

THE LATEST ON
TRANSPORTATION
PLANNING

YOUR
TRANSPORTATION
PRIORITIES

POWERED
BY YOU



VISION FOR COLORADO'S TRANSPORTATION SYSTEM

10-YEAR STRATEGIC PROJECT PIPELINE



Grand Avenue Bridge ribbon-cutting ceremony in Glenwood Springs

“ In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

Our goals were simple: to hear directly from Coloradans about what they need from our transportation system; to ensure that we are prioritizing precious taxpayer dollars in ways that best deliver on those needs; and to energize an ongoing statewide conversation about the vitality of transportation in connecting our daily lives.

Now, with that input gathered from across the state, we're ready to present our 10-year vision for Colorado's transportation system. ”

—Shoshana Lew, CDOT Executive Director

BUILDING A 10-YEAR VISION

The first step in building a plan for the future of Colorado’s transportation system was hearing from the people who travel our roads every day. This effort – the most expansive outreach process in the history of the Department – revealed a compelling vision about the future of transportation in Colorado. This vision was conceived in the chambers of county commissions from Cortez to Julesburg, outside of public libraries in Gunnison, in grocery stores in Fort Morgan, in recreation centers in Salida and on the sidewalks of main streets across Colorado. Throughout these conversations, CDOT’s team has been struck by the uniqueness of each community, and by the common themes that emerge when talking about our transportation challenges.

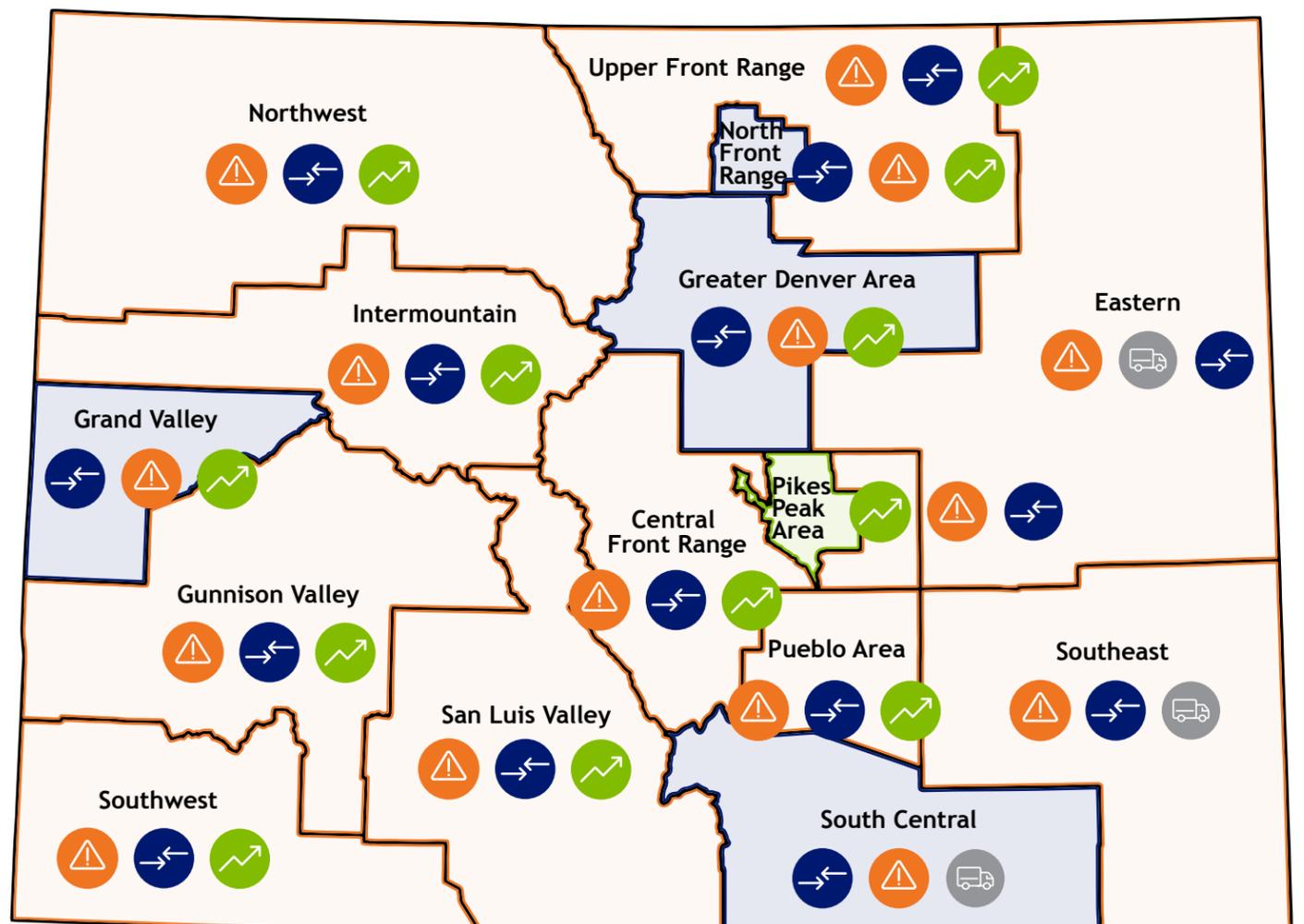
Transportation Planning:

- Identifies future needs for our transportation system
- Establishes a transportation vision and goals for the state and the types of projects and investments that will help achieve these goals
- Connects current and future funding realities to deliver an effective and efficient transportation system that works for Colorado today and in the future

Altogether, CDOT received thousands of comments that collectively point to three compelling needs:

- Improving the condition and safety of our roads
- Reducing congestion
- Providing more travel options

-  Road Condition & Safety
-  Lack of Travel Options
-  Growth & Congestion
-  Freight



Source: 2019 Your Transportation Plan MetroQuest Online Survey, County Meetings, Transportation Planning Region Meetings, Stakeholder Meetings, Telephone Town Halls

BUILDING A 10-YEAR VISION

Transportation Investments and Colorado's Economy

In addition to providing tangible improvements to the condition of our system, investing in transportation creates ripple effects across the economy, resulting in new jobs and economic growth. Ongoing transportation funding keeps the state competitive with neighboring states. This is essential in Colorado where the state relies on \$20 billion every year from the tourism industry. If visitors and tourists find the roads congested and in poor repair, it impacts the likelihood of return trips.

*Every **\$1 billion** in public infrastructure spending creates **13,000** direct and indirect jobs that provide ladders of opportunity into middle-class career pathways.*

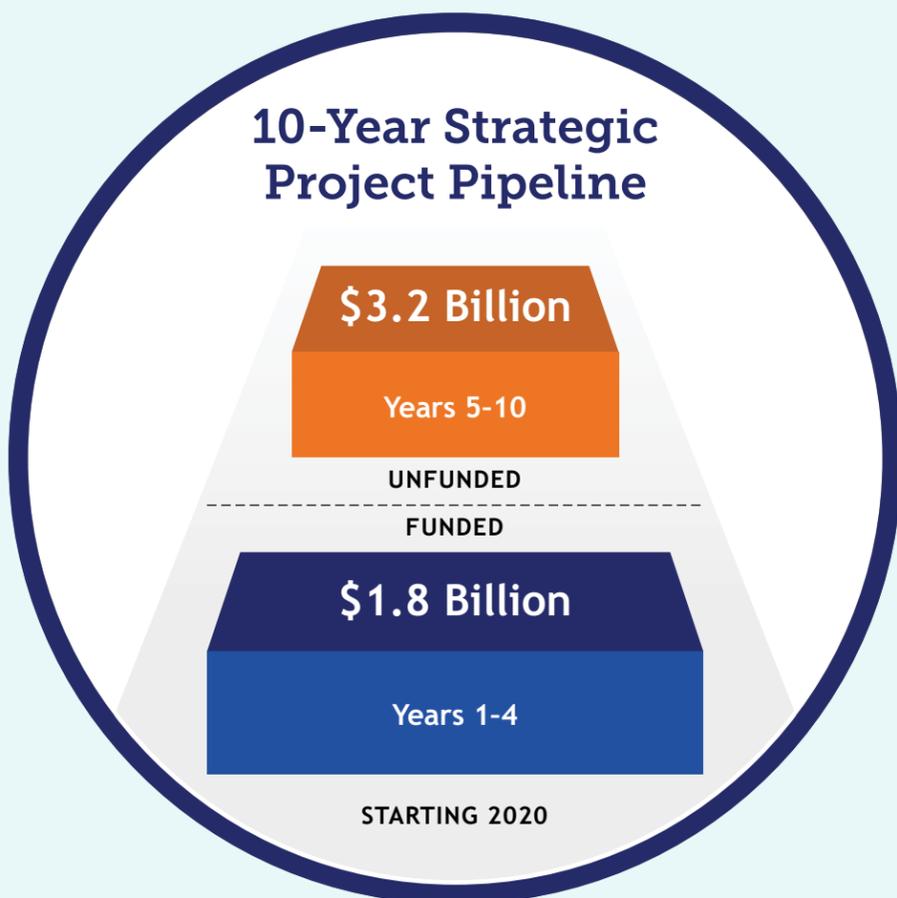
—U.S. Department of Transportation

59

Colorado Counties Improved by Projects

*In 2018, the construction industry contributed **\$21.3 billion** to Colorado's Gross Domestic Product (GDP). Construction wages and salaries alone totaled **\$11 billion** statewide.*

—U.S. Department of Commerce



Diversified Project List That Focuses On:

- Improving our interstates
- Relieving traffic
- Improving rural access statewide
- Fixing rural roads
- Improving the condition of our roadway system

CDOT Is Ready to Build

- \$1.5-\$2.7 billion of capital and asset management projects
- 100+ shovel-ready projects
- 1,000+ lane miles touched
- 30+ bridge projects
- 15 rehabbed or new transit facilities
- 10 new Bustang buses

Funding and project timing are subject to change – this graphic is for illustrative purposes only.

For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

WE HEARD YOU

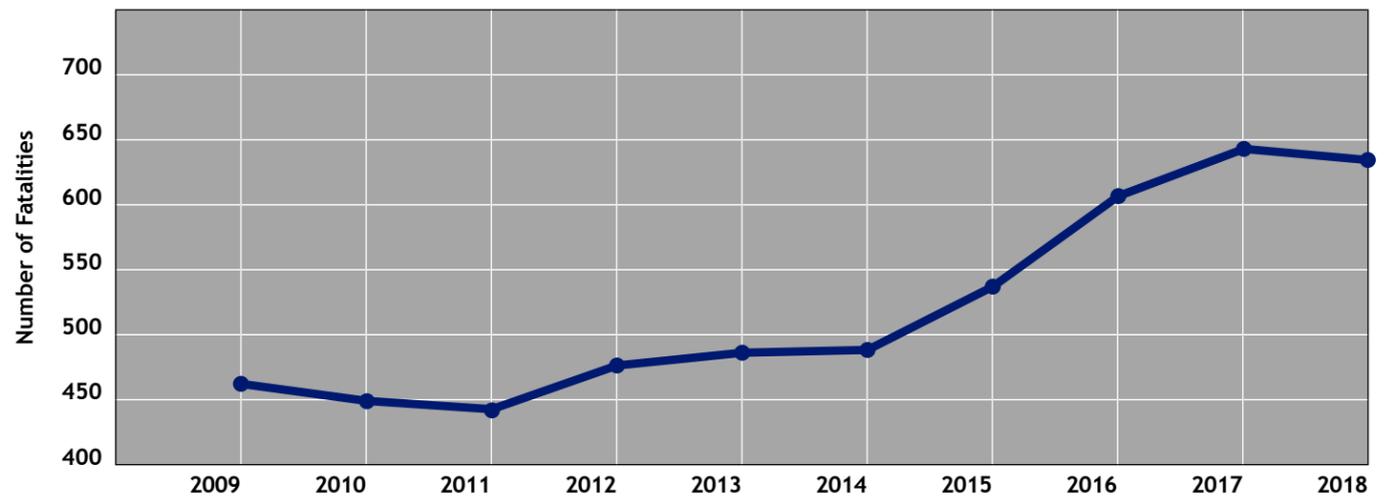
During the spring and summer of 2019, CDOT spoke to residents in communities across the state. The common thread in all of those conversations was safety. Colorado’s transportation vision is for a future with zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

One in every 33 Colorado drivers will be in a crash this year.

However, crash rates and traffic fatalities are at concerning levels. A number of factors contribute to this, including:

- Population growth and hundreds of thousands more vehicles on our roads
- Speeding, impaired driving and distracted driving
- Lack of seat belt use

Colorado Traffic Fatalities 2009–2018



No number of fatalities can ever be acceptable. CDOT works to integrate safety into everything we do, focusing on both driver behavior and the built environment. The 10-Year Strategic Project Pipeline will focus on safety improvements both large and small such as meeting new federal design and installation standards/guidelines for guardrail and end-treatments, improving intersections to meet current ADA requirements and constructing new sections of passing lanes.

Types of Safety Improvements Included in This Plan:

- Intersection improvements
- Passing lanes
- Highway widening
- Shoulder widening
- Wildlife fencing
- Slow vehicle / truck pullouts
- Roundabouts
- Signal improvements
- Bottleneck reductions
- Pedestrian, bicycle and bus stop safety improvements

Along with safety improvements throughout Colorado, the 10-Year Strategic Project Pipeline will pursue projects that align with what we heard from Coloradans. CDOT has placed the projects in the following categories:



IMPROVING OUR INTERSTATES

This category includes any highway or transit improvement located on a Colorado interstate.

These projects address:

- Growth & Congestion
- Lack of Travel Options
- Road Condition & Safety



RELIEVING TRAFFIC

This category includes any highway or transit project that contributes to the alleviation of congestion in Colorado’s metropolitan areas.

These projects address:

- Growth & Congestion
- Lack of Travel Options



IMPROVING RURAL ACCESS STATEWIDE

This category includes any highway or transit project that provides travel access within and between Colorado’s rural areas.

These projects address:

- Growth & Congestion
- Lack of Travel Options
- Freight



FIXING RURAL ROADS

This category includes any highway or transit project that improves the quality of rural roads.

These projects address:

- Road Condition & Safety
- Freight



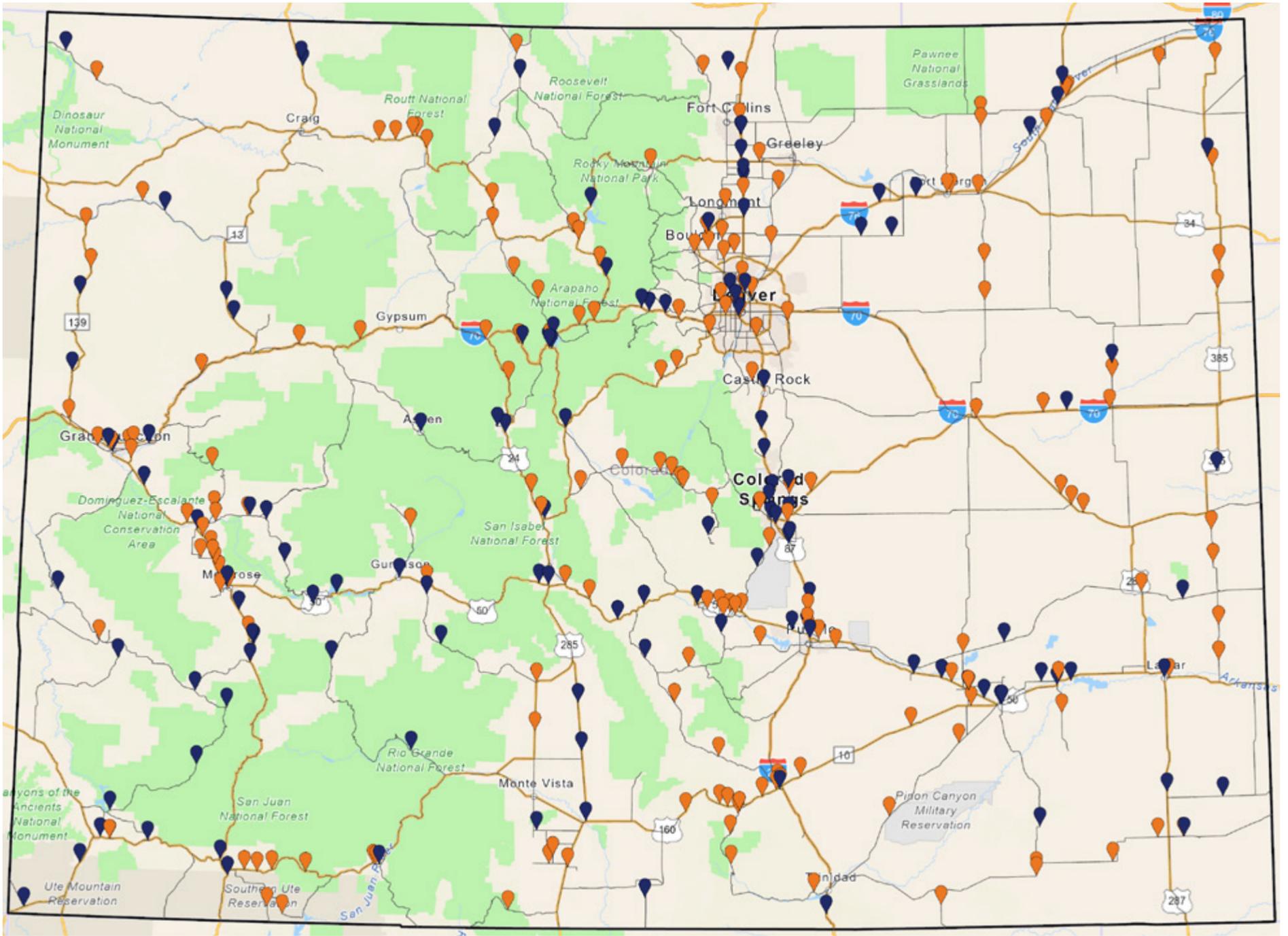
IMPROVING ROADWAY SYSTEM CONDITION

This category includes any highway or transit project that will return our system to a “state of good repair.”

These projects address:

- Road Condition & Safety
- Freight

WE HEARD YOU



 Project in Years 1-4  Project in Years 5-10

A complete listing of projects is included on pages 17-24. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

Years 1–4 Highlights

Recent legislative funding enabled a range of projects around the state totaling **\$1.8 billion** over a four year period.

Includes the largest investment in rural pavement in CDOT history.

Leverages other CDOT funding sources to accomplish large projects like rebuilding I-270 and the first phase of Floyd Hill on I-70. The first set of projects will go to construction in spring of 2020.

Years 5–10 Highlights

This plan describes an additional **\$3.2 billion** in needed investments and hundreds of additional projects.

Includes six years of projects, completing CDOT’s 10-year plan.

Projects were selected based on public input and prioritized by local government officials, transportation planning experts and CDOT.

IMPROVING OUR INTERSTATES

Colorado's interstates are the backbone of our transportation system. They are key to Colorado's economy — connecting goods and people across our state and region.

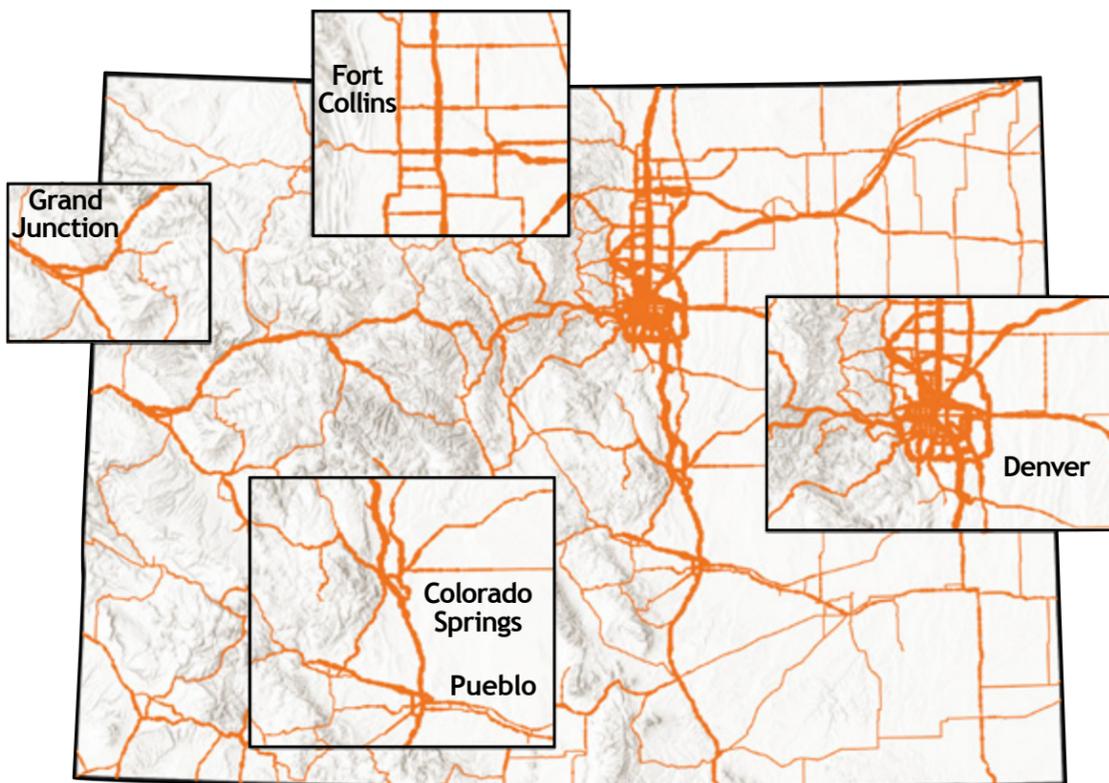
However, as Colorado's population and economy continue to grow, our interstates are feeling the pinch. I-25 and I-270 are crippled by congestion for long stretches of the day. Along I-70 West, worsening traffic — especially on the weekends — joins a host of concerns about extreme weather and accommodating passenger vehicles, freight and wildlife safely amid geologically tough conditions. I-70 East and I-76 — key freight routes for the state — are in need of major pavement reconstruction due to years of deferred maintenance.

The 10-Year Strategic Project Pipeline invests \$1.2 billion (37.5 percent of all funding) into improving the condition and efficiency of these corridors. That means rebuilding pavement on I-70 East and I-76, delivering extra capacity and options on I-25 North, and tackling congestion bottlenecks across I-70 West.



I-70 at Floyd Hill

Colorado Congestion



Based on 2018 Vehicle Miles Traveled (VMT) data

Traffic congestion — just the extra travel time and wasted fuel in slow conditions — costs Colorado **\$3.6 billion** each year.



Every year, the average commuter in Colorado:

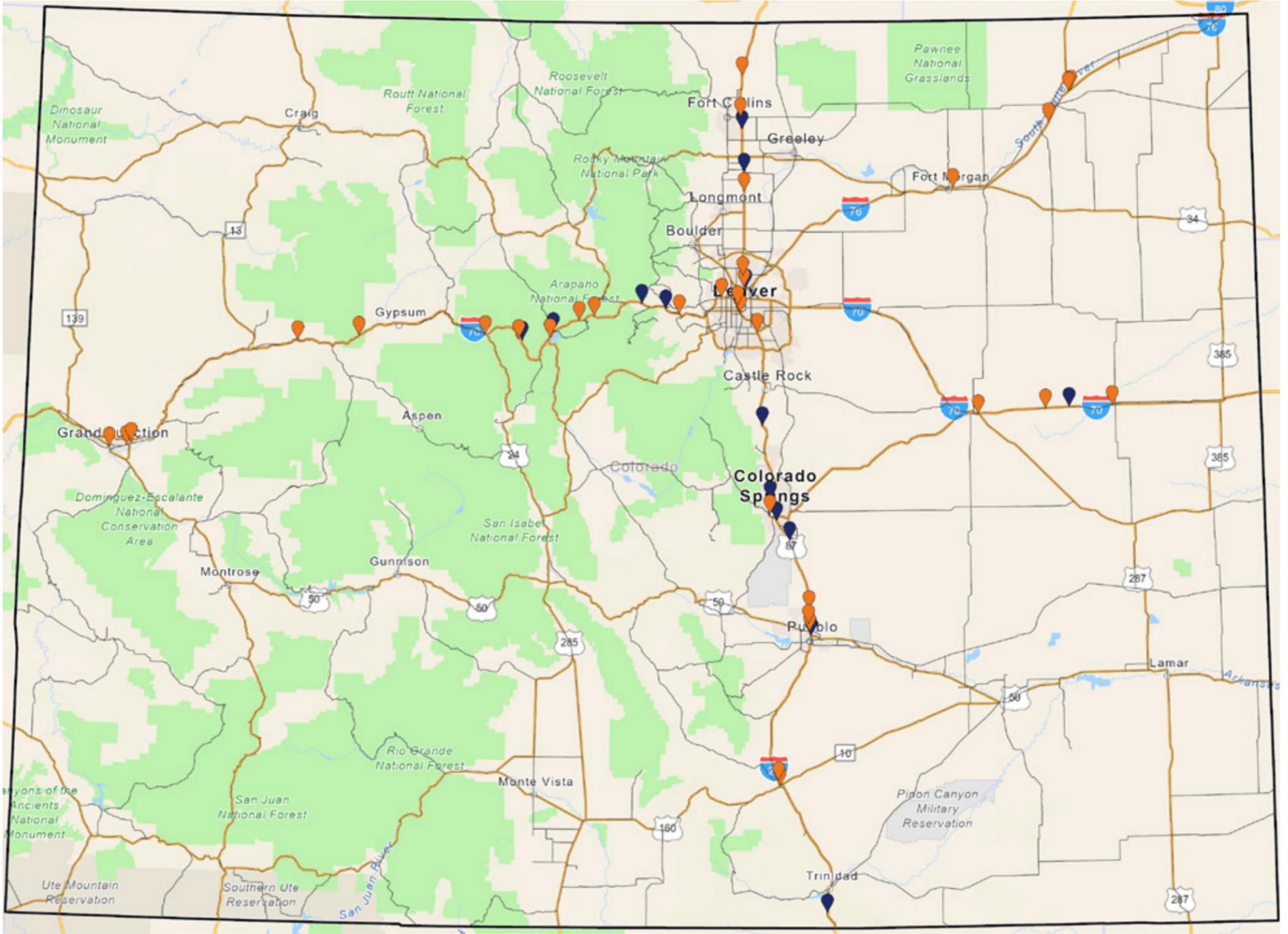
- Spends **2 days** sitting in traffic
- Loses **\$900** due to delays
- Burns an extra **19 gallons of gas**

28 percent of Colorado's greenhouse gas emissions come from the transportation sector.

188 million hours of lost time for commuters and travelers and delivery delays for businesses and shipping companies.

38 million gallons of fuel wasted that represent direct costs to travelers and the environment.

IMPROVING OUR INTERSTATES



Project in Years 1-4



Project in Years 5-10

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Years 1–4 Highlights

Nearly **40 percent** of funds are targeted toward modernizing I-25, which serves approximately 85 percent of the state’s population.

Other major capacity projects include a down payment towards fixing Floyd Hill (a well-known choke-point on I-70), a long overdue rebuild and widening of I-270, and a second phase of reconstruction along I-25 in Pueblo.

Years 5–10 Highlights

\$1.2 billion (38 percent) of the total unfunded project list dedicated to the improvement of Colorado interstates.

Projects continue work on our most congested corridors while also reconstructing pavement along rural stretches of I-70, I-25 and I-76. Many sections of these interstates haven’t seen significant work since they were first opened to the public decades ago.

RELIEVING TRAFFIC

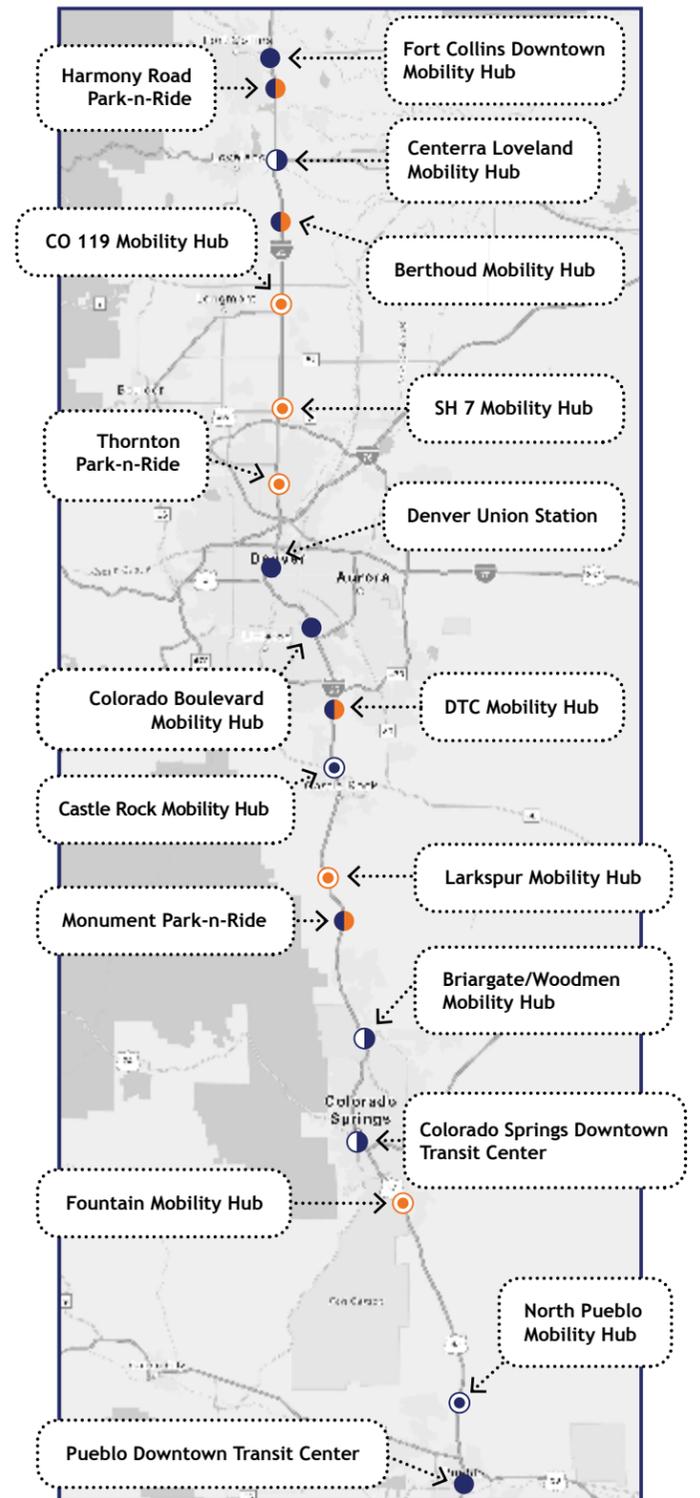


More people are using our transportation system than ever before and the number is projected to keep rising.

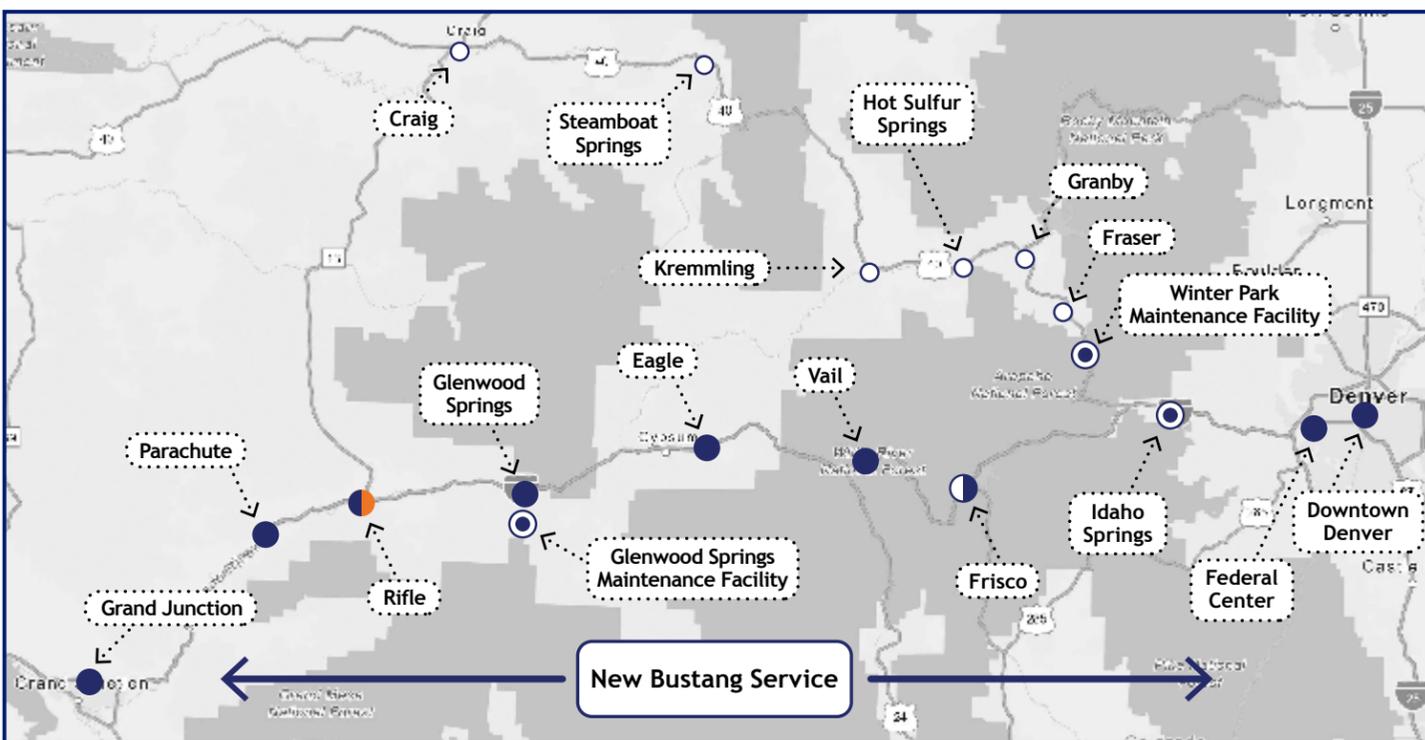
Our state population grew by 1.59 million over the last 20 years and is on track to grow another 1.69 million over the next 20 years. As the population increases, so too does the distance many Coloradans need to travel between home and work, resulting in more vehicle travel and increased maintenance costs. Today, Colorado ranks 37th in the nation for traffic congestion, approaching the status of states commonly associated with the worst delays in the nation. At the same time, there is growing recognition that Colorado cannot simply build its way out of congestion.

The solutions in this plan include a mixture of highway capacity improvements and transit expansion projects in urban areas. This includes projects that would improve intersections and expand highway capacity at strategic locations along with investments in new mobility hubs that increase access to transit and carpooling.

I-25 Mobility Hubs



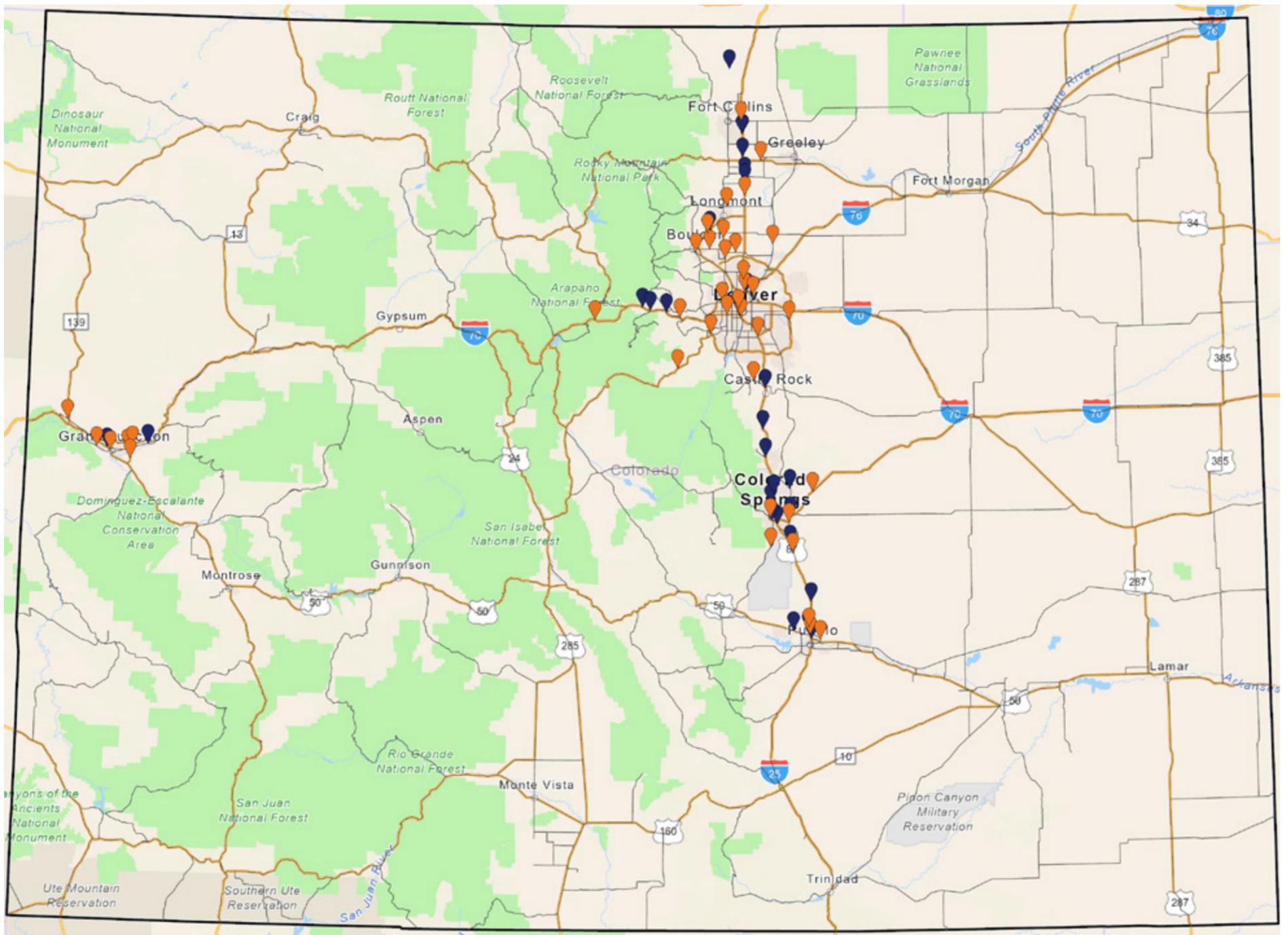
I-70 and US 40 Transit



I-25 Mobility Hubs/ I-70 and US 40 Transit Legend

- Existing
 - Funded by SB 267
 - Unfunded
-
- Existing, Funded
 - ◐ Existing, Expanded by SB 267
 - ◑ Proposed by SB 267
 - Bus Stop Improvement by SB 267
 - ◐ Existing with Unfunded Expansion
 - ◑ Proposed, Unfunded
 - Unfunded Bus Stop Improvement

RELIEVING TRAFFIC



 Project in Years 1-4  Project in Years 5-10

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Years 1–4 Highlights

Includes a mix of projects that help move vehicles while improving access to options beyond the single-occupant trip.

Colorado’s most congested highway segments will be widened and interchanges known for traffic backups and high crash rates will be reconstructed.

Includes new buses for Bustang (CDOT’s transit service), and new mobility “hubs” where commuters can catch the bus or connect with a carpool.

Years 5–10 Highlights

\$1.65 billion (53 percent) of the unfunded project list would be dedicated to providing needed congestion relief.

Continues the strategic investment in both road and transit infrastructure along the interstates while addressing roads like US 285 that are feeling the impact of overflow congestion from I-70.

IMPROVING RURAL ACCESS STATEWIDE

Rural Colorado might not have population density, but it does face significant transportation challenges.

Whether it is freight movements on the Eastern Plains or recreation tourism in the Rocky Mountains, Colorado's rural highways are in need of improvement. Throughout the outreach process, CDOT consistently heard about the importance of adding passing lanes to provide safe passage in mountainous terrain, particularly along corridors with high numbers of freight trucks. We also heard a lot about the need for more options for senior citizens and veterans to reach basic amenities and medical care.

To address these issues, the 10-Year Strategic Project Pipeline proposes an investment of roughly \$600 million in projects that would add passing lanes, improve intersections, expand CDOT's Bustang and Bustang Outrider services and provide more revenue to local transit operators.



66,000

The number of veterans who live in rural Colorado.



Roadways in Colorado's rural communities carried **309.7 million tons** of critical products and parcels valued at **\$150.3 billion** in 2019.

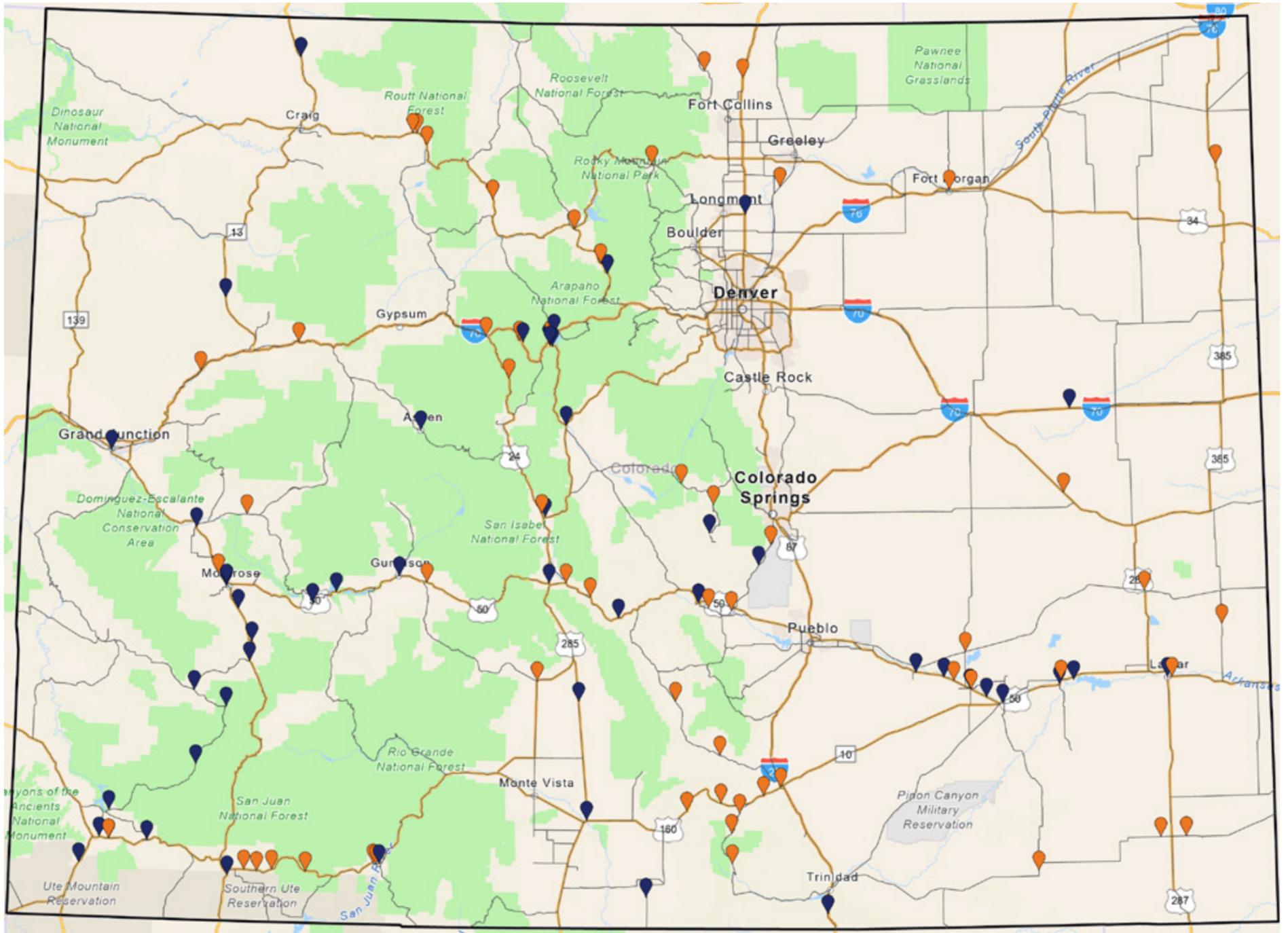


30 percent of all freight tonnage in the state and **19 percent** of freight by value traveled on Colorado's rural roadways in 2019.



By 2045, the number of those 65 and older will increase by 29 percent. That means the need for mobility services such as local transit, regional/statewide transit and Bustang will increase.

IMPROVING RURAL ACCESS STATEWIDE



 Project in Years 1-4  Project in Years 5-10

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Years 1–4 Highlights

Expands CDOT’s Outrider service to include communities of Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola and Fowler.

Improves Outrider connections in Durango, Mancos, Cortez, Dolores and Rico.

Adds new sections of passing lanes in high priority areas.

Completes reconstruction of CO 13 and CO 9.

Years 5–10 Highlights

\$619 million (20 percent) of the unfunded project list would be dedicated to providing mobility options to rural Coloradans, including seniors and veterans.

Dozens of new passing lanes and intersection improvements.

ADA and pedestrian improvements and construction of the Southern Mountain Loop Trail, between Walsenburg and Trinidad.

FIXING RURAL ROADS

Over the course of CDOT's outreach effort we heard from rural communities across Colorado about the need to improve the condition of rural roads, and about the importance of freight routes to take products from farm to market.

We also heard frustration that, because their roads carry less volume than urban areas, CDOT's pavement models rarely direct scarce resources toward lasting rural road repairs. Recent data indicates that those frustrations are valid. In August 2019, a report by the Reason Foundation showed that Colorado has slipped to 47th in the nation when it comes to the condition of our rural pavement.

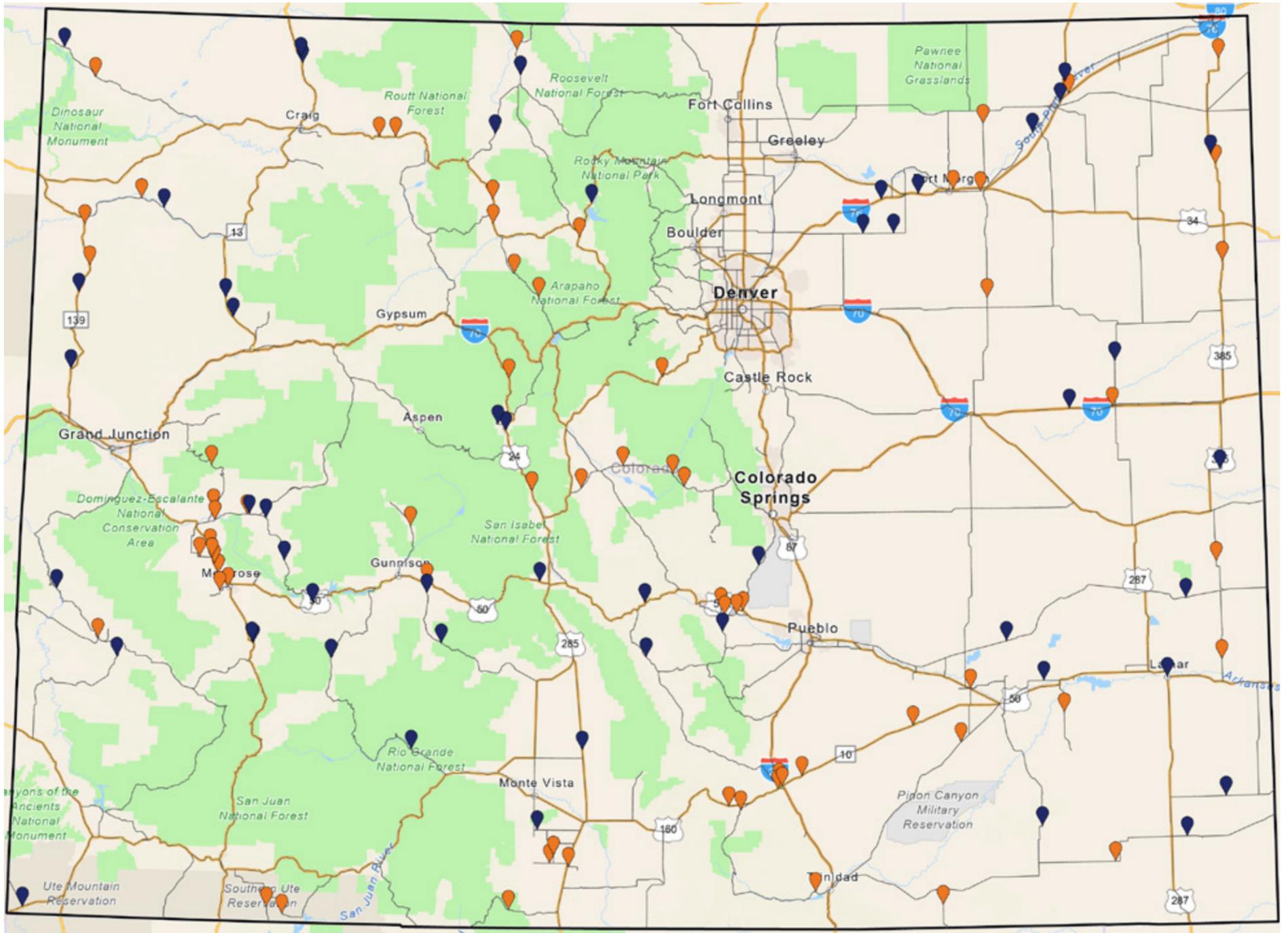


Poor pavement along a rural state highway

The first four years of this plan allocates 25 percent of all dollars (over \$300 million) to rural pavement condition – the largest single investment in CDOT's recent history. CDOT proposes maintaining this focus throughout the decade, with a total of \$1.3 billion going toward rural roads between 2020 and 2030. This would repair 1,300 miles of rural pavement across the state. Many of these roads haven't been repaved since the 1970s.

*Between 2020 and 2030, approximately **\$1.3 billion** will go toward rural roads.*

FIXING RURAL ROADS



 Project in Years 1-4  Project in Years 5-10

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Years 1–4 Highlights

\$337 million, the largest investment in Colorado’s rural road network in recent history, will result in 41 rural roads projects.

These investments will improve more than 500 miles of Colorado’s rural roads, some of which have not been comprehensively treated since the 1970s.

Years 5–10 Highlights

\$646 million (20 percent) of the unfunded project list would be dedicated to improving crumbling rural roads.

Includes a range of projects from repaving to full reconstruction.

Investments would touch every corner of the state.

IMPROVING THE CONDITION OF OUR ROADWAY SYSTEM

Colorado's infrastructure is as diverse as the state. Bridges span majestic canyons and rivers. Miles of pavement traverse our expansive plains and tunnels bore through the Rocky Mountains, connecting east to west. Hundreds of thousands of culverts, retaining walls, rockfall fences, traffic signals and cameras make the whole system work.

Even though the majority of CDOT's typical budget is devoted to maintaining these resources, the state has an extensive backlog of repair needs. Returning our system to a "state of good repair" would require an additional \$200-\$300 million per year.

Similar to a home, it is much less expensive to maintain a transportation system in good condition than one in a state of decline. CDOT's 10-year plan would devote approximately 50 percent of new funding received toward improving the condition of our roads, bridges and other assets. These investments would return hundreds of miles of pavement to good condition, extend the life of bridges around the state and bring culverts, guardrails and walls up to standard.

CDOT's 10-year plan would devote approximately 50 percent of new funding received toward improving the condition of our roads, bridges and other assets.

\$148 million*

Amount invested in other assets such as culverts, tunnels and traffic signs

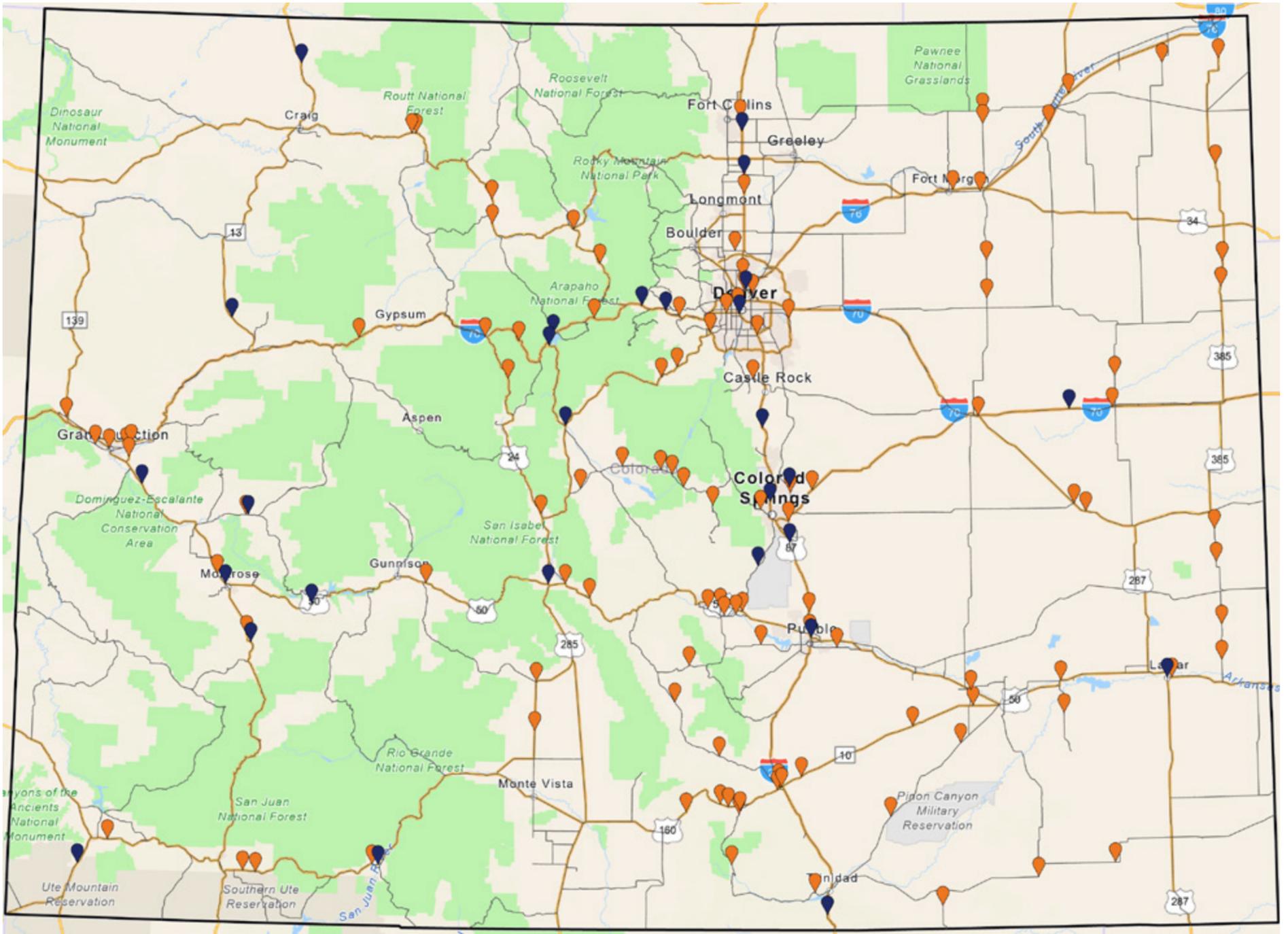
\$209 million*

Amount invested in critical bridge repairs statewide

*These figures are associated with projects in years 5-10.



IMPROVING THE CONDITION OF OUR ROADWAY SYSTEM



 Project in Years 1-4  Project in Years 5-10

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Years 1–4 Highlights

Investments help restore the department’s focus on fixing the basics.

Proposed projects are a direct response to public input stressing the need for improving the condition of our existing system.

More than half of available funding will fix roads in both urban and rural areas.

Years 5–10 Highlights

\$2.15 billion (70 percent) of the unfunded project list would be dedicated to preserving and improving roadway assets.

Addresses bridges, culverts, rockfall mitigation and guardrails around the state.

TRANSPARENCY AND ACCOUNTABILITY

Just as important as establishing a project pipeline is creating transparency and accountability structures that let the public see the progress on these projects and how dollars are being spent.

These measures include:

Increasing project transparency through public reporting on project management and project costs.

Residents deserve to know how the government is spending their tax dollars on projects. CDOT is rolling out new dashboards that show how each project is doing in terms of delivering on scope, schedule and budget. New reporting will also show the breakdown of project costs so the public can see where project dollars are going. These dashboards will go live in spring 2020, before the busy summer construction season begins.

Setting new spending targets to maximize dollars going to transportation improvements that people can see.

Projects require a range of expenses that include design and engineering, environmental review, right of way acquisition, and agency staffing – in addition to the dollars spent on construction contractors building the project. All of these elements are important for getting projects done, even though some are less visible to the public than others. In order to maximize dollars spent on putting shovels in the ground, CDOT has set new targets that limit design and engineering to 20 percent of project costs for larger projects, and 15 percent for smaller and simpler projects that require less intricate designs.

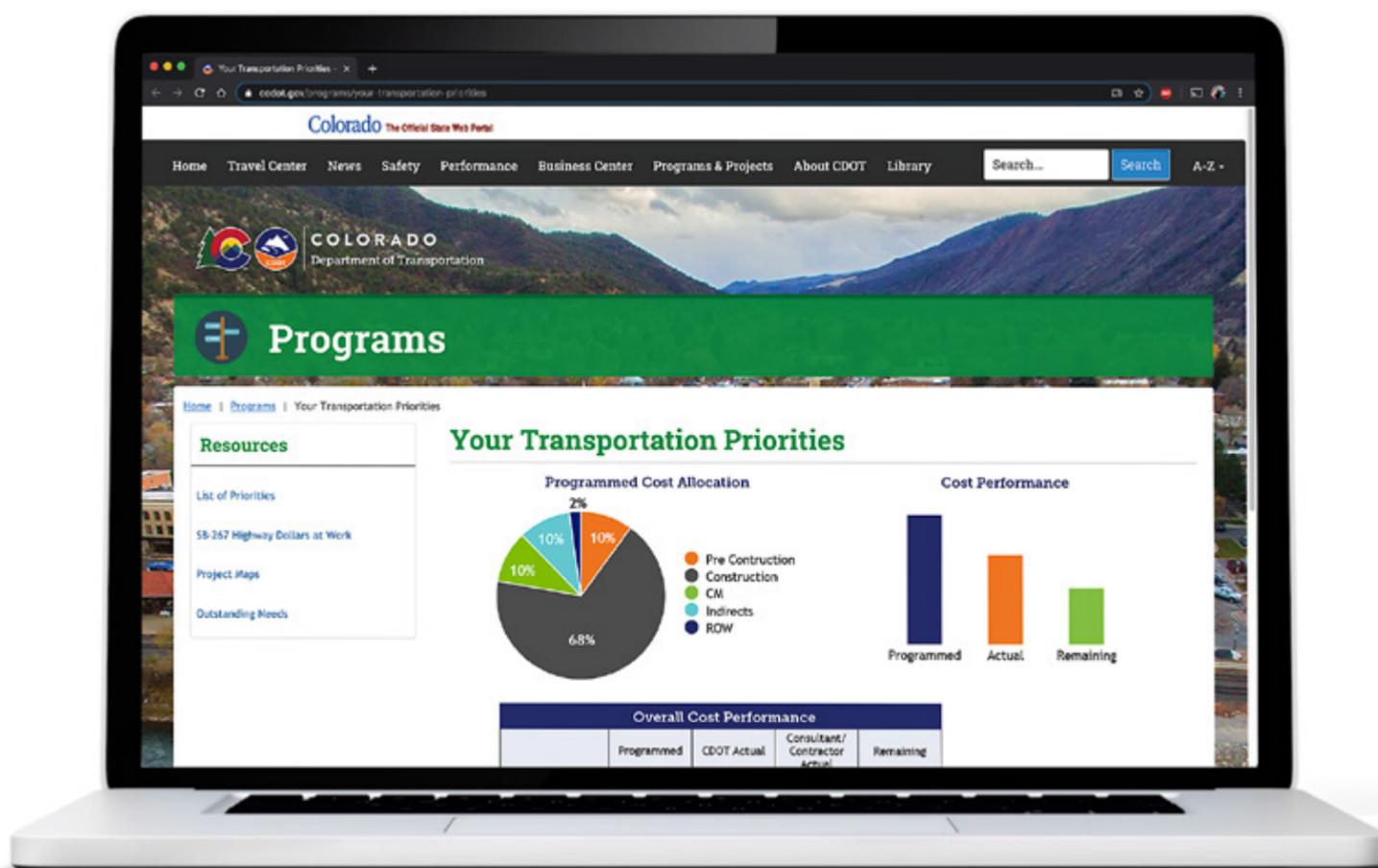


Clearly showing expenses that track multiple years.

Budgets for capital projects often span multiple years. Thus, a dollar “dedicated” to a project during one year may very well be spent during a later fiscal year – especially since CDOT’s fiscal year changes in the middle of construction season (starts July 1 and ends June 30 of the following year). CDOT’s new budget presentation makes it easier to track when dollars allocated during one year are carried over for actual drawdown during a subsequent year.

Spending every dollar – across the department – as wisely as possible by cutting discretionary costs within CDOT.

CDOT’s most recent budget reflects strong efforts to find efficiencies and focus on the highest priority and most critical functions. This effort included cutting administrative and travel costs and reprioritizing technology investments.



PROJECTS IN YEARS 1-4

Thanks to the funding provided by the Legislature through Senate Bill 262, SB 1 and SB 267, CDOT is able to implement a portion of the 10-Year Strategic Project Pipeline. The following tables list each of these funded projects, along with how each project addresses the concerns raised by Coloradans. Improving safety is a component of every project.

CENTRAL PROJECTS

	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 1						
I-25 - South Gap	\$252 M	✓	✓			✓
I-70 - WB Peak Period Shoulder Lane (PPSL)	\$45 M	✓	✓			✓
I-25 - South Gap Package 3	\$26 M	✓	✓			✓
I-270 - Widening between I-76 and I-70	\$200 M	✓	✓			✓
I-25 - Valley Highway - Phases 3 and 4	\$60 M	✓	✓			✓
I-70 - West - Floyd Hill	\$100 M	✓	✓			✓
I-70 - Peak Period Shoulder Lanes (PPSL) - Year Two SB 267 Commitment	\$35 M	✓	✓			✓
Urban Arterial Safety Improvements	\$25 M					
Transit – Region 1						
Denver Area Arterial Street Pre-Bus Rapid Transit (BRT) and BRT Elements	\$26 M		✓			
Castle Rock and/or Ridgeway Transit Station(s)	\$22.5 M		✓			
Denver Heavy Maintenance Facility	\$7 M		✓			
Burnham Yard	\$5 M		✓			
Idaho Springs Park-n-Ride	\$2 M		✓			
Bustang Fleet Purchases (Denver Regional Council of Governments)	\$5 M		✓			

NOTE: Safety is fundamental to every project, so while a specific category has been hidden from the table, safety always applies. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

SOUTHEAST PROJECTS

	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 2						
US 50 - Pueblo West Purcell Interchange	\$1.6 M		✓			
US 50 - Purcell Drive Interchange	\$37 M		✓			
SH 21 - Research Parkway Interchange	\$44 M		✓			✓
I-25 and SH 94 - Safety and Mobility Improvements	\$34 M	✓	✓			✓
US 287 - (A-Park Street South) - Lamar Downtown Concrete Paving	\$18 M				✓	✓
I-25 - Raton Pass Safety and Interchange Improvements	\$13 M	✓		✓		✓
SH 115 - Safety and Paving Improvements between Penrose and Colorado Springs	\$42 M			✓	✓	✓
US 285/SH 9 - Intersection Improvement with Bridge Widening	\$7 M			✓		✓
I-25 - Colorado Springs Ramp Metering - Phase 2	\$6 M	✓	✓			
I-25 - Paving and Mobility - Fillmore to Garden of the Gods	\$43 M	✓	✓			✓
I-25 - New Pueblo Freeway - Phase 2	\$60 M	✓	✓			✓
US 287 - Bridge Preventative Maintenance - Phases 1 and 2	\$5 M					✓
Bridge Repair on SH 109 over US 50 in La Junta	\$3 M					✓
Bridge Preventative Maintenance - SH 12, SH 194, and I-25	\$2.5 M					✓
Bridge Preventative Maintenance on I-25, SH 16, and US 24 in Colorado Springs (4 bridges)	\$5.5 M					✓
Transit – Region 2						
Bijou Street Storage and Maintenance Facility	\$3 M		✓			
Colorado Springs Transit Center	\$8 M		✓			
Woodmen Road Mobility Hub	\$6 M		✓			
Monument Park-n-Ride	\$500 K		✓			
Bustang Improvements at Tejon Park-n-Ride	\$80 K		✓			
North Pueblo Mobility Hub	\$3.5 M		✓			
Outrider Improvements at Pueblo West	\$80 K					
Consolidated Rail Infrastructure and Safety Improvements Grant Match - Pueblo Area Council of Governments	\$50 K					
Outrider Improvements at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, and Fowler	\$600 K			✓		
Cripple Creek Administration and Operations Facility	\$120 K			✓		
Fairplay Mobility Hub	\$4 M			✓		
Outrider Improvements at Canon City and Cotopaxi	\$160 K			✓		
South Central Storage and Maintenance Facility	\$2.6 M			✓		
Consolidated Rail Infrastructure and Safety Improvements Grant Match - South Central Council of Governments	\$300 K			✓		
Potential Bus Stop Improvements at Colorado City Corners, Walsenburg, and Aguilar	\$200 K			✓		

NOTE: “State Highway” is abbreviated as “SH” in the project lists.

PROJECTS IN YEARS 1-4



SOUTHEAST PROJECTS

	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Rural Paving – Region 2						
SH 116 - between US 287 and Kansas Border	\$13.8 M				✓	
SH 69 - between Westcliffe and Fremont County Line	\$6.5 M				✓	
US 50 - Texas Creek East	\$9 M				✓	
SH 96 - East of Ordway to Arlington	\$10 M				✓	
SH 109 - between US 160 and Otero County Line	\$15 M				✓	
US 160 - between Springfield and SH 100	\$6.56 M				✓	
SH 96 - near Eads to Sheridan Lake	\$11.58 M				✓	
SH 67 - between SH 96 and Florence	\$5.77 M				✓	
SH 194 - between US 50 and SH 109	\$5.77 M				✓	



NORTHWEST PROJECTS

	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 3						
SH 9 - between Iron Springs and Main Street (Frisco)	\$9.5 M			✓		✓
SH 13 - Rio Blanco	\$18.3 M			✓	✓	
SH 13 - Wyoming South	\$32.2 M			✓	✓	
US 50 - Windy Point/Blue Creek Canyon	\$18.5 M			✓	✓	✓
SH 9 - Iron Springs to Main Street	\$6 M			✓		
SH 13 - Fortification Creek	\$10.8 M				✓	✓
US 6 - between Fruita and Palisade	\$36 M		✓			
SH 13 - Rio Blanco/Garfield County Line South	\$16.5 M				✓	✓
US 550 - between Montrose and Ouray County Line	\$6 M			✓		
I-70 - Auxiliary Lane Frisco East to Silverthorne	\$24 M	✓		✓		✓
US 50 - between Grand Junction and Delta	\$15 M					✓
SH 92 - between Rogers Mesa and Hotchkiss	\$8 M				✓	✓
I-70 - East of 1st Street to 15th Street	\$16 M		✓			
I-70 - West - Vail Pass	\$13.5 M	✓		✓		
US 50/US 550 Intersection Improvements	\$3.5 M			✓		✓
US 50 - Blue Mesa Passing Lanes	\$6 M			✓		
Transit – Region 3						
Arterial Transit and Bike/Pedestrian Improvements on I-70 Business/US 6 Corridor	\$1.5 M			✓		
Outrider Improvements at Grand Junction	\$80 K			✓		
Winter Park Maintenance Facility	\$200 K			✓		
Outrider Improvements at Fraser, Granby, Kremmling, and Hot Sulphur Springs	\$300 K			✓		
Western Slope Storage and Maintenance Facility	\$2.7 M			✓		
Crested Butte Storage Facility	\$1.5 M			✓		
Outrider Improvements at Montrose, Delta, and Gunnison	\$250 K			✓		
Outrider Improvements at Placerville, Ridgway, and Telluride	\$250 K			✓		
Roaring Fork Transit Authority (RFTA)	\$1 M			✓		
Summit County Transit Operations Center	\$425 K			✓		
Frisco Transit Center - Phase 2	\$4.2 M			✓		
Rural Paving – Region 3						
SH 92 - Crawford East	\$7.8 M				✓	
SH 64 - Meeker West	\$8.8 M				✓	
US 34 - Grand Lake	\$11.5 M				✓	
SH 139 - Douglas Pass North	\$8.4 M				✓	
SH 149 - Lake City North	\$12.1 M				✓	
SH 300 - Leadville West	\$2.5 M				✓	
US 24 - Leadville South	\$5.8 M				✓	
SH 318 - Browns Park East	\$9.5 M				✓	
SH 114 - Siltville South	\$4.5 M				✓	
SH 125 - Walden North	\$1 M				✓	
SH 14 - Grizzly Ranch North	\$7 M				✓	
SH 139 - Dinosaur Diamond	\$2.2 M				✓	
SH 92 - between Hotchkiss and Crawford	\$3.5 M				✓	

PROJECTS IN YEARS 1-4



NORTHEAST PROJECTS

	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 4						
I-70 - Pavement Replacement	\$58.1 M	✓		✓	✓	✓
I-25 - Segments 5 and 6	\$115.2 M	✓	✓			✓
I-25 North - Segments 7 and 8 - Express Lanes on Permanent EIS Alignment (SH 402 to SH 14)	\$230 M	✓	✓			✓
I-25 North - Segments 5 and 6 - BUILD Grant Funding Commitment Express Lanes on Permanent EIS Alignment (SH 56 to SH 402)	\$50 M	✓	✓			✓
SH 119 - Safety/Mobility Improvements	\$30 M		✓			
Transit – Region 4						
Longmont/Firestone/Weld County Mobility Hub (interim configuration)	\$6 M			✓		
SH 119 - Bus Rapid Transit (BRT) Elements	\$10 M			✓		
Bus Stop Improvements at Lochbuie	\$80 K		✓			
Bustang and Outrider Fleet Purchases	\$2.5 M		✓			
Centerra-Loveland Mobility Hub	\$6 M		✓			
Berthoud Mobility Hub	\$5 M		✓			
Northern Colorado Maintenance Facility	\$3 M		✓			
Harmony Road Park-n-Ride Expansion	\$500 K		✓			
Bus Stop Improvements at Sterling	\$80 K			✓		
Bus Stop Improvements at Brush, Fort Morgan, and Hudson	\$240 K			✓		
Rural Paving – Region 4						
US 6 - between Merino and Atwood	\$6.13 M				✓	
SH 59 - between Seibert and Cope	\$17.12 M				✓	
US 138 - Sterling North	\$2 M				✓	
US 385 - Phillips/Yuma County Line South	\$7.1 M				✓	
SH 52 - Prospect Valley - Phase 1	\$4.15 M				✓	
I-76 - SH 144 West	\$8.24 M				✓	
I-76 - US 34 East	\$11.47 M				✓	
US 385 - North of Cheyenne Wells	\$14.83 M				✓	
SH 52 - Prospect Valley - Phase 2	\$5.11 M				✓	
I-76 - East of Sterling	\$8.24 M				✓	

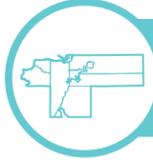


SOUTHWEST PROJECTS

	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 5						
US 160/550 Connection	\$60.7 M			✓		
US 160 - Towaoc Passing Lanes	\$9 M			✓		✓
US 50/US 285 - Intersection Reconstruction	\$5.4 M			✓		✓
US 550 - Pa-co-chu-puk South (Ridgway State Park)	\$1.7 M			✓	✓	✓
US 160 - McCabe Creek	\$5 M			✓		✓
US 550/160 Connection (Interchange Completion)	\$7.9 M			✓		✓
Transit – Region 5						
Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	\$400 K			✓		
Poncha Springs Welcome Center	\$502.4 K			✓		
Outrider Improvements at 3 Locations - between Alamosa and Buena Vista	\$250 K			✓		
Rural Paving – Region 5						
SH 141 - Slickrock and SH 145 - Redvale	\$16 M				✓	
SH 17 - North of Mosca to US 285 Junction	\$12 M				✓	
SH 149 - North of Creede	\$16 M				✓	
SH 114 - US 50 East	\$12 M				✓	
SH 141 - North of Naturita	\$12 M				✓	
US 50 - North of US 285 Junction	\$3.5 M				✓	
US 550 - Billy Creek (North of Ridgway)	\$6.5 M				✓	
SH 370 - between SH 15 and US 285	\$2 M				✓	
US 160 - between New Mexico border and Aztec Creek	\$4 M				✓	

PROJECTS IN YEARS 5–10

The following tables list proposed projects identified through the planning process, along with how each project addresses the concerns raised by Coloradans. Improving safety is a component of every project. These projects are currently unfunded.



CENTRAL PROJECTS

	Project ID	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 1							
I-25 Interchange Reconstruction at Speer Boulevard and 23rd Avenue	2575	\$25 M	✓	✓			✓
I-25 Valley Highway Phases 3 and 4 (Burnham Yard)	2576	\$200 M	✓	✓			
I-25 North between 84th Avenue and 104th Avenue, Early Action Items	2584	\$70 M	✓	✓			✓
I-25 and SH 7 Interchange Mobility Hub	2694	\$5 M	✓	✓			✓
I-25 at Belleview Avenue Interchange, Phase 1	2588	\$22 M	✓	✓			✓
I-70 Westbound at Floyd Hill	2577	\$100 M	✓	✓			✓
I-70 and Kipling Street Interchange Right-of-Way	2580	\$30 M	✓	✓			
I-70 Climbing Lane from Bakerville to the Eisenhower Tunnel	2582	\$25 M	✓	✓			✓
Eisenhower-Johnson Memorial Tunnels Maintenance	2583	\$50 M	✓				
I-70 Escape Ramp Improvements	2593	\$5 M	✓				
Vasquez Boulevard Improvements	2585	\$10 M		✓			✓
US 6 and Wadsworth Boulevard Interchange	2578	\$70 M		✓			✓
US 85 Corridor Improvements between Sedalia and The Meadows in Castle Rock	2587	\$37 M		✓			✓
US 285 Corridor Improvements near Pine Junction	2581	\$60 M		✓			✓
SH 7 Priority Intersection Improvements	2586	\$15 M		✓			✓
C-470: US 285 to Morrison Road Interchange Reconstruction and Widening	2579	\$56 M		✓			✓
SH 30 Improvements between Quincy Road and Airport Road	2589	\$25 M		✓			✓
Vision Zero Priority Improvements	2691	\$10 M					
Regionwide Bottleneck Reduction	2590	\$25 M		✓			✓
Regionwide Signal Cabinet Upgrades	2591	\$5 M					✓
Regionwide Signal Upgrades	2592	\$12 M					✓
Noise Wall Maintenance	2594	\$10 M	✓				✓
Regionwide Trail Grade Separations and Crossings Improvements	2595	\$10 M					✓
Regionwide Bridge Rehabilitation and Maintenance	2697	\$45 M					✓
Transit – Region 1							
I-25 North between 84th Avenue and 104th Avenue, Early Action Items	2642	\$40 M	✓	✓			✓
I-25 and SH 7 Interchange Mobility Hub	2694	\$5 M	✓	✓			✓
SH 7 Priority Intersection Improvements	2641	\$5 M		✓			✓
Regionwide Arterial Transit Improvements	2638	\$70 M		✓			
I-25 DTC Mobility Hub	2639	\$10 M	✓	✓			
I-70 Morrison Mobility Hub	2640	\$20 M		✓			✓

NOTE: Safety is fundamental to every project, so while a specific category has been hidden from the table, safety always applies. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.



SOUTHEAST PROJECTS

	Project ID	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 2							
US 24 Shoulder Widening	1642	\$10 M					✓
US 50 Passing Lanes East of Salida	1009	\$8.5 M			✓		✓
SH 67 Passing Lanes	1010	\$10.5 M			✓		✓
SH 69 Shoulder and Safety Improvements	2567	\$10 M			✓		✓
SH 96 Shoulder Widening	1665	\$10.5 M					✓
SH 115 Shoulders and Safety Improvements	1080	\$10.5 M			✓		✓
I-25C and US 160 Intersection Improvements	1502	\$4 M	✓		✓		✓
US 160 Freight and Safety Improvements	1508	\$18 M			✓		✓
US 350 Shoulder Widening and Safety Improvements	1511	\$5.5 M					✓
Southern Mountain Loop Trail	1039	\$10 M			✓		✓
SH 12 ADA Ramps and Sidewalk Improvements in La Veta and Trinidad	1493	\$1 M			✓		✓
SH 69 Safety Improvements	1037	\$6.2 M			✓		✓
US 50 Passing Lanes between Fowler and Kansas State Line	1614	\$15 M			✓		✓
Realign US 50 as a Part of US 287 Reliever Route Project	1617	\$34.2 M			✓		✓
US 160 Curve Alignment	1628	\$1 M					✓

NOTE: “State Highway” is abbreviated as “SH” in the project lists.

PROJECTS IN YEARS 5–10

	Project ID	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Passing Lanes on US 385	1631	\$5 M			✓		✓
SH 10 Shoulder Widening	1626	\$10 M					✓
SH 71 Passing Lanes	1633	\$4 M			✓		✓
SH 96 and SH 71 Intersection Improvements	1625	\$800 K			✓		
US 24 East Widening	2548	\$46 M		✓			✓
US 24 West over Ridge Road (Overpass)	2549	\$16 M					✓
SH 21 and Airport Road DDI Interchange Construction	2547	\$45 M		✓			✓
I-25 HOV Lanes in Colorado Springs	2702	\$55 M	✓	✓			
High-Capacity Corridor Improvements in El Paso County	2552	\$850 K		✓			
BNSF Corridor Purchase for Multimodal Facilities	2553	\$1.1 M		✓			
I-25 Improvements between 13th Street and US 50	2560	\$28 M	✓	✓			✓
I-25 Exit 108 (Purcell Boulevard) Replace Single Box Culvert Crossing Under I-25	2562	\$11 M	✓				✓
I-25 at Exit 104 - Dillon Drive Improvements	2565	\$3 M	✓	✓			
Business US 50 Drainage Improvements at 36th Lane	2563	\$5.5 M					✓
SH 45 North Extension Study	2564	\$1 M		✓			
SH 47 Four-Lane Extension to US 50	2561	\$8 M		✓			
SH 96 West of Pueblo	2559	\$11.5 M					✓
Transit – Region 2							
Transfer Facilities for Regional Transit Services (Cripple Creek, Cañon City, Woodland Park)	1004	\$390 K			✓		
New Regional Fixed-Route Transit Service in Teller County	1068	\$600 K			✓		
Expanded Golden Shuttle Fixed-Route Service in Fremont County	1070	\$1.33 M			✓		
Expanded Local Fixed-Route Service between Florence-Penrose-Cañon City	1071	\$760 K			✓		
Cripple Creek Administration and Operations Facility	1075	\$2.05 M			✓		
Westcliffe Vehicle Housing	1079	\$460 K			✓		
Mobility Management and Expansion of Upper Arkansas Area Council of Governments (UAACOG)	1635	\$100 K			✓		
New Interregional Transit Service between Cañon City-Florence-Colorado Springs	1081	\$840 K		✓	✓		
Kim Transit Garage	1044	\$500 K			✓		
Expanded Regional Transit Service for Branson, Kim, and Baca County	1045	\$600 K			✓		
Expanded Regional Transit Service between Walsenburg-La Veta-Gardener-Cuchara	1038	\$1.4 M			✓		
Expanded Regional Transit Service between Trinidad and SH 12 Communities	1267	\$2 M			✓		
La Junta Multimodal Transit Center	1285	\$4 M			✓		
La Junta to Fowler Fixed-Route Service	1287	\$600 K			✓		
City of La Junta Bus Barn Rehabilitation	1288	\$200 K			✓		
Expand Deviated Fixed-Route Services in La Junta	1289	\$400 K			✓		
Prowers Area Transit Bus Barn Expansion	2487	\$150 K			✓		
Baca County Bus Facility	1048	\$400 K			✓		
Kiowa County Bus Storage Facility	1281	\$200 K			✓		
Expand Crowley County Transit Service in Crowley County and Sugar City	1294	\$400 K			✓		
Expanded Regional Transit Service in Kiowa County	1047	\$400 K			✓		
US 50+B83:B98 between Penrose and the Fremont/Pueblo County Line	1049	\$500 K			✓		
Bustang Mobility Hub in Fountain	2703	\$8.2 M		✓			
Mountain Metropolitan Transit Fixed-Route Service Expansion (Stage 1)	2556	\$7.8 M		✓			
Pueblo Transit Fixed-Route Bus/Vehicle Replacements	2566	\$7.24 M		✓			
Rural Paving – Region 2							
US 50 between Penrose and the Fremont/Pueblo County Line	2607	\$9.14 M				✓	✓
SH 115 between Canon City and US 50	2608	\$8.01 M				✓	✓
US 285 South of Bailey to Park/Jefferson County Line	2609	\$6.85 M				✓	✓
US 24 between Trout Creek Pass and Hartsel	2610	\$7.14 M				✓	✓
US 24 Hartsel to east of Wilkerson Pass	2611	\$9.83 M				✓	✓
US 24 East of Wilkerson Pass to Lake George	2612	\$3.29 M				✓	✓
US 24 between Lake George and Divide	2613	\$5.13 M				✓	✓
SH 67 between Florence and US 50	2614	\$2 M				✓	✓
SH 120 East of Florence to US 50	2615	\$2.9 M				✓	✓
I-25 Business Route through Walsenburg	2616	\$2.83 M	✓			✓	✓
US 160 Walsenburg West	2617	\$1.92 M				✓	✓
SH 10 Walsenburg East	2618	\$7.85 M				✓	✓
SH 12 Junction US 160 South	2619	\$2.81 M				✓	✓
SH 12 East of Valdez to Trinidad	2620	\$6.26 M				✓	✓
US 160 between North La Veta Pass and Junction SH 12	2621	\$3.54 M				✓	✓
US 160 between I-25 Business Rout (Walsenburg) and I-25	2622	\$640 K				✓	✓
SH 389 between CO/NM State Line and Junction US 160	2623	\$5.28 M				✓	✓
SH 10 Otero/Pueblo County Line East	2624	\$1.56 M				✓	✓
SH 101 between Las Animas and Toonerville	2625	\$9.83 M				✓	✓
SH 160 between Pritchett and Kim	2626	\$11.72 M				✓	✓
SH 350 between La Junta and Delhi	2627	\$7.55 M				✓	✓
US 385 North of Sheridan Lake to Kiowa/Cheyenne County Line	2628	\$4.96 M				✓	✓
US 385 between Granada and Junction SH 96	2629	\$13.19 M				✓	✓

PROJECTS IN YEARS 5–10



NORTHWEST PROJECTS

	Project ID	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 3							
US 50 Asset Management North of Montrose	1462	\$15 M			✓	✓	✓
US 50 Safety East of Gunnison	1469	\$15 M			✓	✓	✓
SH 92 Safety Improvements West of Hotchkiss	1107	\$25 M			✓	✓	✓
Shoulder Improvements in the Gunnison Valley Transportation Planning Region	1484	\$13.6 M					✓
I-70 Glenwood Canyon Critical Asset Repair	1151	\$11 M	✓				✓
I-70 and SH 9 (Exit 203) Interchange Improvements	1157	\$30 M	✓		✓		
I-70 West Vail Pass Auxiliary Lanes	1161	\$50 M	✓		✓		✓
I-70 Interchange Improvements in Garfield County	1171	\$15 M	✓		✓		
US 24 Safety Improvements between Minturn and Leadville	1203	\$9.6 M			✓	✓	✓
US 40 Capacity Improvements	1259	\$20 M			✓		✓
US 40 Shoulder Improvements West of Kremmling	1258	\$21 M				✓	✓
US 34 and US 40	1697	\$5 M			✓		✓
US 40 Passing Lanes West of Kremmling	1710	\$8.7 M			✓	✓	✓
US 40 Passing Lanes between Craig and Steamboat Springs	1712	\$8 M			✓		✓
US 40 and Downhill Drive Intersection Improvements	1729	\$6.5 M			✓		✓
I-70 West: Dowd Canyon Safety and Capacity Improvements	1952	\$14 M	✓		✓		✓
I-70 Business (Pitkin Avenue) Corridor Improvements between First Street and 15th Street	2568	\$18 M	✓	✓			✓
I-70 Business Corridor Improvements between 32 Road and I-70 in Grand Junction	2569	\$5 M	✓	✓			✓
I-70 Business Corridor Improvements between Main Street and 32 Road	2570	\$14 M	✓	✓			✓
US 6 Corridor Improvements in Mesa County	2571	\$13 M		✓			✓
SH 141 (32 Road) Safety and Capacity Improvements	2573	\$15 M		✓			✓
SH 340 Safety Improvements	2572	\$9 M		✓			✓
Shoulder Improvements in Mesa County	2574	\$1.5 M				✓	
Transit – Region 3							
Regional Transit Service between Montrose and Telluride	1028	\$1.2 M			✓		
New Regional Transit Service between Montrose and Delta	1098	\$200 K			✓		
New Interregional Transit Service between Montrose and Grand Junction	1101	\$200 K			✓		
New Demand Response Human Services Transportation in Hinsdale County	1127	\$150 K			✓		
Vail Intermodal Site	1903	\$15 M			✓		
Snowmass Transit Center	1231	\$4 M			✓		
New Essential Bus Service between Grand Junction and Craig and between Craig and Frisco (Proposed Bustang Outrider Service)	1032 & 2125	\$400 K			✓		
Steamboat Springs Transit Fleet Expansion	1245	\$2.4 M			✓		
Redesign and Construct the Steamboat Springs Transportation Center (Phase 1)	1246	\$2.3 M			✓		
Steamboat Springs Bus Rapid Transit Planning Study	1254	\$250 K			✓		
Grand Valley Transit Bus Replacement	2666	\$2 M		✓			
Grand Valley Transit System Enhancements	2667	\$1.25 M		✓			
Grand Valley Transit Maintenance Facility	2668	\$1.5 M		✓			
Grand Valley Transit Compressed Natural Gas Storage and Production Facility	2669	\$540 K		✓			
Rural Paving – Region 3							
US 50 south of Delta	2654	\$5.17 M				✓	
US 50 south of Olathe	2657	\$4.07 M				✓	
US 50 Olathe Business Loop	2663	\$1.12 M				✓	
SH 65 Between SH 92 and Orchard City	2645	\$5.67 M				✓	
SH 65 Grand Mesa	2651	\$6.63 M				✓	
SH 90 west of Montrose	2661	\$3.64 M				✓	
SH 90 west of Montrose	2662	\$780 K				✓	
SH 92 between SH 65 and Austin	2658	\$2.41 M				✓	
SH 135 south of Crested Butte	2648	\$6.82 M				✓	
SH 348 between Olathe and US 50	2664	\$800 K				✓	
SH 348 west of Olathe	2665	\$1.77 M				✓	
SH 9 south of Green Mountain Reservoir	2644	\$7.65 M				✓	
SH 9 Green Mountain Reservoir (Phase 1)	2647	\$7.18 M				✓	
SH 9 Green Mountain Reservoir (Phase 2)	2650	\$5.75 M				✓	
US 40 east of Hayden (Phase 1)	2643	\$5.72 M				✓	
US 40 east of Hayden (Phase 2)	2646	\$4.86 M				✓	
US 40 west of Tabernash	2653	\$7.15 M				✓	
SH 64 east of Rangely	2659	\$4.5 M				✓	
SH 125 north of Walden	2656	\$5.55 M				✓	
SH 139 between the Garfield/Rio Blanco County Line and Douglas Creek	2652	\$6.78 M				✓	
SH 139 between Douglas Creek and Rangely	2655	\$7.10 M				✓	
SH 125 south of Cowdrey to SH 127	2660	\$6.42 M				✓	
SH 318 between the Colorado/Utah State Line and Sunbeam	2649	\$6.74 M				✓	

PROJECTS IN YEARS 5–10



NORTHEAST PROJECTS

	Project ID	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 4							
I-70 Arriba Rest Area	1572	\$2 M	✓				
I-70 Bridges near Limon	2670	\$4.28 M	✓				✓
Resurfacing select segments of I-70 between Seibert and Stratton	2684	\$28.72 M	✓			✓	✓
I-76 Corridor Improvements and Preservation	1022	\$26.48 M	✓				
I-76 east of Sterling (Part 2 Slabs and Diamond Grind)	2683	\$8.25 M	✓			✓	✓
I-76 Atwood	2671	\$270 K	✓				✓
US 40/US 287 Passing Lanes	1017	\$2 M			✓		
US 40 Wild Horse	2672	\$820 K					✓
287/40/94	2673	\$1.68 M					✓
US 385 Burlington	2678	\$170 K					✓
US 385 Idalia North	2679	\$10 K					✓
SH 59 Bridges	2675	\$1.29 M					✓
SH 59 Siebert to Cope	2677	\$1.18 M					✓
SH 71 Limon Structures	2680	\$620 K					✓
SH 86 Corridor Improvements	2413	\$2 M			✓		
CO 59 Sandy Creek Bridge	2674	\$5.42 M					✓
Six Mile Creek	2676	\$380 K					✓
I-76 Reconstruction from Fort Morgan to Brush	1430	\$45 M	✓			✓	✓
US 85 Frontage Road Improvements	1443	\$10 M			✓		
US 287 Passing Lanes and Safety Improvements	1456	\$20 M			✓		
SH 71 Stoneham	2682	\$140 K					✓
SH 71 Big Beaver Creek	2681	\$4.78 M					✓
North I-25 Express Lanes from SH 56 to SH 66	2603	\$196.4 M	✓	✓			✓
US 36/28th Street and SH 93/Broadway Intersection Improvements	2597	\$10.12 M		✓			
US 85 Corridor Improvements, Brighton to Fort Lupton	2600	\$6.1 M		✓			
US 287 Corridor Improvements: US 36 to SH 66	2602	\$25 M		✓			
SH 7 Corridor Improvements	2596	\$9 M		✓			
SH 42 Safety and Intersection Improvements	2598	\$14 M		✓			
SH 66 Corridor Improvements	2599	\$10 M		✓			
SH 119 Bus Rapid Transit (BRT) and Managed Lanes	2601	\$20 M		✓			
I-25 and SH 14 Interchange Improvements	2604	\$30.5 M	✓	✓			✓
US 85 and US 34 Interchange	2695	\$33 M		✓			✓
Transit – Region 4							
New Essential Bus Service between Limon and Denver	1016	\$1.08 M	✓		✓		
Essential Bus Service between Burlington and Denver	1094	\$2.42 M	✓		✓		
North I-25 Transit Service	1802	\$1.55 M	✓		✓		
New Local Fixed-Route Transit Service in Fort Morgan	1426	\$1.55 M			✓		
Estes Park Transit Electric Trolley Bus Barn	2525	\$320 K			✓		
Estes Park Transit Electric Trolley Charging Station	2526	\$10 K			✓		
Estes Park Transit Stop Improvements	2527	\$150 K			✓		
Public Restrooms at the Transit Hub and Events Complex Park-n-Ride in Estes Park	2529	\$400 K			✓		
Parking Lot Reconfiguration at the Visitor Center and Transit Transfer Center in Estes Park	2530	\$1.04 M			✓		
SH 7 Corridor Improvements	2596	\$6.3 M		✓			
US 36/28th Street and SH 93/Broadway Intersection Improvements	2597	\$5 M		✓			
US 287 Corridor Improvements: US 36 to SH 66	2602	\$5 M		✓			
SH 119 Bus Rapid Transit (BRT) and Managed Lanes	2601	\$4.88 M		✓			
Mobility Hubs in CDOT Region 4	2606	\$6 M		✓			
Bustang Service in Region 4	2690	\$5.4 M	✓	✓			
Transit Service between Loveland and Greeley	2605	\$13.2 M		✓			
Rural Paving – Region 4							
US 385 Corridor Study Improvements	2416	\$35.28 M			✓	✓	✓
US 385 between Sand Creek and County Road 29	2685	\$14.69 M				✓	✓
US 385 south of Cheyenne Wells	2686	\$12.32 M				✓	✓
US 385 south of Julesburg	2687	\$11.55 M				✓	✓
SH 59 Safety Improvements	2498	\$29.26 M				✓	✓
SH 71 Corridor Improvements	1023	\$27.38 M				✓	✓
SH 71 south of SH 14	2688	\$24.13 M				✓	✓
SH 71 north of Brush	2689	\$3.48 M				✓	✓

PROJECTS IN YEARS 5–10



SOUTHWEST PROJECTS

	Project ID	Project Cost	Improving Interstates	Relieving Traffic	Improving Rural Access	Fixing Rural Roads	Improving Roadway System Condition
Highway – Region 5							
US 550 Shoulder Improvements, Deer Fencing, and Animal Underpass	1133	\$30.57 M					✓
Multimodal Improvements on SH 145	1482	\$5 M			✓		✓
US 24 Intersection Improvements in Buena Vista	2039	\$8 M			✓		✓
Intersection and Pedestrian Improvements at SH 291 and US 50	2070	\$2.5 M			✓		✓
US 50 Corridor Improvements in Poncha Springs	2456	\$2 M			✓		
US 160 Multimodal Improvements in Alamosa	2038	\$8.8 M			✓		✓
Intersection Improvements at US 160 and Pike Avenue	2061	\$3 M			✓		
US 285 Safety and Mobility Improvements between Center and Saguache	1051	\$33.68 M					✓
US 285 Improvements in Saguache	2069	\$750 K			✓		✓
SH 112 Pedestrian Crossing in Center	2050	\$750 K			✓		
US 160 Intelligent Transportation Systems (ITS) Infrastructure	1303	\$3.56 M			✓		
US 160 Elmore’s Corner East	1334	\$34.53 M			✓		✓
Pagosa Springs’ Main Street Reconstruction and Multimodal Improvements	1339	\$13.67 M			✓		✓
Intersection Improvements at US 160 and CR 30.1 (Phil’s World)	2087	\$1.5 M			✓		✓
Wildlife Mitigation on US 160 between Cortez and Durango (near CR 30.1)	2089	\$2.88 M			✓		
US 160 and CR 225 Intersection Improvements	2091	\$5 M			✓		✓
US 160 and Piedra Road Intersection Improvements	2092	\$300 K			✓		
CDOT’s Region 5 Shoulder Study	1490, 2072, 2123	\$18.72 M			✓		
US 160 Trinchera Ranch Safety and Wildlife Mitigation	1315	\$15.95 M			✓		✓
Transit – Region 5							
Regional Transit Service between Montrose and Telluride	1028	\$2.12 M			✓		
Alamosa Transit Center	1309	\$2.8 M			✓		
One-Stop Shop for Transportation for the San Luis Valley	2531	\$1 M			✓		
Northeast San Luis Valley Transit Service	2532	\$560 K			✓		
Pagosa Springs Transportation Center	1326	\$1.35 M			✓		
Bustang Outrider Service between Pagosa Springs and Durango	2532	\$2.69 M			✓		
Rural Paving – Region 5							
SH 141 between Naturita and Nucla	2633	\$10.38 M				✓	
US 24 between Buena Vista and Granite	2631	\$10.38 M				✓	
SH 15 west of La Jara	2636	\$6 M				✓	
SH 17 west of Antonito	2634	\$10.38 M				✓	
SH 136 east of La Jara	2630	\$2 M				✓	
SH 371 between SH 15 and SH 368	2637	\$2.38 M				✓	
SH 151 between Ignacio and Arboles	2635	\$10.38 M				✓	
SH 172 between New Mexico to Ignacio	2632	\$10.38 M				✓	

Your Transportation Priorities is an evolving list of proposed projects to address the needs and concerns of Coloradans across the state. This list will be updated on an ongoing basis.

Please visit YTP.codot.gov for the most up-to-date information.

