parking Study (UFR)</td>
<td>Assess the feasibility of additional truck parking</td>
<td>Larimer, Morgan, Weld</td>
<td>2445</td>
<td>N/A</td>
<td></td>
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<td></td>
<td>Study</td>
<td>SH 7</td>
<td>I-76 Operations &amp; Safety Study</td>
<td>Most frequent crash types: Fixed Objects, Wild Animals, Rear Ends</td>
<td>Larimer</td>
<td>2443</td>
<td>N/A</td>
<td></td>
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<td></td>
<td>Transit/ Multimodal</td>
<td>SH 7</td>
<td>I-76, US 34</td>
<td>Essential Bus Service between Sterling and Fort Morgan and Greeley (Proposed Outrider Service)</td>
<td>Outrider bus service between Sterling-Fort Morgan-Greeley. Assumes one roundtrip per day 365 days/year, purchase of 2 vehicles. Cost based on $4.20 per mile.</td>
<td>Logan, Morgan, Washington, Weld</td>
<td>1019</td>
<td>2.24</td>
<td>N/A</td>
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<tr>
<td>Rank</td>
<td>Category</td>
<td>Corridor</td>
<td>State Highway</td>
<td>Project Name</td>
<td>Project Description</td>
<td>County</td>
<td>Planning Project ID</td>
<td>Cost ($M)</td>
<td>Score</td>
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<td>1</td>
<td>Transit/ Multimodal</td>
<td>Multiple PEA7021, PUF7009, PUF7016</td>
<td>US 34, I-76</td>
<td>Expansion of NECALG’s County Express Demand Response to Connect to Outrider</td>
<td>Additional operating dollars and vehicles to expand County Express Demand Reposes service to provider “first and last mile” connections to Outrider (project costs include annual operating at $20,000/year and 2 cutaway vehicles at $80,000 each)</td>
<td>Morgan, Washington, Weld, Yuma</td>
<td>1460</td>
<td>0.36</td>
<td>N/A</td>
</tr>
<tr>
<td>2</td>
<td>Transit/ Multimodal</td>
<td>Multiple PEA7013, PUF7016</td>
<td>I-76</td>
<td>Essential Bus Service between Sterling and Denver (Proposed Outrider Service)</td>
<td>Outrider bus service between Denver and Sterling. Assumes one roundtrip 5 days per week 52 weeks per year. Purchase of 2 vehicles. Cost based on $4.20 per mile.</td>
<td>Adams, Denver, Logan, Morgan, Weld</td>
<td>2465</td>
<td>3.62</td>
<td>N/A</td>
</tr>
<tr>
<td>3</td>
<td>Transit/ Multimodal</td>
<td>PUF7001</td>
<td>SH 1</td>
<td>Regional fixed-route transit service from Wellington to Fort Collins</td>
<td>New regional fixed-route (or deviated fixed-route) transit service between Wellington and Fort Collins; One round trip, one day per week</td>
<td>Larimer</td>
<td>1768</td>
<td>0.84</td>
<td>N/A</td>
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<tr>
<td>4</td>
<td>Transit/ Multimodal</td>
<td>PUF7006</td>
<td>I-25</td>
<td>North I-25 Transit Service</td>
<td>This project includes the purchase of one vehicle and operating costs to provide interregional bus service between Fort Collins and Cheyenne with one round trip per day, 365 days a year.</td>
<td>Larimer</td>
<td>1802</td>
<td>1.55</td>
<td>N/A</td>
</tr>
<tr>
<td>5</td>
<td>Transit/ Multimodal</td>
<td>PUF7008</td>
<td>US 34</td>
<td>US 34 Multimodal Trail Connection</td>
<td>Mall Road to Rocky Mountain National Park</td>
<td>Larimer</td>
<td>1403</td>
<td>10.00</td>
<td>N/A</td>
</tr>
<tr>
<td>6</td>
<td>Transit/ Multimodal</td>
<td>PUF7008</td>
<td>US 34</td>
<td>New Inter-Regional Service between Estes Park and I-25</td>
<td>Implement regional service along US 34 connecting Estes Park with I-25. Estimated at 3 days per week (1,250 annual hours)</td>
<td>Larimer</td>
<td>1396</td>
<td>1.08</td>
<td>N/A</td>
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<tr>
<td>7</td>
<td>Transit/ Multimodal</td>
<td>PUF7011</td>
<td>US 36</td>
<td>Bustang Service from Boulder-Lyons-Estes Park</td>
<td>Need operating details from CDOT - number of operational days per year, hours of service, ops costs and vehicle needs</td>
<td>Larimer</td>
<td>1824</td>
<td>N/A</td>
<td></td>
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<tr>
<td>8</td>
<td>Transit/ Multimodal</td>
<td>PUF7016</td>
<td>I-76</td>
<td>New Local Fixed-Route Transit Service in Fort Morgan</td>
<td>This project includes the purchase of two vehicles and operating costs to provide fixed-route bus service in Fort Morgan, six days a week between 6:30 a.m. and 6:30 p.m.</td>
<td>Morgan</td>
<td>1426</td>
<td>1.55</td>
<td>N/A</td>
</tr>
<tr>
<td>9</td>
<td>Transit/ Multimodal</td>
<td>PUF7016</td>
<td>I-76</td>
<td>New Regional Transit Service between Brush-Fort Morgan-Log Lane-Wiggins-Snyder (Morgan County)</td>
<td>Shuttle, Fixed Route / Brush Ft. Morgan, Log Lane, Wiggins, Snyder: 8-5pm, 5 days/week; one vehicle</td>
<td>Morgan</td>
<td>1427</td>
<td>2.06</td>
<td>N/A</td>
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<tr>
<td>10</td>
<td>Transit/ Multimodal</td>
<td>PUF7017</td>
<td>US 85</td>
<td>Bustang Bus Service between Greeley and Denver</td>
<td>Bustang bus service between Greeley (GET Transit Center) and Denver (Union Station). Assumes 10 roundtrips per weekday and 2 roundtrips on weekends and major holidays, purchase of 4 vehicles.</td>
<td>Adams, Denver, Weld</td>
<td>1461</td>
<td>16.99</td>
<td>N/A</td>
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<tr>
<td>11</td>
<td>Transit/ Multimodal</td>
<td>PUF7016</td>
<td>I-76</td>
<td>Outrider Improvements at Brush, Fort Morgan, Lochbuie, and Hudson</td>
<td>Stop and shelter improvements at Brush, Fort Morgan, Hudson, and Lochbuie to support new Outrider service from Sterling to Greeley set to begin operating in 2021.</td>
<td>Morgan</td>
<td>2490</td>
<td>0.32</td>
<td>N/A</td>
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<tr>
<td>12</td>
<td>Transit/ Multimodal</td>
<td>PUF7008</td>
<td>US 34</td>
<td>Estes Park Transit Electric Trolley Bus Barn</td>
<td>This project includes the installation of a charging station and metal storage building for an electric trolley received in January 2020, with plans for adding another electric trolley late in 2020. This project assumes that this building will go within the Town owned Elm Road property, with no land acquisition costs.</td>
<td>Larimer</td>
<td>2525</td>
<td>0.32</td>
<td>N/A</td>
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<td>Transit/ Multimodal</td>
<td>PUF7008</td>
<td>US 34</td>
<td>Estes Park Transit Electric Trolley Charging Station</td>
<td>Estes Park received federal grants for two electric trolleys. The Town asked for only one charging station through these grants but will need two to adequately charge the vehicles. The first charging station has been received and is in the process of being installed. This project is for a second charging station to serve the second vehicle, which should be delivered in late 2020. Project costs include the charging station and cost for installation.</td>
<td>Larimer</td>
<td>2526</td>
<td>$0.01</td>
<td>N/A</td>
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<td></td>
<td>Transit/ Multimodal</td>
<td>PUF7008</td>
<td>US 34</td>
<td>Estes Park Transit Stop Improvements</td>
<td>This project includes the design, production, and installation of semi-permanent signage and bus shelters to support its seasonal shuttle program. Project costs include design and production of new stop signs for approximately 55 bus stops and temporary/semi-permanent stop shelters for 55 locations.</td>
<td>Larimer</td>
<td>2527</td>
<td>$0.15</td>
<td>N/A</td>
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<td></td>
<td>Transit/ Multimodal</td>
<td>PUF7008</td>
<td>US 34</td>
<td>Transit Access Control Gates</td>
<td>In 2017, the Town tested a new ‘Green Route’, which provided express service connecting three stops: 1) the parking structure, 2) Events Complex and 3) Bond Park. The Green Route offered 15-minute round-trip service from the Town's two largest parking facilities to downtown, with no transfer at the Visitor Center required. During the first week of service, the US Bureau of Reclamation (BOR) shut down the bus stop at the parking structure forcing the stop to relocate to the Visitor Center. This change significantly impact ridership on the route, however the Town was able to negotiate with the BOR to allow shuttle access if the Town installed access control gates and appropriate pedestrian safety measures. This project would include installation of BOR-required equipment and safety measures to allow reinstatement of the Green Route. The project cost includes design, material and construction costs.</td>
<td>Larimer</td>
<td>2528</td>
<td>$0.06</td>
<td>N/A</td>
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<td></td>
<td>Transit/ Multimodal</td>
<td>PUF7008</td>
<td>US 34</td>
<td>Public Restrooms at the Transit Hub and Events Complex Park-n-Ride in Estes Park</td>
<td>The project includes the installation of public restrooms near the bus pull-out and shelter on Manford Avenue. Project costs are based on a $450/square-foot construction cost with a proposed 600-square-foot facility. Water is on site, but access to sanitary sewer will require crossing Manford Avenue.</td>
<td>Larimer</td>
<td>2529</td>
<td>$0.40</td>
<td>N/A</td>
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<td></td>
<td>Transit/ Multimodal</td>
<td>PUF7008</td>
<td>US 34</td>
<td>Estes Park Transit Improvements</td>
<td>Various transit improvements to the Estes Park Visitor Center and other transit enhancements.</td>
<td>Larimer</td>
<td>2530</td>
<td>$2.07</td>
<td>N/A</td>
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<td></td>
<td>Transit/ Multimodal</td>
<td>PUF7016</td>
<td>I-76</td>
<td>NECALG Facilities Needs Study</td>
<td>Determine needs, site location and identify alternatives for bus storage and admin facility for NECALG transit.</td>
<td>Morgan</td>
<td>2543</td>
<td>$0.05</td>
<td>N/A</td>
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<td></td>
<td>Transit/ Multimodal</td>
<td>PUF7016</td>
<td>I-76</td>
<td>NECALG Bus Barn Design and Construction</td>
<td>Identify preferred site location and alternatives for bus storage and adminstration facility for NECALG transit.</td>
<td>Morgan</td>
<td>2544</td>
<td>$5.00</td>
<td>N/A</td>
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<td>Transit/ Multimodal</td>
<td>Various</td>
<td>Various</td>
<td>One Call/One Click Center</td>
<td>Operate a call center in Larimer and Weld counties at the North Front Range MPO coordinating rides for human service and transit agencies, provide local and technical assistance for the purchase of vehicles and expansion of services, and provide staff support for increased partnerships and relationships through local coordinating councils</td>
<td>Larimer,</td>
<td>2700</td>
<td>4.73</td>
<td>N/A</td>
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<td></td>
<td>Devolution</td>
<td>PUF7017</td>
<td>US 85</td>
<td>US 85E Fort Lupton Devolution</td>
<td>Devolution of US 85E (Denver Avenue) through Fort Lupton</td>
<td>Weld</td>
<td>2698</td>
<td></td>
<td>N/A</td>
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<td>Devolution</td>
<td>PUF7017</td>
<td>US 85</td>
<td>US 85F Platteville Devolution</td>
<td>Devolution of US 85F (Main Street) through Platteville</td>
<td>Weld</td>
<td>2699</td>
<td></td>
<td>N/A</td>
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