

# I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue



## Location

I-25 at Speer Boulevard and 23rd Avenue

- Denver County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project replaces the bridges at the I-25 and Speer Boulevard and 23rd Avenue interchanges and constructs a northbound connector road. These bridges were repaired in 2015 to extend their lifespans and provide better clearance.

## Project Cost

- \$25 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Bridge conditions are good according to data but doesn’t mean CDOT should stop improving. Are we aware of any issues? Congestion and natural disasters are the greatest risks to our transportation system.”

## Urgent Need

- **Mobility:** I-25 is the primary north/south highway in Colorado and downtown Denver. This Colorado Freight Corridor carries approximately 263,000 vehicles per day, including nearly 26,000 trucks. Congestion through this section of I-25 regularly causes delays on the highway and the local street network.
- **Safety:** Trucks have struck these low-clearance bridges, compromising the safety of all users.
- **Asset Management:** Current bridges are low clearance, compromising freight vehicle travel.

## Benefits If Funded

- **Mobility:** The project minimizes congestion caused by vehicles colliding with low-clearance bridges.
- **Safety:** Eliminating substandard bridges and vertical clearances minimizes large vehicles striking the structures, creating a safer travel environment for all users.
- **Asset Management:** Bridge repairs and/or replacements address substandard structures, and highway reconstruction improves the drivability life.



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# I-25 Valley Highway Phases 3 and 4

Continuation of Planning Project ID 0003

## Location

I-25 from US 6 to SH 26 through Denver

- Denver County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project funds the completion of improvements studied and cleared in the 2007 Valley Highway EIS and further analyzed in the I-25 Central PEL. Realignment of the Consolidated Main Line (CML) tracks away from I-25 is required to allow right-of-way for I-25 and ramps that are currently constrained between the South Platte River and the CML. A Corridor Traffic and Revenue study would also be part of the overall analysis of I-25 options.

## Project Cost

- \$200 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Need to work with local businesses to get that ROW.”

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## Urgent Need

- **Safety:** Due to ROW considerations, only minor safety improvements are possible along this corridor; major safety improvement projects, including geometric modifications or other significant projects that could aid in reducing a relatively high crash rate, are not presently possible based on these constraints.
- **Mobility:** It is difficult for rail passengers and operators to access the rail safely given proximity to the highway, and likewise, these groups pose risk to driver safety.

## Benefits If Funded

- **Safety:** Fewer crashes mean fewer delays and partial closures, which reduces travel time for all drivers.
- **Mobility:** The data generated from the I-25 Corridor Traffic and Revenue Study will inform essential decisions about future project planning and delivery, as well as help evaluate current project performance.



# I-70 West: Floyd Hill

Continuation of Planning Project ID 0004

## Location

I-70 West from County Road 65 to the Veterans Memorial Tunnels

- Clear Creek County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

A NEPA environmental study will evaluate an expansion from two to three lanes. This project would also replace the westbound bridge at the bottom of Floyd Hill and evaluate the feasibility of straightening alignment by adding a tunnel or a viaduct at the bottom of Floyd Hill.

## Project Cost

- \$100 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Would like an agreement from CDOT, DRCOG to press US delegation to bring this project to completion.”

## Urgent Need

- **Mobility:** Congestion is frequent at this key point along I-70 and economic vitality suffers from closures and delays.
- **Safety:** Realignment at the bottom of Floyd Hill could provide needed safety improvements which would reduce crashes. Additionally, this project will replace two bridges that are at the end of their servicable life.

## Benefits If Funded

- **Mobility:** The addition of a third lane would allow more vehicles to travel westbound on this segment of I-70 at the same time, reducing drivers' total travel time.
- **Safety:** Safety concerns will be duly evaluated, whether or not a straightened alignment and/or tunnel are recommended.



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# US 6 and Wadsworth Boulevard Interchange



## Location

US 6 at Wadsworth Boulevard

- Jefferson County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project reconstructs the US 6 and Wadsworth Boulevard interchange.

## Project Cost

- \$70 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

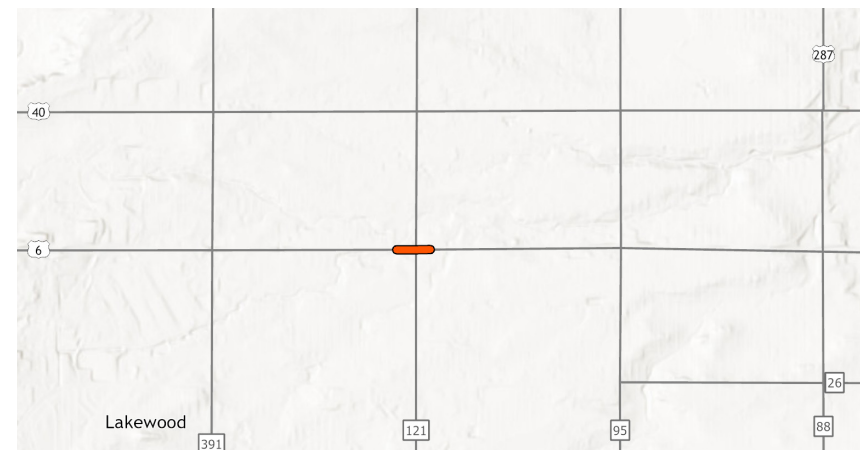
“It is important to remain focused on maintenance while major infrastructure needs are addressed.”

## Urgent Need

- **Mobility:** US 6 and Wadsworth Boulevard are major corridors serving the Denver Metro Area. Congestion at this interchange regularly causes delays.
- **Safety:** Merge and weave sections are substandard.
- **Asset Management:** Low drivability life.

## Benefits If Funded

- **Mobility:** Travel times along both US 6 and Wadsworth Boulevard improve and access to the Lakewood City Center is enhanced. Multimodal accessibility increases with new bike and pedestrian facilities.
- **Safety:** Eliminating short merge and weave distances and providing adequate acceleration and deceleration lanes on US 6 and Wadsworth Boulevard improve safety.
- **Asset Management:** Interchange reconstruction improves drivability life.



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# C-470: US 285 to Morrison Road Interchange Reconstruction and Widening

## Location

C-470 between US 285 and Morrison Road

- Jefferson County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project reconstructs the interchange at US 285 by replacing several loop ramps with directional ramps, reconfigures the Bear Creek Lake park access, widens or replaces the Morrison Road bridge, adds auxiliary lanes between on- and off-ramps, and adds 1.5-miles of general purpose lanes in each direction of C-470.

## Project Cost

- \$56 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Make facilities safer. Auxiliary lanes between interchanges should exist to improve safety.”

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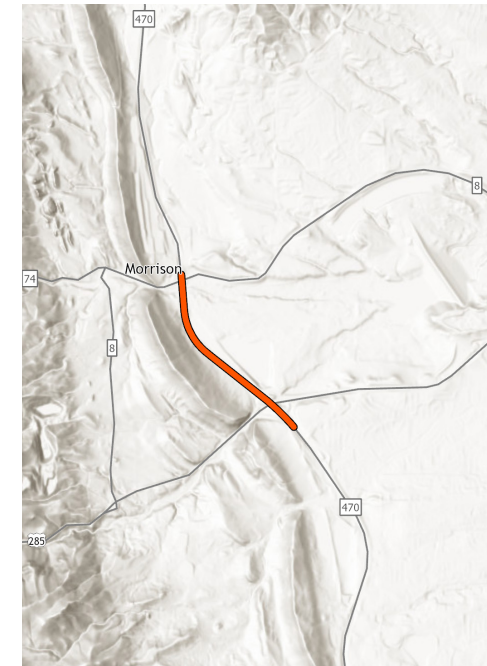
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## Urgent Need

- **Mobility:** C-470 and US 285 are major corridors serving the Denver Metro Area. This section of C-470 experiences recurring congestion.
- **Safety:** Loop ramps and the lack of auxiliary lanes compromise traveler safety.

## Benefits If Funded

- **Mobility:** Reconstruction of the interchange and highway reduces congestion and improves operations. Other enhancements such as transit improvements, C-470 trail improvements, wildlife crossing, improved shared and park-n-ride facilities and pedestrian and bicycle connectivity all enhance mobility.
- **Safety:** Interchange improvements increase safety for all users. Multimodal improvements enhance safety for bicyclists and pedestrians.
- **Asset Management:** Highway reconstruction improves the drivability life.



# I-70 and Kipling Street Interchange Right-of-Way

## Location

I-70 between Ward Road and Wadsworth Boulevard; Kipling Street between 44th Avenue and 51st Place

- Jefferson County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project includes right-of-way acquisition for the I-70 and Kipling Street Interchange. A Diverging Diamond Interchange (DDI) was confirmed as the Preferred Alternative during the planning process.

## Project Cost

- \$30 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Property comes up to the road so CDOT may need to purchase ROW.”

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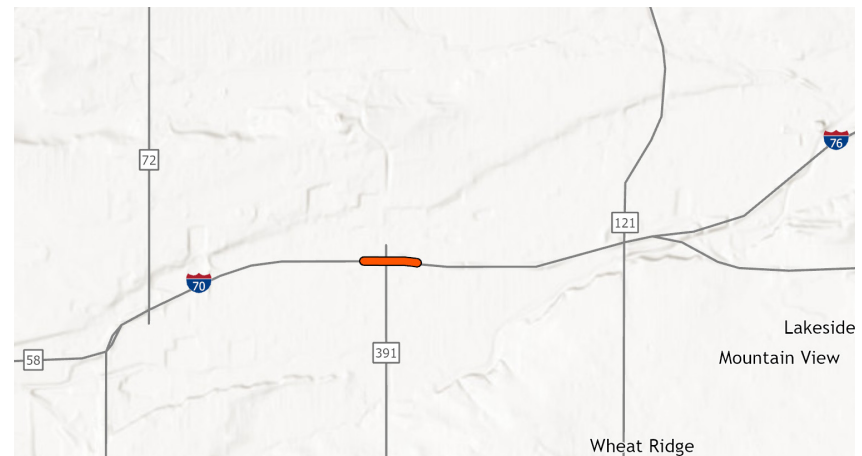
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## Urgent Need

- **Mobility:** The interchange is frequently congested with delays and queuing on the ramps. The interchange is challenging for bicyclists and pedestrians to cross on Kipling Street.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.

## Benefits If Funded

- **Mobility:** Reconstruction of the interchange and highway reduces congestion and improves operations. Improved multimodal facilities enhance mobility for bicyclists and pedestrians.
- **Safety:** Anticipated decrease in crashes due to reduced congestion and fewer conflict points.





# US 285 Corridor Improvements near Pine Junction



## Location

US 285 between Richmond Hill and Shaffers Crossing

- Jefferson County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

The project includes widening US 285 to four lanes and building a depressed median, as well as acceleration and deceleration lanes at interchanges between Richmond Hill and Shaffers Crossing and an interchange at Kings Valley.

## Project Cost

- \$60 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“US 285 is listed as high criticality with low redundancy.”

## Urgent Need

- **Mobility:** This corridor experiences frequent congestion. It connects the Denver area to many mountain recreational facilities, has a high level of bicycle use during the summer, and supports RTD services to Pine Junction.

## Benefits If Funded

- **Mobility:** Widening US 285 moves traffic smoothly without delay, especially during peak hours.
- **Safety:** This design helps prevent crashes frequently seen in this area.
- **Asset Management:** Bridge repairs and/or replacements address substandard structures, and highway reconstruction improves the drivability life.



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# I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel



## Location

I-70 between Bakerville and the Eisenhower Tunnel

- Clear Creek County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

Westbound climbing lane on I-70 approaching the Eisenhower Tunnel.

## Project Cost

- \$25 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“We need added truck climbing/descending lanes on I-70.”

## Urgent Need

- **Mobility:** I-70 is the primary east/west highway in Colorado. This Colorado Freight Corridor carries approximately 36,000 vehicles per day, including nearly 3,000 trucks. Congestion resulting from slower moving vehicles regularly causes delays. As Colorado’s population grows, more freight movements will be needed to meet the growing demand for goods and services.

## Benefits If Funded

- **Mobility:** Climbing lanes enhance economic vitality and mobility by adding capacity and reducing travel delay, particularly for freight vehicles.
- **Asset Management:** Highway reconstruction improves the drivability life.



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# Eisenhower-Johnson Memorial Tunnels Maintenance



## Location

I-70 at the Eisenhower-Johnson Memorial Tunnels

- Clear Creek County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project addresses high-priority maintenance activities for the Eisenhower-Johnson Memorial Tunnels.

## Project Cost

- \$50 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“We need to maintain our existing roads and address the needs of our growing population. I-70 mountain corridor can achieve mobility when executing minimum program of projects.”

## Urgent Need

- **Asset Management:** I-70 is the primary east/west highway in Colorado, and the Eisenhower-Johnson Memorial Tunnels are a critical link of the corridor.

## Benefits If Funded

- **Asset Management:** Maintaining the Eisenhower-Johnson Memorial Tunnels is one way to maintain a reliable transportation system along I-70.



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# I-25 North between 84th Avenue and 104th Avenue, Early Action Items

## Location

I-25 between 84th Avenue and Thornton Parkway

- Adams County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

The ultimate project includes the addition of one general-purpose lane in each direction between 84th Avenue and Thornton Parkway and reconstruction of the 88th Avenue bridge, including a center loading median station for the Thornton park-n-Ride. A Road Safety Audit was also conducted on this area, and smaller interim safety improvements are taking place until funding is available for the larger project.

## Project Cost

- \$110 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“84th Avenue to Thornton Pkwy Widening and Center Loading Median Station for Park-n-Ride.”

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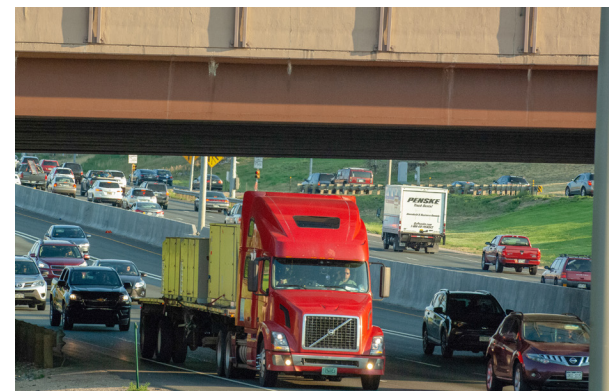
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## Urgent Need

- **Mobility:** I-25 is the primary north/south highway in Colorado and north Denver. This Colorado Freight Corridor carries approximately 175,000 vehicles per day, including over 16,000 trucks. Congestion through this section of I-25 regularly causes delays for all travelers, including transit vehicles with stops at the Thornton Parkway.

## Benefits If Funded

- **Mobility:** Reduced congestion and improved accessibility with a median station for RTD and better access to and from downtown Denver.
- **Safety:** Shoulders and larger buffers between express lanes and general-purpose lanes enhance corridor safety.
- **Asset Management:** Bridge repairs and/or replacements address substandard structures, and highway reconstruction improves the drivability life.





# Vasquez Boulevard Improvements

## Location

Vasquez Boulevard between I-270 and 64th Avenue

- Adams County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project improves safety and capacity by making the configuration of the interchanges more intuitive for drivers, adding grade separation and improving access points. This project includes the early action items in support of the overall project.

## Project Cost

- \$10 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Particularly the Vasquez interchange has higher collision rates than similar roads in the state.”

## Urgent Need

- **Mobility:** Vasquez Boulevard is a primary highway in the Denver Metro Area that experiences frequent congestion. As a Colorado Freight Corridor, it carries approximately 52,000 vehicles per day, including nearly 5,000 trucks. It serves as the primary alternate to I-70 and provides access to Dick’s Sporting Goods Park and Rocky Mountain Arsenal National Wildlife Refuge. This is a congested corridor/interchange.

## Benefits If Funded

- **Mobility:** Improves operations of I-270, US 6, and US 85. Removes one leg of the five-legged intersection and improves connection needed during Central 70 Project construction.
- **Safety:** Provides safety benefits with areas that have high crash rates.
- **Asset Management:** Highway reconstruction will improve the drivability life.



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# SH 7 Priority Intersection Improvements



## Location

SH 7 between Lafayette and Brighton

- Broomfield, Adams, and Weld counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project includes intersection improvements at high-priority intersections along SH 7. The ultimate project implements Bus Rapid Transit (BRT), commuter bikeways, Express Lanes, and other multimodal improvements.

## Project Cost

- \$20 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

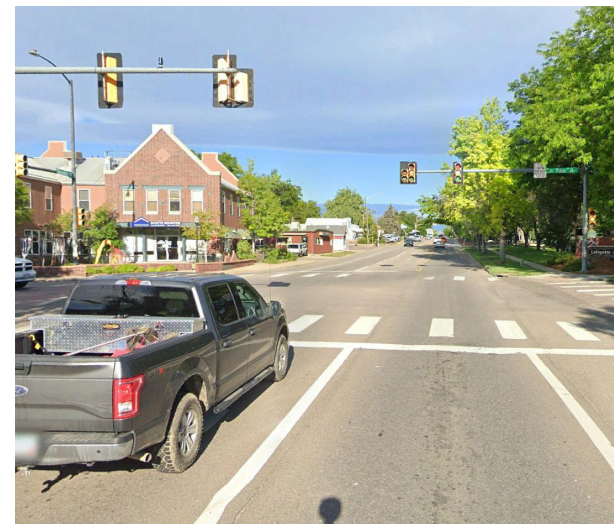
“SH 7 needs to evolve to more safely accommodate all modes.”

## Urgent Need

- **Mobility:** SH 7 is a regional connection serving northern Denver communities often experiencing congestion and delays, often at intersections. The lack of transit and multimodal facilities for walking and bicycling limits multimodal connectivity.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.

## Benefits If Funded

- **Mobility:** Intersection improvements alleviate delays, enhancing mobility for all travelers. Including multimodal facilities and transit service in the project enhances mobility, particularly for bicyclists. Developing BRT corridors also allows CDOT to make the most out of limited right-of-way conditions by efficiently moving larger numbers of people as population grows.
- **Safety:** Intersection improvements address safety concerns along the corridor.
- **Asset Management:** Highway reconstruction improves drivability life.



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# US 85 Corridor Improvements between Sedalia and The Meadows in Castle Rock



## Location

US 85 between Sedalia and The Meadows in Castle Rock

- Douglas County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project reconstructs the two-lane highway to four lanes with a divided median and acceleration/deceleration lanes. It also includes a 10-foot-wide trail. Improvements are in accordance with an Environmental Impact Statement (EIS) completed in 2002.

## Project Cost

- \$37 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

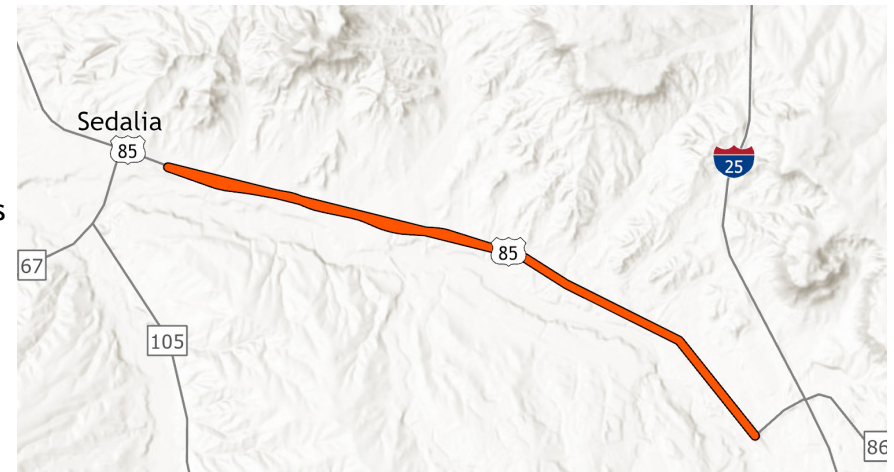
“Mobility and access for all citizens, and make facilities safer.”

## Urgent Need

- **Mobility:** US 85 is a critical corridor in northwest Douglas County. The lack of multimodal facilities limits mobility for bicyclists and pedestrians. The surrounding area is rapidly growing, and US 85 is frequently congested.

## Benefits If Funded

- **Mobility:** Additional capacity enhances economic vitality for all travelers. The addition of a 10-foot-wide multi-use path improves connectivity on the Region’s trail system.
- **Safety:** Project increases safety by incorporating controlled access from local roads.
- **Asset Management:** Bridge repairs and/or replacements address substandard structures, and highway reconstruction improves the drivability life.



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# I-25 at Belleview Avenue Interchange, Phase 1

## Location

I-25 at Belleview (SH 88) Interchange

- Denver and Arapahoe counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project includes interchange improvements, as determined by a Planning and Environmental Linkages (PEL) study.

## Project Cost

- \$22 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

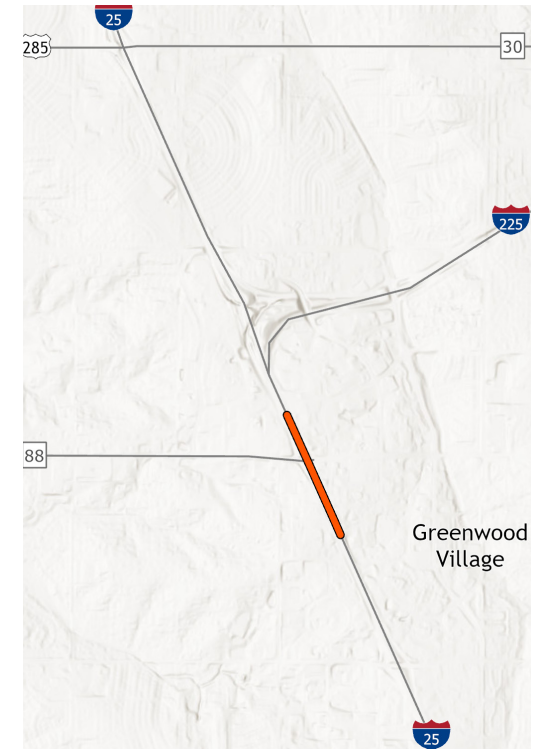
“We need to consider the coming development and growth in the DTC.”

## Urgent Need

- **Mobility:** I-25 carries over 250,000 vehicles per day, while SH 88 (Belleview Avenue) carries 38,000 vehicles per day and is often congested. The lack of multimodal facilities limits mobility for bicyclists and pedestrians.
- **Safety:** Belleview Avenue is active with cars, trucks, pedestrians, and bicyclists interacting along the highway, which can create stressful, unsafe conditions for travelers. The current overpass is tight and may have tunnel effect on motorists.

## Benefits If Funded

- **Mobility:** Improvements enable the interchange to function well in a dense, urban environment. Enhances multimodal connectivity in the area with increased pedestrian movements, increased vehicle capacity, and adding potential bike lanes.
- **Safety:** Improvements enhance safety by providing higher visibility for motorists. Improvements seek to eliminate T-bone or sideswipe crashes.
- **Asset Management:** Bridge repairs and/or replacements address substandard structures, and highway reconstruction improves the drivability life.



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# SH 30 Improvements between Quincy Road and Airport Road



## Location

SH 30 between Quincy Road and Airport Road

- Arapahoe County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project includes widening SH 30 to six lanes. Improvements are consistent with the ultimate buildout of the 6th Avenue Extension to six lanes. Phase 1 includes widening SH 30 to four lanes from the new 6th Avenue Extension to Airport Road.

## Project Cost

- \$25 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

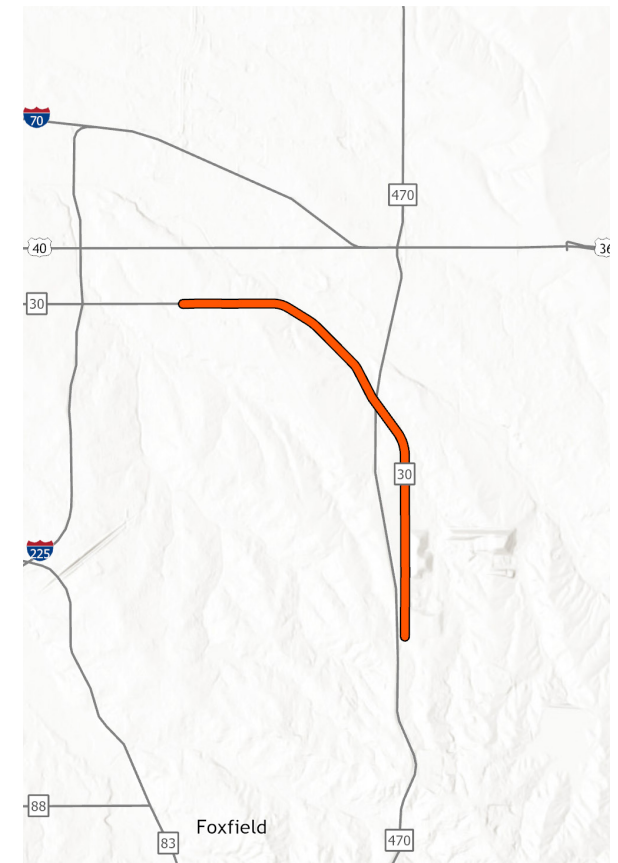
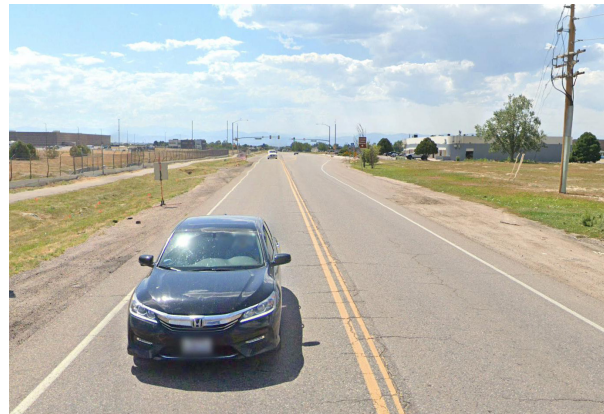
“SH 30 needs a solution.”

## Urgent Need

- **Mobility:** This highly traveled road carries approximately 11,000 vehicles per day. Significant development is expected adjacent to the highway.

## Benefits If Funded

- **Mobility:** Relieving anticipated congestion with capacity improvements on SH 30 enhances mobility and improves regional access.
- **Asset Management:** Highway reconstruction improves drivability life.



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# Regionwide Bottleneck Reduction



## Location

Priority corridors in Region 1

- Various counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project includes improvements to reduce congestion at 25 priority locations in the Region.

## Project Cost

- \$25 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“It looks like areas such as 225 NB over Sand Creek could be re-stripped to reduce traffic bottlenecks.”

## Urgent Need

- **Mobility:** Increasing congestion compromises traveler mobility in the Denver Metro Area. As Colorado’s population grows, more freight movements will be needed to meet the growing demand for goods and services.

## Benefits If Funded

- **Mobility:** Reducing bottlenecks at priority locations enhances economic vitality and mobility, including for freight vehicles.



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# Regionwide Signal Cabinet Upgrades



## Location

Priority intersections in Region 1

- Various counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project includes signal cabinet upgrades at priority locations.

## Project Cost

- \$5 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Smart Signals Coordination needed.”

## Urgent Need

- **Asset Management:** Many signal cabinets are outdated and in need of replacement.

## Benefits If Funded

- **Asset Management:** Signal cabinet upgrades provide more reliable infrastructure.



# Regionwide Signal Upgrades



## Location

Priority intersections in Region 1

- Various counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project includes signal upgrades at priority locations.

## Project Cost

- \$12 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Smart Signals Coordination needed.”

## Urgent Need

- **Asset Management:** Many signals are outdated and in need of replacement.

## Benefits If Funded

- **Asset Management:** Signal upgrades provide more reliable infrastructure.



# I-70 Escape Ramp Improvements



## Location

I-70 in Region 1

- Clear Creek County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project includes runaway truck ramp improvements along I-70.

## Project Cost

- \$5 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“A lot of trucks using I-70. 80% of trucks going to Western Slope and not further into Utah, California.”

## Urgent Need

- **Safety:** I-70's steep downhill grades can be challenging for heavy vehicle drivers. Runaway truck ramps are vital for freight vehicle safety and for the safety of the traveling public.

## Benefits If Funded

- **Safety:** Operational runaway truck ramps ensure that trucks having braking problems have places to safely stop.





# Noise Wall Maintenance



## Location

Priority corridors in Region 1

- Various counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project includes maintenance of noise walls, primarily the timber noise walls in the Region.

## Project Cost

- \$10 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Speeding, motorcycle noise and lack of enforcement.”

## Urgent Need

- **Asset Management:** Many noise walls are damaged and in need of repair.

## Benefits If Funded

- **Asset Management:** Properly maintaining noise walls minimizes noise pollution.



# Regionwide Trail Grade Separations and Crossings Improvements



## Location

Priority locations in Region 1

- Various counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project includes grade-separating and improving priority trail crossings in the Denver Metro Area.

## Project Cost

- \$10 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Connecting Peaks to Plains Trail will provide cyclists a nice option.”

## Urgent Need

- **Mobility:** The lack of grade-separated crossing facilities limits mobility for bicyclists and pedestrians.
- **Safety:** The lack of grade-separated crossing facilities compromises safety for bicyclists and pedestrians.

## Benefits If Funded

- **Mobility:** Improved trails and grade-separation minimize stops, enhancing multimodal mobility. Providing the infrastructure that supports multiple means of travel and linking individual transportation networks can improve public health.
- **Safety:** Improved trails and crossings minimize at-grade conflict points, improving multimodal safety and public health.



# Regionwide Arterial Transit Improvements



## Location

- Various counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

This project constructs pedestrian, bicycle, and bus stop safety improvements along arterial streets with transit service.

## Project Cost

- \$70 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Bicycle and pedestrian facilities should be a priority.”

## Urgent Need

- **Mobility:** Many transit corridors throughout the Region lack safe and comfortable bus stop and bicycle and pedestrian connections to the bus stops.

## Benefits If Funded

- **Mobility:** Bus stop and non-motorized access improvements enhance first and last mile connections and encourage transit use for both vulnerable populations and choice riders.





# I-25 DTC Mobility Hub



## Location

I-25 in the Denver Technological Center

- Douglas County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

Add an outside slip ramp stop for Bustang to reduce transit travel time.

## Project Cost

- \$10 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Bustang is really starting to have impacts, is expanding as reliable and dependable cooperation with local transit. Connections between Bustang and mobility hubs have been discussed.”

## Urgent Need

- **Mobility:** Bustang travels along I-25 with stops in the south metro Denver area. The current stop locations are inefficient, resulting in longer transit travel times.

## Benefits If Funded

- **Mobility:** Addition of slip ramps improve efficiency, reduce transit travel times, and improve travel time reliability.



# I-70 Morrison Mobility Hub

## Location

I-70 in Morrison at the Dinosaur Parking Lots

- Jefferson County
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

Add slip ramp(s) to allow for Bustang to reduce transit travel time.

## Project Cost

- \$20 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Bustang is really starting to have impacts, is expanding as reliable and dependable cooperation with local transit. Connections between Bustang and mobility hubs have been discussed.”

## Urgent Need

- **Mobility:** Bustang and Snowstang routes travel along I-70 with stops at the Morrison exit. The current stop locations are inefficient resulting in longer transit travel times.

## Benefits If Funded

- **Mobility:** Addition of slip ramps improves efficiency, reduces transit travel times, and improves travel time reliability.



For more information, visit [codot.gov/programs/your-transportation-priorities](https://codot.gov/programs/your-transportation-priorities)

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<https://drcog.org/planning-great-region/transportation-planning/regional-transportation-plan>  
(October 2020)



# Safer Main Streets Initiative

Continuation of Planning Project ID 0006



## Location

Various Arterials (No Interstates)

- Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson and Weld Counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

Consistent with DRCOG's Vision Zero and CDOT's Highway Safety Plan, this series of local projects will consider improvements focused on bicycle and pedestrian safety and mobility, which may include constructing shoulders, medians, signals, safe crossings, and striping.

## Project Cost

- \$10 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

"Not just capital. Operations can improve safety. Federal Blvd example at trail for ped signal. Traffic calming needed."

## Urgent Need

- **Mobility:** Need to support infrastructure projects on busy arterials that improve safety and transform urban spaces, especially for vulnerable users.
- **Safety:** Safety improvements are needed to address all crash types throughout the Region, including those specific to mitigating crashes associated with more vulnerable categories such as bike/ped/transit users.

## Benefits If Funded

- **Mobility:** Reduce fatal and serious injury crashes, support a transportation system that safely accommodates all modes of travel, improve transit access and multimodal mobility, support the development of connected urban/employment centers and multimodal corridors, provide safe access to opportunity and mobility for residents of all ages, incomes, and abilities, including vulnerable users, and help communities adjust to travel patterns caused by COVID-19.
- **Safety:** Efforts are aimed at mitigating crashes involving all roadway and transit users with a focus on the high injury network and a more specific intention of focusing on vulnerable user groups such as bicycle/ped and other such multimodal users.



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# I-25 and SH 7 Interchange Mobility Hub



## Location

I-25 and SH 7

- Adams and Broomfield counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

Design and right-of-way acquisition; construct early action transit infrastructure, including parking and transit slip ramps.

## Project Cost

- \$10 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

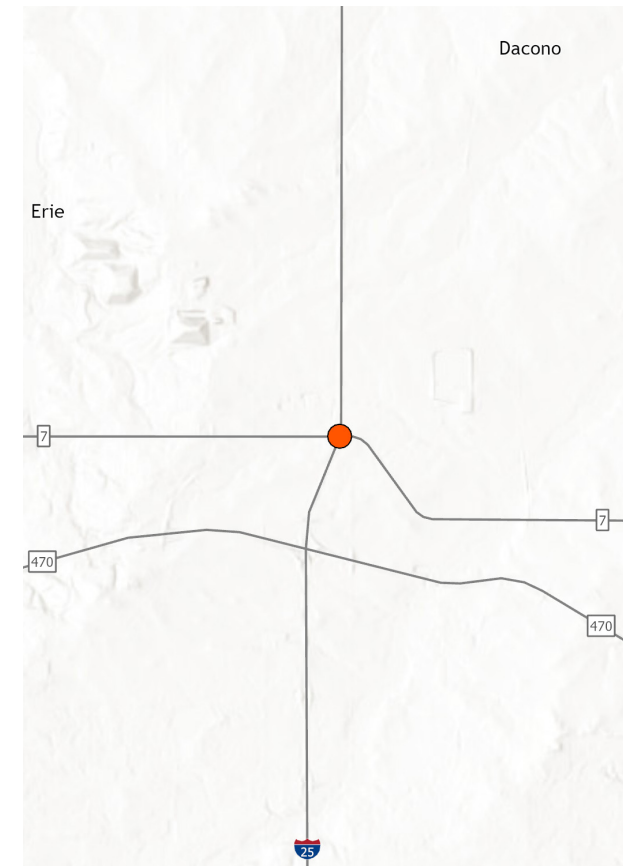
“SH 7 needs to evolve to more safely accommodate all modes.”

## Urgent Need

- **Mobility:** This location in the northern Denver Metro Area has been identified as a critical future node with transit service operating on both the I-25 and SH 7 corridors. The surrounding area is experiencing considerable growth and increasing congestion.

## Benefits If Funded

- **Mobility:** The initial phases of this mobility hub position the area to serve as a multimodal hub for regional and local transit service, encouraging transit use for vulnerable populations and choice riders.



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(October 2020)



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# Regionwide Bridge Rehabilitation and Maintenance



## Location

- Various counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 1

## Description

Complete bridge rehabilitation and maintenance on bridges throughout Region 1 to extend the life of the bridges.

## Project Cost

- \$45 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Bridge conditions are good according to data but doesn’t mean CDOT should stop improving. Are we aware of any issues? Congestion and natural disasters are the greatest risks to our transportation system.”

## Urgent Need

- **Asset Management:** Many bridges are structurally deficient and/or functionally obsolete in Region 1 and are in need of repair or replacement.

## Benefits If Funded

- **Asset Management:** Bridge maintenance and rehabilitation extend the life of bridges in the Region and maintain a reliable transportation system.

