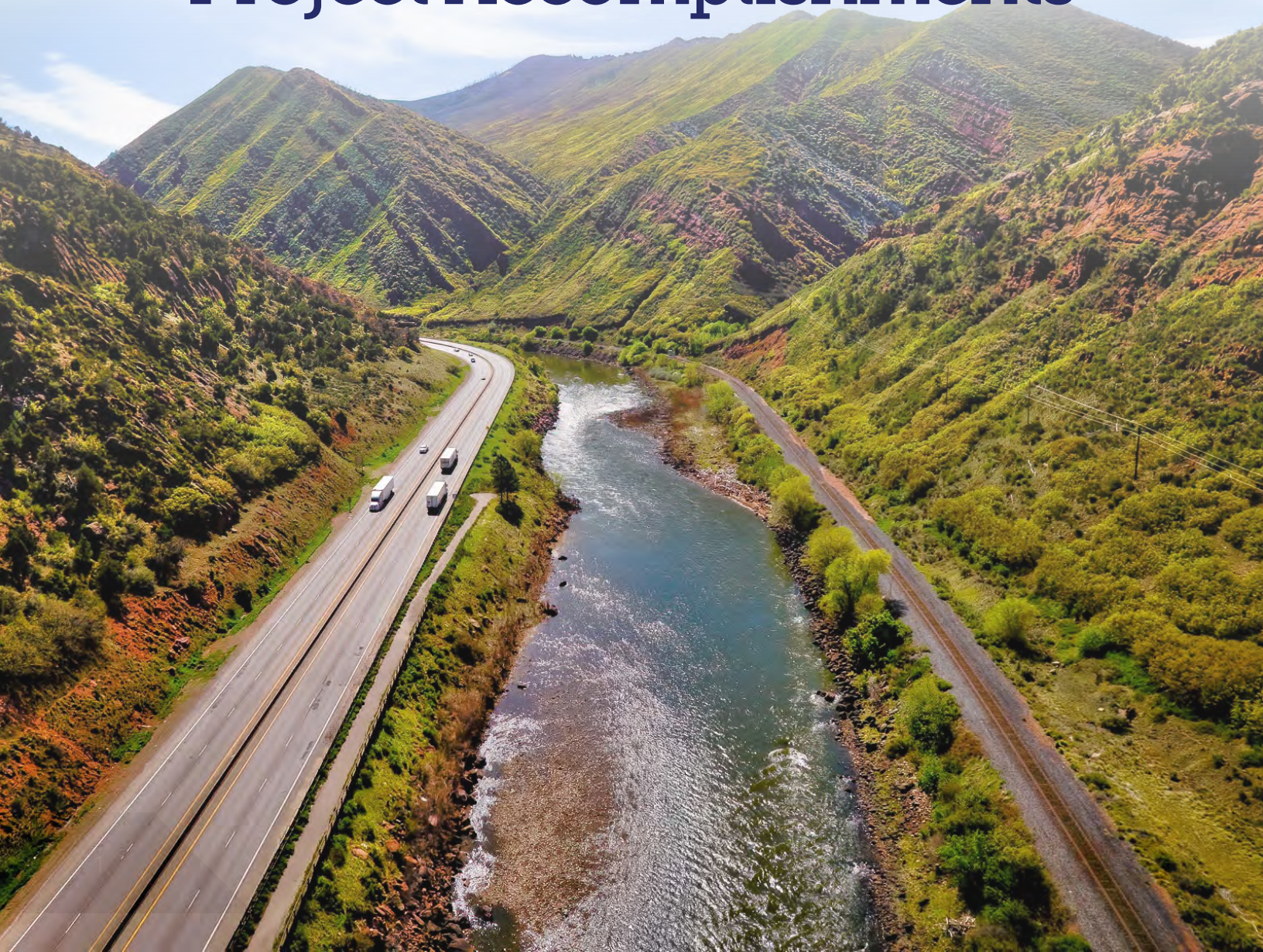




COLORADO
Department of Transportation

2025

Project Accomplishments



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From The Executive Director

2025 saw the Colorado Department of Transportation continue to construct infrastructure improvements at record levels, carrying forward sustained investments across the state that are making progress on improving safety, road conditions, and travel reliability for Coloradans and visitors. This annual report shows a snapshot of our progress. In 2025, CDOT completed 99 projects, fixed 555 miles of rural roads, awarded 91 projects and paid out over \$961 million to contractors in 2025, playing a significant role in helping to support Colorado's economy and workforce. This continues a pattern of increasing payments to contractors over a five year period. CDOT has now sustained this record level of investment in the years since the passage of SB21-260 in the Colorado legislature and the Infrastructure Investment and Jobs Act at the federal level. As CDOT finalizes its next 10 Year Plan of future capital construction projects, the steady work to complete the last plan shows a multi-year record of accomplishment that is making a difference in communities throughout Colorado.

Safety, as always, is our highest priority, as exemplified by CDOT's capital improvements across the state. Projects such as adding passing lanes on US 40, addressing natural hazards like rockfall on mountain roads like US550, improving asphalt and concrete pavement quality on roads ranging from Berthoud Pass to I-76 to I-25 through central Denver to US 85 in Adams County, to improving intersections like US 50 and Baxter Road near Pueblo show the range of improvements that we are making across the state to address safety needs across the system. These infrastructure improvements also need concerted efforts to improve driver behavior and human factors to make our roads safer. These efforts range from communicating with drivers through technology like variable speed limits, to implementing important recent legislation like Colorado's Move Over Law and Hands Free Law.

CDOT has completed 112 projects from the 10-Year Plan to date, with an additional 28 projects currently under construction. 100% of the projects in the first four years of the plan are complete or under construction, and over half of the current 10-Year Plan is now complete or in progress. With the planning process for the next 10 years underway, Coloradans can expect CDOT to continue building and enhancing the connections we need to keep our state thriving. Consistent with important legislation that codified processes for transparency, the public can view progress on our 10-Year Plan through our real-time dashboard and quarterly reports, compliant with SB23-268. These reports will report on progress on delivery of 10-Year Plan projects, estimated construction start and end dates, and funding information.

And as CDOT begins the final construction season under the leadership of the Polis Administration, we can see the cumulative impact of sustained focus on priorities and investments, and why we must continue to remain focused on their continued progress. For example, when CDOT first developed its Ten Year Plan in 2019, the rural roads resurfacing program was a singular focus, with the plan putting forward the largest investment in rural roads in modern Colorado history. While this work is far from done, each year since then has seen roughly 500 miles - or more - of rural roads improved each year across the CDOT program. The total volume of rural roads improved each year is about 50% higher than it would have been without the 10 Year Plan, and those projects have enabled CDOT to tackle larger structural challenges, such as adding passing lanes and shoulders, than the simpler projects like overlays that tend to exist in the Department's base asset management program. In the years since this report has measured progress, CDOT has fixed over 2,500 miles of rural roads through these steady improvements, with the 550 miles this past year being no exception. CDOT and local partners have urged the Transportation Commission to continue and build upon this critically important program in the updated Ten Year Plan.

From The Executive Director

Additionally, CDOT's largest capital projects in the Ten Year Plan have made important progress through this past year. For Example, on I-25, construction of express lanes from CO 56 to CO 66 is well underway, building on the recently completed 20 miles of improvements from Berthoud to Fort Collins over the past six years. On I-70 at Floyd Hill, significant progress over the past year has included substantial completion of the eastern three miles of I-70 between County Road 65 (Exit 248) and the middle of Floyd Hill, with rock blasting work scheduled to reach completion in 2026 as viaduct and bridge construction show more visible signs of progress. And on I-270, major planning progress has included publication of a Draft Environmental Impact Statement (DEIS) in close collaboration with community members, traveling public, and affected agencies. The I-270 DEIS identifies a preliminary preferred alternative consisting of two general-purpose lanes and one new express lane that accommodates transit in each direction. A final EIS is anticipated in Summer 2026. Meanwhile, we are working with a CM/GC team to advance design plans for critical bridge work so that we will be ready to begin Phase 1 of I-270 construction in 2026. We also awarded a construction contract for a bridge maintenance project in 2025. This project will repair a major bump on I-270 EB bridge over I-25 and begins in March 2026.

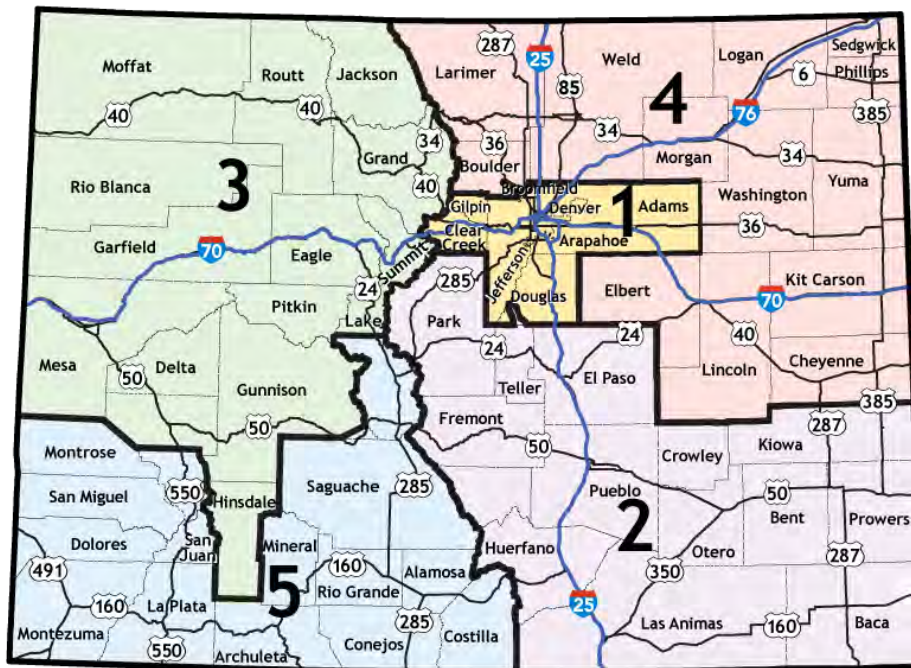
Finally, this past year saw significant progress advancing our multimodal program across the state, through both capital projects and expanded operations. At the start of the Ten Year Plan, building out a coordinated network of mobility hubs along I-25 to improve the safety and efficiency of bus travel along the corridor was a top priority. Today, three of those facilities are operational on Bustang's North Line, and two more hubs at I-25 and CO 7 (North Line) and I-25 and Lone Tree (South Line) will complete construction in the summer of 2026. For the North Line, 2 of the 3 operational mobility hubs were new route stops, yet the travel time savings of all 3 new mobility hubs resulted in a negligible difference in total end-to-end travel time. This new infrastructure, coupled with Travel in Express Lanes, will help advance Bustang to BRT levels of service on its main routes, making Bustang a strongly competitive travel option in Colorado and creating a national model for turning an interstate into a BRT-like corridor. This network of facilities also closely integrates with local plans for growth in these thriving areas along the Front Range, bringing together a multi-year Bustang service expansion on both I-25 and I-70 to double and triple transit service, ensuring Coloradans can truly rely on multimodal options.

Progress on construction projects of different sizes in communities throughout Colorado is making our transportation safer and more reliable for the years to come. Thanks to these multi-year efforts - with important milestones coming to fruition in 2026 - we look forward to delivering for Coloradans in the year ahead.



Shoshana Lew
Executive Director

CDOT's Regions



[Annotated CDOT Region Map.](#)

Highlights of 2025



99 Projects Completed



\$961 M Paid to Contractors***



555 Rural Miles Improved*



24% Bustang Ridership Increase



25 Projects Started



4.8 Million Lane Miles Plowed**

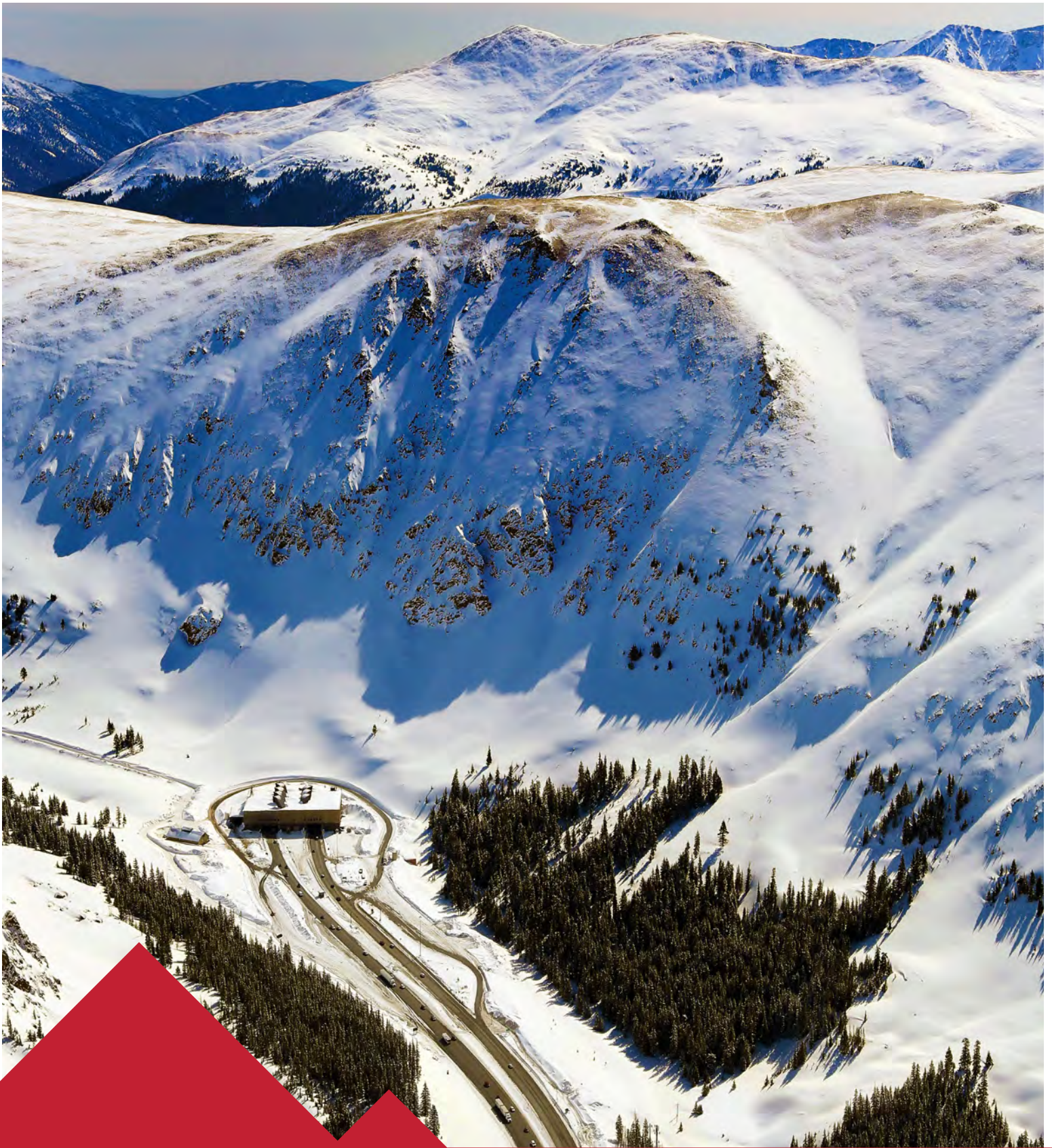


91 Projects Awarded, Totaling \$987 M ***



84 Projects from the Ten Year Plan Completed to Date

*Centerline Miles * Fiscal Year
 *** Capitol Construction Project Program
 Not all projects are included in report



01

Project Spotlights

I-25 Greenland Wildlife Overpass in Douglas County

A new wildlife overpass crosses I-25 near the Greenland Interchange in Douglas County. This structure is one of the world's largest over a major roadway for wildlife. It was built for big game animals such as elk, mule deer, and pronghorn. Measuring 200 feet wide and 209 feet long, it connects 39,000 acres of habitat and completes the wildlife crossing system along I-25 from Castle Rock to Monument. The new crossing is expected to reduce wildlife-vehicle crashes by 90% along this stretch and provides a vital, safe connection for large animals that avoid enclosed underpasses. Construction took place from January 2025 through December 2025. A milestone celebration took place in July 2025 which was attended by Senator Michael Bennet and project partners. CDOT employees completed the project with a seed throwing celebration in early November, which marked substantial completion of the project.



US 50 Blue Mesa Bridges Emergency Repairs

The last piece of repair work on the US Highway 50 Middle Bridge and US Highway 50 Lake Fork Bridge was completed as crews painted the new steel. The bridges at Blue Mesa Reservoir, between Gunnison and Montrose, were closed to protect public safety after several steel weld cracks were observed during a special inspection. Work to install steel plates beneath both bridges continued through much of 2024 and, after a winter project shutdown, crews returned to apply a final coat of paint to the newly repaired steel. This phase began May 12 and was completed July 3.



Vail Pass Rest Area

The Vail Pass Rest Area is the busiest in Colorado and is the main access point to the Vail Pass Winter Recreation Area. The purpose of the Vail Pass Rest Area replacement was to improve the existing rest area facilities to increase restroom user capacity, update the existing drinking water treatment system in accordance with health department criteria, increase parking capacity for all users, and improve traffic circulation, accessibility, safety, and connectivity at the site. Improvements also addressed winter maintenance operational issues and increased capacity for maintenance equipment storage and snow storage on site. The modernized facility offers expanded and safer parking for cars and trucks, fully accessible restrooms and amenities, and sustainable design

features that reduce long-term operating costs. The project also reconfigured the space to integrate the popular Ten Mile Canyon Trail into the rest area, creating a safer and more seamless experience for both motorists and recreationalists. The rest area now has 248 parking spaces for a total increase of 175 spaces.

I-25 Walsenburg Bridge Replacement

This project replaced the southbound bridge of I-25 over CO 10 and the BNSF Railroad. Other work included deck repair for the northbound bridge, widening and improving the on and off ramps, relocating a sanitary sewer line, and adding guardrail, signs, and safety features. The northbound bridge repair will extend the life of the bridge, while the southbound bridge was built with new technology and materials meeting current standards.

CO 71 Resurfacing South of CO 14 ^{10YP}

The pavement overlay and infrastructure improvement project on the approximately four-mile stretch of Colorado Highway 71 (Heartland Expressway) north of Snyder and Brush was completed in early December 2025. Crews milled the existing asphalt and installed a new concrete pavement overlay of 3.33 miles between CO 14 and north of County Road 78. This work created a safer, smoother driving surface and extended the pavement life, reducing the need for frequent repairs. Additional safety and structural improvements included the installation of a solar-powered warning beacon, rumble strips to alert drivers and reduce crash risk, and culvert extensions to provide better drainage and structural integrity. Additional improvements include culvert extensions to protect the roadway from water damage. A solar-powered warning beacon with a road closure gate and rumble strips will also be installed to help alert drivers and enhance overall roadway safety. These improvements will help keep the highway in good shape for years to come and make travel safer for everyone.

US 550 Wall Replacement and Rockfall Mitigation

This project accomplished repairs and maintenance tasks needed at three locations along the US Highway 550 mountain corridor between Durango and Silverton. A retaining wall was rebuilt near the summit of Coal Bank Pass under the highway to add integrity and stability to the roadway infrastructure. A culvert was replaced north of Coal Bank Pass to help channel water runoff under the road and prevent water from pooling or accumulating on the road, which can lead to hazardous driving conditions like hydroplaning. Rockfall mitigation was completed near Deer Creek to improve the stability of the existing slope and prevent rock and debris from falling onto the highway. The project began in April and was completed in October 2025.



US 40 Red Dirt Hill Safety Improvements (Phase 1)

The Colorado Department of Transportation and United Companies of Grand Junction completed a safety improvement project along US Highway 40 between Granby and Tabernash, Mile Points 217 to 219. Work included asphalt resurfacing for both eastbound and westbound US 40, shoulder widening, concrete barrier and guardrail installation, new signage, striping, grading, and drainage improvements. The project began May 12 and was completed on October 15, 2025.

US 40 Winter Park Resurfacing

The Colorado Department of Transportation, in partnership with United Companies, completed the resurfacing project on US Highway 40 in Winter Park. The project improved approximately four miles of US 40 from Mile Point 229, Vasquez Road, to MP 233, Winter Park Drive. Work included milling old asphalt, paving with new asphalt, guardrail replacement and removing and installing Americans with Disabilities Act ramps on US 40 at Blaze Resorts, Village Drive, Old Town Drive and Winter Park Drive. Additional work consisted of bridge joint repairs on US 40 at MP 224, in the community of Tabernash. The new guardrail is 31 inches high, designed to meet new safety standard requirements. Other benefits of the project included the installation of four ADA compliant curb ramps at three locations. The project began May 12 and was completed on October 15, 2025.

US 40 Passing Lanes 10YP

The Colorado Department of Transportation and contractor, Capital Paving and Construction of Englewood, completed the passing lane construction project on US Highway 40 between Kremmling and Steamboat Springs. The road widening and paving project had shut down for the winter 2024 season and picked back up again in April 2025 with crews doing the final stabilization requirements of seeding, mulching and laying out erosion blankets in the ditches. The construction of the passing lanes, for both northbound and southbound travelers on US 40 just north of Wolford Mountain Reservoir, Mile Point 172 to MP 173, allows for safer transportation of commercial and freight trucks, motorists and cyclists by providing a stretch of highway with space and opportunity for faster vehicles to safely pass slower-moving traffic. The project is part of CDOT's 10-year plan for improvements in Grand County. The project began in May of 2024 and was completed May 8, 2025.



I-76 Corridor Improvements 10YP

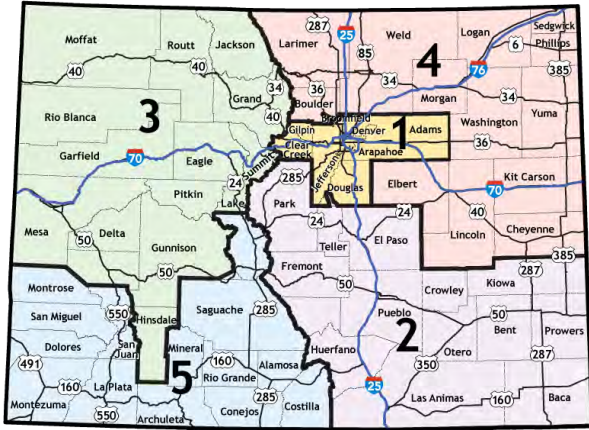
This project was located in Logan County on the I-76 corridor between MP 132-149. Work consisted of concrete panel replacements and diamond grinding to improve the rideability of the roadway. Multiple median crossovers were built to accommodate traffic and minimize travel disruptions. Replacements and upgrades to the existing signage, guardrail, striping, and delineators were included with the work. All concrete panels in the traveled roadway had the joints re-sealed prior to the diamond grinding to help extend the lifespan of this entire segment of the corridor.



02

Completed Projects

Completed Projects at a Glance



Denver Metro Region 1

24	3
Project Total	10 Year Plan Projects

Southeast Region Region 2

17	5
Project Total	10 Year Plan Projects

Northwest Region Region 3

21	3
Project Total	10 Year Plan Projects

Northeast Region Region 4

26	4
Project Total	10 Year Plan Projects

Southwest Region Region 5

11	1
Project Total	10 Year Plan Projects

Denver Metro Region

I-25 & Alameda Bridge Replacement Project over South Platte River in Denver

This project replaced the West Alameda Avenue bridge over the South Platte River with a new structure and provided safe pedestrian and bicycle access on both sides of this heavily used corridor. Improvements are located on West Alameda Avenue, from west of South Lipan Street to Santa Fe Drive in Denver. Project features include modified Alameda intersections, a rebuilt and attractive bike path under the Alameda Bridge, an on-street two-way cycle track on the north side of Alameda between South Lipan and South Kalamath streets with a connection to the South Platte River Trail, a new water quality pond and improved sidewalks on both sides of Alameda. The project greatly improves safety, multi-mobility travel and eases traffic flow in one of the most congested areas of Denver. Construction occurred from January 2023 to May 2025. Built in 1911 and widened in 1966, the original Alameda Bridge that was replaced was the oldest bridge on the state highway system.



I-70 & Harlan Street Bridge Replacement & Interchange Safety Improvements in Wheat Ridge ^{10YP}

This project replaced the I-70 bridge over Harlan Street with a safer and modernized structure. The project also upgraded guardrail, widened shoulders and improved the intersection at Harlan Street and West 48th Avenue. Improvements help to prevent crashes, ease traffic flow, and provide safer accessibility with new sidewalks along Harlan Street under the I-70 bridge. Construction occurred from August 2022 to early 2025.

I-70 El Rancho Pegasus Transit Shuttle Stop in Clear Creek County

The parking lot features a new Pegasus shuttle stop and 40-spot parking lot for transit users and carpoolers on the I-70 Mountain Corridor, adding another location to CDOT's Pegasus shuttle network. The project also installed infrastructure to facilitate future electric vehicle charging. The new shuttle stop is located along I-70 in the Evergreen/Floyd Hill area. The key benefit of this project is providing more travel options for multi-modal travel along this heavily traveled corridor. Much of the construction work was completed in 2024 and the shuttle stop opened for service in 2025.

I-70 Eisenhower Johnson Memorial Tunnels Infrastructure Repairs ^{10YR}

Work completed on a variety of projects to bring the EJMT to modern standards. Projects included repairing the plenum liner (a structural liner within the tunnel walls) in both tunnel bores to mitigate water intrusion within the tunnel plenum liner during freeze/thaw cycles; new fire department hose connections through each tunnel, allowing better access for first responders; new domestic water supply line to connect the west portal to the east portal; replacing the heat tape, which is the insulated electrical line that is used inside pipes to keep the water in them from freezing; water treatment plant upgrades to bring the facility to modern technology; repairs in the approach/entryways to the tunnels, known as the “service area” and new overhead Variable Message Signs and Closed-Circuit Television cameras in the tunnel bores. Prior to 2025, CDOT replaced and repaired grout beds that support the interior wall panels in the north tunnel (Eisenhower). Critical repairs will increase the resiliency and operating condition of one of the state of Colorado’s greatest assets. Infrastructure repair work started in summer of 2023 and all projects were completed by fall 2025.

I-70 Eisenhower Johnson Memorial Tunnels Repaving

CDOT resurfaced the right lanes of I-70 in both tunnels. Work involved removing the existing pavement and replacing it with new asphalt. The project removed the rutting and extended the asphalt’s lifespan improving the pavement condition and providing a safer driving experience before winter hits. Construction took place from September through October 2025.

I-70 Resurfacing from Chief Hosa to Colfax in Jefferson County

A ten-mile section of I-70 is resurfaced from Chief Hosa to Colfax. CDOT removed the deteriorating pavement and replaced it with a new surface. Other improvements included new guardrail, two bridge deck repairs at the Morrison/CO 93 exit, and storm drainage improvements. Minor work will take place in spring 2026 to install additional variable speed limit signs and message boards on eastbound I-70 from Genesee Park to Colfax. The project improves safety, the driving experience and the lifespan of the pavement and the bridge structures. The new speed signs will improve travel time reliability. The project started in August 2024 and was completed in December 2025.



I-25 Central Denver Resurfacing

I-25 has fresh new pavement from Alameda Avenue to 44th Avenue in central Denver. Work involved removing the old asphalt and replacing it with new pavement, repairing the expansion joints between the roadway and bridges, installing new signs, restriping and replacing old concrete barrier segments with new barriers along I-25 near the South Platte River. The new barriers are stronger and taller structures. The project will prolong the life of the road, provide a smoother driving surface, reduce the need for emergency pothole repairs and increase lane and interchange visibility with new pavement markings. Construction took place from April to December 2025.

I-70 Noise Wall Replacement: I-76 to Pecos Street in Denver and Jefferson Counties ^{10YP}

A new noise wall is along I-70 between I-76 and Pecos Street. Crews removed the existing degraded timber noise walls and replaced them with new concrete wall panels. The project replaced the interstate guardrails and barriers within this stretch. This work reduces traffic-related noise for adjacent properties, provides additional safety benefits and improves the overall look of the highway. Construction occurred from March 2024 to December 2025. Minor landscape work will occur throughout 2026.

Northbound I-25 Chain Down Station in Larkspur

The chain down station provides a dedicated, safe environment for commercial motor vehicle drivers to pull off the roadway to manually put chains on their tires or remove them. The primary construction took place from September 2024 through July 2025, with final ITS testing and check work concluding in November 2025.

C-470 & Quincy Roundabouts in Jefferson County

This project built a single lane roundabout with bypass lanes at the Quincy and C-470 northbound ramp intersection, and a T-intersection with a traffic signal at the Quincy and C-470 southbound ramp intersection. Other work included road widening, building retaining walls, adding signs, and making drainage improvements. The roundabout is a proven method of safely managing traffic and the upgraded ramps support increased traffic. Work for this project began in May 2024 and was completed in late spring 2025 following a winter shutdown.

Federal Boulevard Median Improvements in Adams County

A median was constructed along Federal Boulevard from 92nd to 105th avenues in Adams County. The project also included asphalt reconstruction and improvements to signing and striping associated with the new median. The median creates a physical barrier between opposing traffic lanes, restricting turns to help reduce crashes, improve safety, and reduce traffic congestion. Construction took place from August 2024 to March 2025.



US 85 Resurfacing: I-25 to Florida Avenue in Denver

US 85 (Santa Fe Drive) is resurfaced from I-25 to Florida Avenue in Denver. Additional work included ADA and sidewalk improvements along northbound Santa Fe Drive, southbound Santa Fe Drive bridge deck repairs over the South Platte River, new pavement markings and signage. This project creates a smoother driving experience, provides critical safety upgrades to the bridge structure, and enhances accessibility for multimodal users. Construction took place from April to August 2025.

US 85 Resurfacing in Adams County

US 85 is resurfaced from I-76 to E. 124th Avenue in Adams County. Crews also installed concrete islands and medians, and pedestrian push button signals. This work improves pedestrian safety and provides a smoother roadway for motorists. Construction took place from June 2025 to fall 2025.

CO 7 Resurfacing between I-25 & Brighton

CO 7 is resurfaced between I-25 in Thornton and US 85 in Brighton. The project included asphalt patching, milling, paving, and guardrail work. These improvements increase the longevity, smoothness, and safety of the road, providing a more durable and better driving experience. The work took place from August 2024 to August 2025.

I-225 Bridge Rehabilitation at 6th & 2nd Avenues in Arapahoe County

This project improved the safety and driving surface of the I-225 bridges over 2nd and 6th Avenues in Arapahoe County. These bridges had an elevated slope in the middle that required repair. The project put down gradually decreasing depths of asphalt from the middle of the bridges to the bridge approaches to even out the roadway surface. The project replaced several concrete panels and bridge expansion joints. Construction took place from August to November 2025.

I-270 York Street Bridge Preventative Maintenance in Commerce City

Critical structural improvements were made under the York Street Bridge over I-270 in Commerce City. The work involved installing shoring, wooden decking, and metal catchment systems on the bridge's underside to substantially improve its safety and stability until a full bridge replacement can occur. These enhancements prevent debris from falling onto I-270, creating a more stable driving surface for motorists and reducing emergency closures. Construction occurred from December 2024 to March 2025.

Bridge Repairs in Denver & Adams County

This project completed repairs on aging bridge structures over railway systems in Denver and Adams County. Locations included the I-25 exit to I-70, I-225 over Smith Road, Buckley Road over I-76, and the north abutment under Buckley Road Bridge. The work involved removing deteriorated bridge deck concrete, performing deck repairs, and removing and replacing the crucial expansion joints. Crews also sealed decks, applied permanent paving markings, and repaired drainage and slope paving. Construction took place from June to December 2025.

Powhaton Bridge Rehabilitation in Aurora

The Region 1 Bridge and Maintenance Crew successfully completed a full in-house rehabilitation of the Powhaton Bridge over I-70 in Aurora. What began as a partial deck rehab evolved into a major structural effort, including the removal of damaged pavement and concrete, extensive bridge deck repair, and the installation of 12,500 square feet of waterproof membrane. Crews then repaved the surface with specialty asphalt. This major in-house effort was completed in 21 working days and completed in July 2025. The project is expected to extend the structure's life by at least 15 years, significantly reducing the need for future repairs.

I-70 Drainage Improvements near Airport Boulevard in Adams County

This project improved drainage along a one-mile span of I-70 near Exit 285 toward Airport Boulevard in Adams County. Crews cleaned out existing pipes and drains, upgraded drainage structures, and installed new trench drains and a channel filtration system. Additional work included new guardrail, signage, striping, and barrier installation. This work enhanced driver safety by preventing hydroplaning and ice formation, improving visibility, and extending the roadway's lifespan and durability. Construction took place from October 2025 to mid-December 2025.

I-270 Gabion Wall Repair in Adams County

CDOT repaired a gabion wall on the south side of I-270 on Sand Creek Drive from 56th to 49th avenues in Adams County. A gabion wall prevents erosion. Repairs were needed because the wall was damaged by a crash. Construction occurred from May to June 2025.

Temporary Barrier on I-270 in Adams County

This project installed a temporary barrier to protect the overhangs and enhance the shoulder's safety on bridge decks over south Platte, Burlington ditch, Union Pacific Railroad and Burlington Northern Santa. The work occurred along I-270 between mile point 0 and 3 near Commerce City and is necessary, short-term work to maintain the safety of the corridor until the full replacement of the bridges occurs with the I-270 project. The repairs took place from October to mid-December 2025.

CO 7 Bike Lane Shoulder Widening in Lafayette

This project added paved shoulders and improved turn lanes on each side of CO 7 (East Baseline Road) just east of Flagg Drive in Lafayette. This work significantly improved safety for motorists and bicyclists by moving the guardrail behind the new paved shoulder and away from the edge of the travel lanes. Construction took place from February to December 2025.



12th Avenue/Wadsworth Boulevard Water Quality Pond

This project is part of the larger 6th and Wadsworth multimodal interchange reconstruction and involved the construction of a new water quality extended detention basin (pond) at the southeast quadrant of Wadsworth Boulevard and 12th Avenue. The new six-foot-deep pond was designed to protect adjacent waterways by filtering pollutants from stormwater runoff. Located on CDOT property adjacent to the City of Lakewood's Two Creeks Park, the project also included improved pedestrian and bicycle access to enhance connectivity to the park. This project was completed in summer 2025.

Southeast Region

I-25 Resurfacing Raton Pass

The project work included milling and overlay, pavement markings, guardrail replacement, signing, delineation and minor bridge repairs along I-25 MP 0 (New Mexico-Colorado state line) and MP 7.6 (Exit 8). The project will improve drivability and provide safer road conditions for travelers on this busy corridor.

I-25 Resurfacing Trinidad North

The project work included milling and overlay, pavement markings, guardrail replacement, signing, delineation and bridge rehabilitations along I-25 MP 14.3 in downtown Trinidad to MP 26.6 near Ludlow. The project will improve drivability and provide safer road conditions for travelers on this busy corridor.

I-25 Overhead Signs Replacement

The project replaced two aging overhead signs on I-25 in Pueblo near City Center Drive and two new overhead signs in northern Colorado Springs on I-25 near North Academy Boulevard. The new signs increase lane awareness and have better reflectivity at night to help motorists navigate the highway safely.



US 24 and CO 67 Florissant to Woodland Park and North of Woodland Park ^{10YP}

The project improved approximately 12 miles of US 24 from MP 269.4 (Florissant) to MP 281 (west of Woodland Park). Improvements also included CO 67 in Woodland park from MP 76.9 (US 24/CO 67 intersection) to MP 77.5 (Red Feather Lane). Work consisted of resurfacing, guardrail replacement, and curb and gutter improvements.

US 50 and Baxter Road Intersection Improvements

The project consisted of making safety and traffic flow improvements at the US 50C (Business) intersection at Baxter Road east of Pueblo. The improvements will enhance safety with the addition of turn and acceleration lanes, channelized median islands, and lighting.

US 50 Culvert Repairs Canon City

The project extended the life of a culvert on US 50 at MP 278.16 south of First Street in Canon City. The lining of two 72-inch corrugated metal pipes crossing under US 50 was replaced to extend the life of the culvert and ensure the integrity of the road foundation surface.

US 50 Las Animas Bridge Repair

The project repaired two structures on US 50 just north of Las Animas at Mile Point 399.8. The work consisted of bridge deck asphalt removal and bridge deck repairs for the eastbound structure and bridge deck removal, bridge bearing device replacement and new bridge deck construction for the westbound structure followed by bridge deck resurfacing and striping for both structures.



US 285 and CO 9 Intersection Improvement & Bridge Replacement ^{10YP}

The project consisted of making intersection improvements on US Highway 285 at Colorado Highway 9 and replacing a bridge on US 285 in Fairplay. Work includes roadway widening and reconstruction to accommodate additional through lanes and acceleration /deceleration lanes,

installation of new traffic lights, and ADA ramp work in both Fairplay and Alma. Other work includes storm sewer and drainage improvements, sidewalk and curb and gutter replacement, and repairs to an existing pedestrian bridge.

US 285 Resurfacing in Park County ^{10YP}

The project included the resurfacing of US 285 from MP 219.85 (Bailey) to MP 228.95 (Pine Junction), resurfacing the on- and off-ramps at County Road 72, widening shoulders, new guardrail and added a turn-lane on northbound US 285 onto County Road 64A. These improvements will provide a smoother, safer driving surface for motorists.

CO 69 Safety Improvements ^{10YP}

This project consisted of widening shoulders, extending culverts and adding safety improvements to CO 69 from MP 10 to MP 30 near Gardner.

CO 71 Ordway Passing Lane ^{10YP}

Work included a new passing lane, new fencing, sign and delineator installation, and pavement markings on CO 71 MP 18.75 (north of County Road HH 5) and MP 20.75 (south of Bob Creek).

CO 115 Resurfacing in Colorado Springs

Work on the project included resurfacing, milling and overlay work, replacing curb ramps and guardrails, and upgrading pedestrian signals along a 6-mile stretch of CO 115 from MP 41.5 (Nelson Boulevard) near Fort Carson Army Garrison to 47.3 (Brookside Street) in Colorado Springs. The project will improve drivability for motorists and provide safer pedestrian crossings.

R2 North Program Timber Bridge Preservation

This project will preserve the structural integrity of 21 timber bridges on various highways in El Paso, Park and Teller counties. Work includes making structural reinforcements by adding steel sister beams to damaged timber girders on US 24, US 285 and CO 9. The purpose of the project is to extend the lifespans of the bridges by making needed reinforcements and upgrades to ensure the safety of the traveling public.

Lamar Signal Replacement

The project will upgrade the signals at three intersections in Lamar. The focus of the project is at the intersections of US 50 (Main Street) and Maple Street, US 287 (Main Street) and Cedar Street, and US 287 (Main Street) and Savage Avenue. The ADA-compliant upgrades will provide safer crossings for pedestrians and update the signal infrastructure.

CO 21 and Grinnell Boulevard Drainage Repairs

This emergency drainage repair project included the reinforcement of soil around the existing culvert on CO 21 near the intersection with Grinnell Boulevard. Added erosion control measures were implemented to ensure the culvert will properly divert runoff and not impact the roadway surface or foundation.

Sign Improvements in El Paso & Teller Counties

The project replaced road signs on multiple highways in El Paso and Teller Counties including, CO 16, US 21, US 83, US 85, US 24, CO 105 and CO 67. The new signs will be more visible making the routes safer for motorists.

Northwest Region

US 40 and SH 394 Culvert Repairs

This was a multiple culvert treatment project in Moffat County. One culvert is located on US 40 at MP 36.5 and the other five culverts are grouped together at MP 1.26 on CO 394. The process for this project is called cure-in-place-pipe (CIPP) treatment. The work also included water control and traffic control with the majority of the work taking place off the roadway in the shoulder or beyond. CIPP lining is a modern, efficient trenchless solution for pipeline repair. It involves putting a resin-saturated liner into damaged pipes. Then, it cures to form a new pipe inside the old one. This method makes pipes last for decades longer without losing much capacity for water storage. The project lasted from October 6 to October 24, 2025.

US 6 Post Blvd Roundabout

The Colorado Department of Transportation and contractor KSK, LLC, completed the highway safety project at US 6 and Post Boulevard in Avon as a joint effort between CDOT, the Town of Avon, EagleVail Metropolitan District, Eagle County, and the Federal Highway Administration. The safety improvements included reconstructing the roundabout that connects US 6 and Post Boulevard, installing a new concrete roadway surface, and upgrading the approaches, drainage, signage, and striping in the area. These enhancements improve pedestrian and motor vehicle safety, increase efficiency, and enhance mobility for all users at this busy intersection. The project began in April 2022 and completed in July 2025.

US 6 Clifton Reconstruction 10YP

The Colorado Department of Transportation and contractor, United Companies, completed highway improvements on US Highway 6 (F Road) in Clifton from west of 1st Street to just east of 5th Street. The project team has resolved project delays due to saturated soils during underground construction for utilities. Redesign efforts were completed, and a revised schedule was developed and implemented. Water and sewer mains are complete, and storm drain improvements are fully installed. A second roundabout at 5th Street, center medians, and an additional eastbound travel lane from 1st Street to 5th Street were completed as well with pedestrian and bicycle connections through the corridor also improved. The project is part of CDOT's 10-year plan improvements for the US 6 corridor in Mesa County. The project began November 2022 and was completed in December 2025.

CO 65 Orchard City Resurfacing

The Colorado Department of Transportation, with its contract partner United Companies, have completed a highway resurfacing project on Colorado Highway 65 near Orchard City. Work included the resurfacing of northbound and southbound lanes of CO 65, pavement markings, delineators, driveway approaches, new guardrail in some locations, and bridge deck repair on the structure spanning the Gunnison River. This work occurred from Mile Point 0 at the intersection with Colorado Highway 92 to MP 6.5, just north of Eckert. The project began in April and was completed in July 2025.



CO 133 Chip Seal

The Colorado Department of Transportation, in partnership with United Companies, completed a chip seal project on Colorado Highway 133. The project improved approximately 24 miles of CO 133 from Mile Point 67, Roaring Fork High School, to MP 42, McClure Pass. The most significant aspect of the project was the chip seal road surface treatment. Other work included asphalt patching and new pavement markings. The project began in early June and was completed August 1.

US 6 Culverts

The Colorado Department of Transportation and contracting partner United Companies completed culvert improvements along US Highway 6 between Rifle and Silt. Motorists should plan for 10-minute delays during construction hours. The project will take place on US 6 from Mile Point 92.2 to MP 96.5. Work will consist of one culvert replacement and improving one culvert. Improvements and replacement of culverts will accommodate higher accumulations of rainfall and lower the risks associated with flooding to maintain safe driving conditions. The project began in March and was completed in April 2025.

CO 13 / US 40 Craig Signal Upgrades

The Colorado Department of Transportation has completed traffic signal upgrade work at two intersections within the City of Craig limits. Sturgeon Electric was the contractor for the project. At the intersection of Highway 40 (West 4th Street) and Ranney Street, upgrades include new pedestal poles with pedestrian push buttons and video detection equipment to improve traffic signal efficiency. At the intersection of Highway 13 (Yampa Avenue) and 9th Street, upgrades include the replacement and reconstruction of the existing traffic signal, including installation of traffic signal equipment, pedestrian poles and push buttons, as well as updated ADA (Americans With Disabilities) curb ramps. The project began in June and was completed at the end of August 2025.



CO 82 Twin Lakes Resurfacing

The Colorado Department of Transportation, in partnership with Elam Construction, completed a resurfacing and bridge improvement project along CO Highway 82 Twin Lakes. The project improved approximately seven miles of CO 82 from Mile Point 78, one mile west of Twin Lakes, to MP 85.2, CO 82/US Highway 24 Junction. Work included milling old asphalt, paving with new asphalt, guardrail replacement, and bridge rehabilitation consisting of bridge rail replacement and bridge deck repairs. Other benefits of the project included installation of new 31-inch high guardrail designed to meet new

safety standard requirements. The higher railing will help veering vehicles remain on the road more effectively, making the highway safer for the traveling public. The former standard height of the guardrail was 27 inches. The project began on April 21 and completed on October 2.

I-70 Dowd Canyon Variable Signals

The Colorado Department of Transportation, in partnership with Lumin8 Transportation Technologies, completed the installation of 18 new variable speed limit signs along Interstate 70 in Dowd Canyon between Mile Points 169 and 173. It included the installation of roadway weather information systems to collect real-time data on factors such as road friction, temperature, and visibility. This information supports dynamic speed limit adjustments and enables more informed decision-making for drivers. Guardrails along this section of I-70 were also replaced to enhance roadside safety, help prevent vehicles from leaving the roadway, and reduce the severity of potential crashes. The project which began in May 2024 was completed in May 2025.

CO 92 Rogers Mesa Reconstruct Phase 1

The Colorado Department of Transportation, and Contractor United Companies, began the Colorado Highway 92 safety improvement project from Mile Points 15 to 17 on Rogers Mesa near Hotchkiss. Work began Jan. 6 with clearing trees and bushes within the right of way, with next stages of work occurring from early January through early February providing drainage and utility infrastructure improvements. The project took place in stages starting with irrigation work, then waterlines, road widening with embankments, then paving, installing fencing and finally seeding and landscaping. The project completion is anticipated to be December 19, 2025.

CO 82 Catherine Store

The Colorado Department of Transportation and prime contractor, Morton Electric, completed upgrading the traffic signals at the intersection of CO 82 and Catherine Store Road, Mile Point 15 to MP 16. The project team replaced the signal equipment on the existing traffic poles, including upgraded electrical systems, signage and signals. In addition, striping and crosswalk pavement marking will also be improved at the intersection. Construction began September 15 and completed October 24, 2025.

New Castle Roundabout

The Colorado Department of Transportation and local contractor, Johnson Construction, have completed a highway improvement project at US Highway 6 and Castle Valley Road/Spur Road in New Castle. The project constructed a new multilane roundabout at the busy intersection of US 6 and Castle Valley Road and a 3/4 turn movement intersection at the Castle Valley Boulevard and New Castle Plaza access. Crews installed rapid flashing beacons through the roundabout for pedestrian and cyclist safety. The work also improves drainage, lighting and utilities. Additional work on this project included paving of the on- and off-ramps at the New Castle interchange, Exit 105, in September 2024. The ramp paving included milling and paving on three of the four ramps, the eastbound off-ramp and both of the westbound on- and off-ramps. The eastbound on-ramp was paved the previous year. The project was part of CDOT's 10-year plan for improvements in Garfield County. The project will improve congestion and drivability for motorists on this busy stretch of US 6. The project began in March 2024 and was completed in May 2025.



I-70 Exit 105 Interchange and US 6

This project is included as part of the new roundabout project at New Castle. The Colorado Department of Transportation has added on- and off-ramp paving of the New Castle interchange, Exit 105. Ramp work included milling operations on three of the four ramps, the eastbound off ramp and both of the westbound on/off ramps. The eastbound on ramp was paved in 2023. The project took place September 16 to 27, 2024.

I-70B Grand Junction South of Road ^{10YR}

The project in Phase 6 of 8 along I70B in Grand Junction. This phase of the project, from I-70B (Pitkin Avenue) and I-70Z (Ute Avenue), Main Street, Colorado Avenue, 2nd Street and 3rd Street, includes installing concrete pavement, hot mix asphalt pavement, storm sewer drainage infrastructure and improved ADA accessibility with new curb, gutters, sidewalks and curb ramps. The safety and mobility improvements were identified during the 2008 Environmental Assessment to address the following: congestion, bring multimodal improvements for a safer and more comfortable travel experience for cars, pedestrians and cyclists, and provide effective business access along the corridor. This is a part of CDOT's 10-year plan. The project is expected to be completed by the end of November.

US 40 and Downhill Drive Signal

The Colorado Department of Transportation and contract partner United Companies began the US Highway 40 and Downhill Drive intersection improvement project. This is an intersection improvement project at US 40 and Downhill Drive on the west end of Steamboat Springs. The work includes aligning Riverside Drive and Downhill Drive to make a more gradual entry from Downhill Drive onto US 40. Utility work includes a sanitary sewer extension across US 40, storm sewer improvements and a water main line connection. An extension of the sidewalk on the west side of Downhill Drive tied into the existing sidewalk to the north of US 40. There are added crosswalks for improved pedestrian safety with the addition of the signal, and additional bus stops on the north and south side of US 40. The project began April 7 and is expected to be completed in November.



CO 141 Gateway MP 120 South

The Colorado Department of Transportation, in partnership with Elam Construction, completed resurfacing along CO Highway 141 near Gateway. The project improved approximately 13 miles of CO 141 from Mile Point 107, Larsen Canyon south of Gateway, to MP 120, Turner Gulch north of Gateway. Work included asphalt overlay paving (two applications), guardrail replacement and bridge deck repairs at two locations. Crews placed shouldering material along both sides of the 13-mile stretch of road to make it safer for drivers by providing a smoother, more stable surface to return to the roadway. This project was interrupted by the Turner Gulch and Wright Draw Fires. This project began on July 7 and completed in October 2025.

Northeast Region

CO 52 Prospect Valley Resurfacing Phase II

This project provided for the badly needed resurfacing of CO52 from MP 54.5 to MP 60.87. The project also addressed an area near MP 48 where overtopping of CO52 has been a problem in the past. The project provided for larger pipes under the roadway and channel work to convey the water to a natural drainage and the extension of several existing culverts. The project made safety improvements to this section of roadway increasing the shoulder width and slope flattening to make the side-slopes more recoverable. Lastly the project provided for much needed repairs to a couple of aging structures within the work area.

CO 63 Akron

This is a nine-mile resurfacing project that begins north of the town of Akron at MP 34 and extends south of the town to MP 25. Work began on June 16 and the contractor, Simon Contractors, placed two lifts of hot mix asphalt over the existing mat outside of the Akron town limits and completed a 2-inch mill and fill inside the town. This project also upgraded all existing guardrail, placed new epoxy striping and installed rumble strips and new delineators. The contractor completed all of this work within time and on budget and project acceptance was obtained on Oct. 17.

US 6 East of Holyoke Resurfacing

The resurfacing project on the 13-mile stretch of US 6 from east of Holyoke to the Colorado-Nebraska state line was completed in November 2025. In May 2025, crews began resurfacing the highway by milling sections of the roadway before repaving with hot-mix asphalt or applying new asphalt over existing pavement. This construction approach extended the roadway's lifespan and improved the overall driving experience. Additional improvements completed include in-town milling and paving operations on US 6 (East Denver Street) in the City of Holyoke, along with the installation of new signage, striping, rumble strips and delineators.

CO 14 Critical Culverts

This project was a proactive measure against deterioration and loss of existing roadway infrastructure in the Poudre Canyon Corridor. Work included minor repairs to an existing bank and cleaning and lining four culverts which were completed in the Fall of 2025.

CO 14 and LCR 5 Signal

A new signalized intersection was established at CO 14 and County Road 5, which included a north-to-south pedestrian crossing on CO 14. The project included new striping, signage and delineators installed at Camino Real and CO 14. A three-quarter movement intersection was also implemented at Camino Real to allow for westbound right turns, southbound right turns and eastbound left turns. Southbound left turns from Camino Real onto CO 14 were discontinued. Vehicles needing to turn left (eastbound) from southbound Camino Real were redirected to use the existing signal at Camino Del Mundo and CO 14.

Boulder Curb Ramp Replacement

Work on this project started November 3rd, 2025. This project replaced ADA curb ramps and pedestrian push buttons in order to bring ramps into ADA compliance in Lyons and Boulder along US 36. These improvements have many important benefits including ensuring that all current standards are met and maintained on ADA ramps, and pedestrian safety and accessibility is enhanced.

Critical Culvert Construction Package B (CO 52/66)

This project was located in Weld County. The work included replacing two 60-inch culverts on Colorado Highway 66, which had reached their useful life and were facing imminent failure. This project also included asphalt patching, pavement marking, wetland protection and mitigation and seeding.

CO 119 & CO 7 Resurfacing

The asphalt rehabilitation project on CO Highway 119 (Boulder Canyon Drive) and CO Highway 7 (Canyon Boulevard) in the City and County of Boulder finished on September 15, 2025. The first phase of work involved using a mill and overlay process to resurface the eastern half of the project along CO 7 (Canyon Boulevard) from Broadway to 28th Street (MP 49.5 to MP 50.6). The second phase, focusing on CO 119 (Boulder Canyon Road) from Broadway west toward the start of Boulder Canyon (MP 40.7 to 41.9), required total roadway reconstruction, including the full depth removal of existing asphalt, subgrade reconditioning and the installation of new asphalt. Additional operations included miscellaneous sidewalk, curb and gutter and concrete curb ramp repairs. Crews also installed new sections of guardrail and carried out final restoration landscaping. These critical upgrades prolong the life of the roadway surface, boasting safer and smoother travel paths for drivers and providing more accessible routes for multimodal users through concrete repairs.

CO 59 Resurfacing in Kit Carson

Crews completed, in the Fall of 2025, a resurfacing treatment project on Colorado Highway 59 (Mile Points .05 to 9.05) north of Kit Carson. The work, performed on both northbound and southbound lanes, consisted of applying a three-inch hot mix asphalt overlay, along with the installation of new signage and fresh roadway striping, creating a smooth, new driving surface and increased safety for the traveling public.

Bridge Replacements near US 40/287

This bridge replacement was located in Lincoln County on US 40/287. Work included full bridge replacement, embankment, concrete pavement, culvert repair, construction traffic control, seeding/mulching, erosion control, signing/striping, expanding the passing lanes and guardrail work. This project addressed significant safety concerns. With the construction of passing lanes, the project also allows safer transportation of commercial/freight trucks, motorists and cyclists on this busy corridor by providing a stretch of highway with space and opportunity for faster vehicles to safely pass slower-moving traffic.

US287 at Owl Canyon Road

One mile HMA Resurfacing was constructed in Summer of 2025 to improve safety of roadway striping and riding surface.

US 287 Resurface Teds Place East

The asphalt resurfacing project on US Highway 287 (Mile Points 354.5 to 355.7) northwest of Fort Collins was completed in May 2025. This project involved milling, asphalt overlay, striping, guardrail, signs and delineators, which prolonged the life of the road, repaired the rough surface and delivered a smoother, safer driving experience for motorists.

CO 7 Cherryvale Road to 28th Street Resurfacing

Work on Colorado Highway 7 (Arapahoe Avenue) between 28th Street and Cherryvale Road in Boulder is now substantially complete, following an April 2025 start. Crews successfully milled and overlaid the roadway with new asphalt to restore smoothness and enhance safety. ADA upgrades, including curb ramp installations, were also implemented to improve accessibility for all pedestrians. In collaboration with the City of Boulder, the East Arapahoe Bus and Turn Lanes Signing & Striping Project was also completed. This initiative converted right-through lanes into shared curbside lanes for buses and right-turning vehicles to increase trip reliability. Overall, this joint effort delivered safer multi-modal connections and essential riding surface improvements, while employing strict erosion control measures to protect water resources.

CO 119 Nederland West to Roundabout

Crews completed three miles of resurfacing and shoulder widening, to improve safety and active transportation, on CO 119, from the traffic circle on the north side of Nederland to the junction with CO 72 to the south.

I-25 Diamond Grind and Concrete Panel Replacement

Crews completed this multi-season project in the Summer of 2025. Project work consisted of concrete panel replacement, diamond grinding, sealant replacement, erosion control, temporary traffic control and striping on I-25 north of Fort Collins from CO 14 to the Owl Canyon Interchange in Larimer County. This work provides a smoother ride and lessens the damage to the road from bouncing vehicles.

CO 14 Cameron Pass East

This project is located in Larimer County through the Poudre Canyon and finished Summer of 2025. It consists of the following construction activities: 10 miles of resurfacing HMA and striping/signing, bridge deck repairs to extend the longevity of the three separate structures, installation of safety railing on an existing minor structure and the reinstallation of center rumble strips through the narrows of the canyon.

US 34, 40 & Boulder County Rumble Strips

Crews completed the replacement of epoxy pavement markings and installation of centerline and edgeline rumble strips at various locations in Boulder County, Larimer County, Weld County, Morgan County, Washington County, Yuma County and Cheyenne County in Spring 2025.

US 34/36 Resurfacing Estes Park

This project was located in Estes Park, Larimer County. It consisted of constructing a retaining wall in the Big Thompson River along US 36, resurfacing US 34 and US 36 near and through Estes Park, reconstructing ADA curb ramps and resetting guardrails. Striping patterns were slightly adjusted to provide a larger shoulder.

US 34-85 Interchange Signage & Striping ^{10YP}

Work resumed early Spring 2025 and was completed by the end of the summer. The project upgraded the signage and striping at the US Highway 34 and US 85 interchange. It also included lane widening and guardrail improvement to improve safety.

US 85 Concrete Panel Replacement

A concrete panel replacement project on US Highway 85 Business (8th Avenue) in Greeley was completed in late October 2025. Crews performed extensive work, including the removal and replacement of deteriorated concrete panels and the replacement of asphalt shoulders on US 85 Business, from 5th Street to O Street. Additionally, the project upgraded bridges over the Cache la Poudre River with deck repairs and replaced outdated guardrails to reduce crash severity. New curb ramps were also installed to enhance pedestrian safety and accessibility.

Bridge Replacement on US 34 near Laird (D-28-DA)

This project replaced an existing timber bridge with new structure D-28-DA on US 34 near Laird in Yuma County and was completed in June 2025. To maintain traffic flow, a single lane shoo-fly detour was built with temporary traffic signals at each end, allowing motorists to safely bypass the active work zone and minimize travel disruptions. This updated structure will now have a lifespan of up to 100 years, addressing challenges posed by deteriorating infrastructure. Guardrail and signage upgrades of the approaching roadway were also included in the work creating a much safer experience for the traveling public.

Bridge Replacement on US 34 near Laird (D-28-CA)

This project was a combo with 25866 and replaced an existing timber bridge with new structure D-28-CA on US 34 near Laird in Yuma County. Work was completed in June 2025. To maintain traffic flow, a single lane shoo-fly detour was built with temporary traffic signals at each end, allowing motorists to safely bypass the active work zone and minimize travel disruptions. This updated structure will now have a lifespan of up to 100 years, addressing challenges posed by deteriorating infrastructure. Guardrail and signage upgrades of the approaching roadway were also included in the work creating a much safer experience for the traveling public.

CO 60 Emergency Project

This project was an emergency response to a failing roadway just east of the center of Johnstown. Two failing irrigation lines below the asphalt and a nearby railroad track were replaced and the roadway rebuilt.

Region 4 Fiscal Year 2025 Replacement of Pavement Marketings

This maintenance project removed and replaced existing pavement markings to provide greater visibility of markings on the roadway. This project was on various roadways across Region 4.

Southwest Region

CO 97 Nucla Sidewalk Reconstruction

The project revitalized the sidewalks on Main Street in Nucla. The sidewalk improvements took place on CO 97, the community’s Main Street. Crews deconstructed the original concrete then replaced the sidewalks with new concrete walks, curb and gutter. New ADA compliant ramps provide accessibility for people with disabilities, while corner bump outs improve pedestrian safety by shortening the crossing distance, making pedestrians more visible to drivers, and slowing down vehicles, especially those making turns. The project took place from March through June of 2025.

CO 141 Mesa Creek Bridge Maintenance

This bridge repair project was located at the CO 141 Mesa Creek Bridge (Mile Point 85.5) in Montrose County between the rural communities of Gateway and Naturita. The project consisted of stabilization and reinforcement of the south bridge pier and abutment, riprap placement, bank stabilization, grading operations and final pavement overlay on the bridge deck. The project took place from March through July 2025.

US 160 Sidewalk Improvements in Mancos

This sidewalk improvement project took place in downtown Mancos from May to September 2025. More than 1,000 feet of new sidewalk and 64 new ramps were installed along eight blocks on Grand Avenue and Main Street. The ramps are now compliant with the Americans with Disabilities Act (ADA). The project included upgrades to driveway ramps and the town’s stormwater drainage system.

CO 112 Resurfacing Del Norte to US 285 Junction

Taking place from May to October 2025, 13 miles of CO 112 was resurfaced from Del Norte to the US 285 junction. CO 112 is a busy highway for south-central Colorado travelers used by local commuters, agriculture and freight drivers. The highway is a popular and efficient connector and rural bypass route when traveling through the San Luis Valley. The new resurfacing will make this valuable alternative route more reliable for Valley travelers. Additionally crews worked in coordination with the Union Pacific Railroad for rail repairs and with the City of Del Norte for utility repairs.

Regionwide Highway Striping

This perennial summer project involved paint striping over existing pavement markings on both asphalt and concrete pavement along several highways throughout southwest and south-central Colorado. By completing yearly maintenance on existing, but faded, highway pavement markings, the new paint preserves the safety and integrity of highways. Maintaining the reflectivity on highway centerlines and edgelines helps guide the traveling public especially at night and during inclement weather conditions.

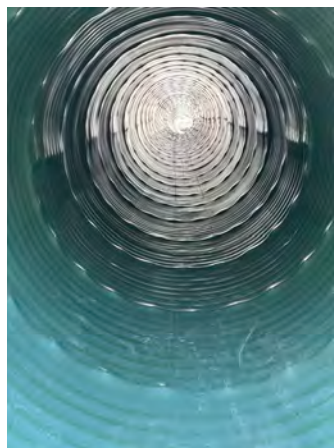


US 160 Treasure Falls to Wolf Creek Summit Resurfacing

The Wolf Creek Pass project improved approximately nine miles of US 160 from Treasure Falls to the pass summit. Work included lane-level paving and new asphalt overlay, installation of rumble strip and new guardrail, road sign replacement and fresh striping. Additional work included deck repairs at the bridge located just east of Treasure Falls and a culvert inlet repair just west of the pass summit. This project took place from April to October 2025.

CO 151 Resurfacing and Culvert Improvements ^{10YP}

The project improved approximately 13 miles of CO 151 east of Ignacio and near the rural communities of Allison and Arboles. Work included milling of the old asphalt, paving with new asphalt, shouldering, installation of rumble strips, guardrail replacement and road sign replacement. Additional work consisted of six culvert improvements throughout the project limits. Construction began in February and was completed in October 2025.



Regionwide Culvert Improvements

Approximately 20 culverts were improved from July through October 2025, with a new state-of-the-art repair technology using a durable, synthetic lining. The culverts were located in five different counties, including Conejos, Montezuma, Archuleta, Chaffee and La Plata. The new technology allows for the trenchless rehabilitation of pipes while the pipe is still operational and in place. The liner is pulled into the culvert pipe using a special tool to inflate it so it takes out all the creases and creates a smooth internal surface that allows water to flow through unobstructed. The method also allowed crews to accomplish the work more efficiently at each location, taking less time with fewer impacts to traveling public.

Southwestern Colorado Chain Station Improvements

This project was located in Southwestern Colorado in San Miguel, Archuleta, Costilla, and Mineral Counties. Project work consisted of chain station improvements on several highways. The improvements included new or expanded resurfacing and lighting to help ensure that commercial drivers have a safe location to chain-up or chain-down while traveling in the high country.

Regionwide Timber Bridge Repairs

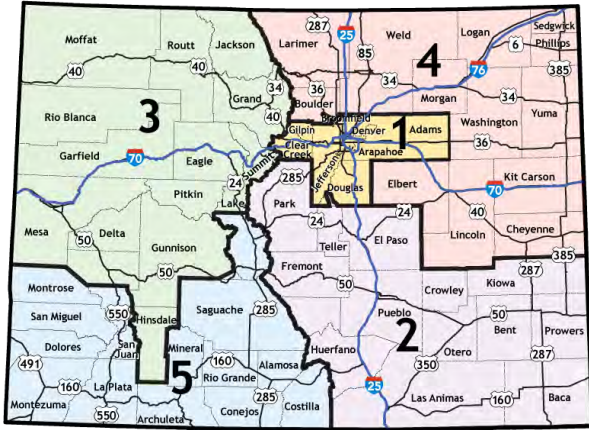
Three timber bridge structures were repaired on different highways in southwestern Colorado counties of Ouray, Saguache and Conejos. The aged timber structures were retro-fitted with steel beams to reinforce the existing timber girders which will strengthen and increase the longevity of the structures as well as ensure safety of the traveling public. Locations included the US 550 Cutler Creek bridge between Ouray and Ridgway in Ouray County, US 50 Brush Creek bridge east of Sargents in Saguache County and the CO 15 La Jara Creek bridge near La Jara in Conejos County. Work began in September and was completed in November 2025.



03

Projects Started

Started Projects at a Glance



Denver Metro Region Region 1

10	3
Project Total	10 Year Plan Projects

Southeast Region Region 2

2	1
Project Total	10 Year Plan Projects

Northwest Region Region 3

6	0
Project Total	10 Year Plan Projects

Northeast Region Region 4

4	0
Project Total	10 Year Plan Projects

Southwest Region Region 5

3	2
Project Total	10 Year Plan Projects

Denver Metro Region

I-25 Lone Tree Mobility Hub Improvements in Douglas County ^{10YP}

CDOT is building a new mobility hub that will provide Bustang users with seamless access to light rail, Lone Tree’s Link on Demand service and the future Lone Tree City Center. The project is located at the I-25 and Lincoln Avenue interchange in Lone Tree, Douglas County. The project includes new slip ramps along the northbound I-25 off-ramp and southbound on-ramp for Bustang transit services, and a pedestrian and bicycle bridge over I-25 to connect the transit stops. Other work involves new sidewalks, bus shelters, and a passenger pick-up/drop-off area. This mobility hub is strategically located along the I-25 corridor that will offer multiple modes of transportation options in the south Denver region. The project started in May 2025 and is scheduled for completion in summer 2026.

I-25 & CO 7 Interim Mobility Hub ^{10YP}

This project will provide additional transit options and connections in the north Denver region. The hub is located at the I-25 and CO 7 interchange (Exit 229), spanning both Broomfield and Adams Counties. Primary work includes Bustang slip ramps for the northbound I-25 off-ramp and southbound on-ramp, and a pedestrian bridge over I-25. Additional work includes sidewalks, new traffic signals, and a park-n-ride lot in the southeast corner of the interchange, along with a permanent water quality pond. When completed, the hub will provide an additional location for people to access Bustang’s North Line to Ft. Collins and connect to the local transit system between Boulder and Brighton along CO 7. Construction started in March 2025 and is scheduled for completion in later summer 2026.



Vasquez Boulevard Improvements: I-270 to 64th Avenue in Commerce City ^{10YP}

The Vasquez Boulevard will be delivered in two construction packages. Once completed, this project will improve traffic flow and safety of this highly congested area on Vasquez Boulevard between I-270 and 64th Avenue in Commerce City. The project will reconfigure lanes, install new medians, and convert the complex intersection at East 60th Avenue/Vasquez Boulevard/Parkway Drive into a safer four-way signalized intersection. Intersection improvements at East 62nd Avenue will add a new traffic signal to ease flow. This project will improve transportation and safety for motorists and pedestrians and enhance connectivity along this vital north-south corridor. The project started in July of 2025 is scheduled for completion in January 2027.

US 40 Resurfacing in Empire, Clear Creek County

US 40 is being resurfaced in both directions from the I-70/US 40 junction to about one mile east of Berthoud Falls in Clear Creek County. Work includes culvert and inlet replacements or cleaning, new guardrails, and new signing and striping. Within the town of Empire, crews will replace two traffic signals, upgrade crosswalks and curb ramps to improve safety, construct bulb-outs, and improve drainage. This work will greatly increase safety for both motorists and pedestrians by providing a smoother roadway and reducing the risk of hydroplaning. Construction started in May 2025 and is scheduled for completion in early to spring 2026.

Wadsworth Boulevard & Evans Avenue Intersection Improvements in Jefferson County

Improvements include a new traffic signal and curb ramps, pedestrian crossing infrastructure, and median work on Wadsworth Boulevard and Evans Avenue. Crews are also installing a new concrete bus pad, signing, and striping. This work will improve traffic flow for motorists and enhance pedestrian safety at crosswalks. Construction begins in December 2025 and is scheduled for completion in April 2026.



US 287 Resurfacing: I-70 to 92nd Avenue in Adams and Denver Counties

US 287 (Federal Boulevard) is being resurfaced between I-70 and 92nd Avenue. Additional construction included improving concrete sidewalks and ADA ramps, upgrading traffic signals, rehabilitating the Federal Boulevard bridge deck over Clear Creek, and improving drainage. This work provides a smoother, safer road surface for drivers. Construction began in March 2025 and is anticipated to be complete January 2026.

I-70 Bridge Repairs in Arapahoe County

Construction continues to repair bridge decks of four I-70 structures southeast of Byers between Peoria and Deer Trail. The work includes new concrete pavement at the bridge approaches, and girder and column replacements. Construction started in September 2025 and is scheduled for completion in summer 2026.

Federal Boulevard Intersection Improvements, Denver County

This project is replacing signals, crosswalks and sidewalks on Federal Boulevard (US 287/CO 88) at two intersections in Denver County. Outdated signals will be replaced on Federal Boulevard and 41st Avenue. New pedestrian crossing signals, push buttons and crosswalks will be installed on Federal Boulevard and West Bayaud Avenue. New sidewalks and ADA ramps are being added at both locations. Improvements will help to better control traffic movements and provide safer crossings for pedestrians and cyclists. Work started in December 2025 and is scheduled for completion in late January 2026.

I-70 & I-76 Denver Metro Sign Replacement

CDOT is replacing approximately 44 overhead directional signs across several counties in the Denver Metro area. The project spans I-70 from Genesee to Byers and includes one location on I-76 in Thornton. The work involves replacing old signs to increase lane awareness and improve reflectivity at night, helping motorists navigate the highway safely. This project began in December 2025 and is expected to be completed by January 2026.

Region 1 Culvert Repairs, Regionwide

CDOT is repairing approximately 60 decaying culverts throughout the region. Culverts are pipes under roads to channel water away from the roadway structure. Repairing culverts helps to prevent road damage. Work started in August 2025 and is scheduled for completion in late January 2026.

Southeast Region

I-25 Business Loop Resurfacing and Safety Improvements North of Walsenburg ^{10YF}

This project will include the widening of shoulders, addition of turn lanes and lighting, and resurfacing of I-25c Business Loop north of Walsenburg and west of I-25 from MP 2.3 (Pine Street) to MP 3.3. These safety improvements will provide safer turns and a smoother surface for motorists.

US 50 Culvert Repairs in Canon City

Culvert Repairs in Canon City, Fremont county will focus on critical culvert repairs on multiple culverts under US50 in Canon City. The culverts will be treated with UV slip liners to provide long-term service life and minimize impacts to the travelling public during the work.

Northwest Region

US 6 Elk Creek Bridge, New Castle

This project is located in New Castle, on US 6 at Mile Point 105.8. The current structure is deficient in multiple areas, including condition, freeboard and cross section elements. The replacement structure will correct these areas and add a separate pedestrian bridge. A detour will be constructed that will use the existing truss bridge relocated to the south of the existing location so traffic will remain in a two lane configuration while the new bridge structure is being built. Work on this project will also relocate utilities, build retaining walls, shore up the banks of Elk Creek with riprap, guardrail, erosion control and striping. There will also be a detached pedestrian bridge built on the north side of the new bridge. In the interest of pedestrian safety, when work commences in November, all pedestrian access will be closed at the bridge. In early Spring, the team will implement a full three to four day closure of US 6 at Mile Point 105.8 to slide the existing bridge into the detour alignment. The team is planning to coordinate this closure to have minimal impacts by beginning on a Thursday evening through a Sunday evening to accommodate commuter and school traffic. The team conducted an open house meeting for the community October 28, 2025. Construction began in November 2025.

CO 50A Cedar Creek Culvert Replace

The Colorado Department of Transportation, in partnership with Ridgway Valley Enterprises, will begin work on the State Highway 50 culvert replacement project on Aug. 11, 2025. This project is located north of Montrose near the airport, from Mile Post 89.7 to MP 90. Work consists of replacing existing steel culvert on Cedar Creek with concrete box culverts under US 50. Shoulder closures and single-lane closures will be utilized until the detour route is built. The detour will divert northbound and southbound traffic to the east on the frontage road to maintain flowing traffic in both directions. The project is expected to complete in June 2026.

I-70 Glenwood Canyon Bridge/Rail Improve

The I-70 Glenwood Canyon Bridge and Rail Improvement Project involves replacing 23 bridge joints that connect the roadway to elevated bridge structures and repairing guardrails along I-70 in Glenwood Canyon between Mile Points 116 and 133. This critical infrastructure project enhances safety for motorists by allowing the bridges to expand and contract with temperature changes while maintaining a smooth driving surface. Work began in mid-July 2025 and is scheduled for completion in fall 2026, with a planned winter shutdown due to weather conditions.

I-70 Straight Creek Culverts

The Straight Creek Culvert Project focuses on improving drainage along approximately one mile of culverts on I-70 in both directions between Silverthorne, Mile Point 205, and the Eisenhower-Johnson Memorial Tunnel, MP 213. This project will help ensure the stability of one of CDOT's most heavily utilized assets – the I-70 Mountain Corridor. The project began in fall 2025 and is expected to take two years to complete, with the majority of work occurring in summer 2026.



CO 92 Rogers Mesa - Phase 2 from MP 16.6 to MP 20

Phase 2 of the project will span from MP 16.6, west of 3100 Road. Key improvements will include resurfacing the existing pavement, adding shoulders to both sides of the highway, improving drainage infrastructure, major intersection improvements, and implementing an interim access control plan.

US6 Palisade Improvements

The Colorado Department of Transportation project was advertised in October and we are in the process of awarding the contract. The start date for construction will be determined once the project is awarded and the contractor receives the notice to proceed. However, CDOT anticipates that construction activities will start in early 2026 and be completed by late 2026. Further information about traffic impacts will be available in the coming months.

Northeast Region

I-76 Bridge Repairs East of Roggen & East of Wiggins

The scope of the project repairs two bridges in Weld County (over Bijou Creek) and Morgan County (over Lost Creek) that are over 65 years old. The repairs included removing and replacing failing surface concrete on the structures, replacing the asphalt driving surface, upgrading the guardrail and installing new bridge railing over Lost Creek. These improvements are designed to enhance safety for travelers, provide a smoother driving surface and increase the longevity of the bridges and the highway. The work on the Bijou Creek Bridge is complete with the exception of final striping and the half of the repair work on the Lost Creek Bridge is complete. Lost Creek Bridge work will be completed in the Spring 2026 after a winter shutdown.

Northeastern Colorado Culvert Repairs

Crews are done with this season’s design and construction work in Phase 1, completing treat-in-place improvements to 17 pipe barrels to extend their functional life by 20 to 30 years in Boulder, Larimer, Logan, Morgan and Weld Counties. The project also obligates funds to seven other Region 4 projects to add treat-in-place work at a significant discount. Phase 1 work will recommence in Spring 2026 to replace a culvert in Logan County, and Phase 2 design work is already underway to add 20 more pipes in fiscal year 2026.

Region 4 Maintenance 26 Sign Replacement

This maintenance project consists of a sign replacement project along US36 between Boulder and Estes Park. The project was pursued to address the age of signs on the corridor and to install new signs panels and supporting hardware to provide better sign visibility for motorists on the roadway. This project expects to finish by early 2026.

Region 4 FY26 Signal Replacement

This project consisted of signal pole replacement at two intersections in Loveland: US 34 and North Van Buren and CO 402 and South Boise Avenue. It also included curb ramp reconstruction to meet ADA requirements.

Southwest Region

US 160 Fort Garland East Wildlife Safety ^{10YP}

This two-season project, to be completed in the summer of 2026, is being constructed just east of Fort Garland in Costilla County on US 160. Project work will build three wildlife underpasses, wildlife fencing along both sides of the highway, earthen escape ramps throughout the fenced corridor and deer guards or gates at access points. Intersection improvements will also be made at the junction of US 160 and Trinchera Ranch Road with the addition of acceleration and deceleration lanes. These wildlife mitigation features and highway enhancements will improve safety for both wildlife and motorists.

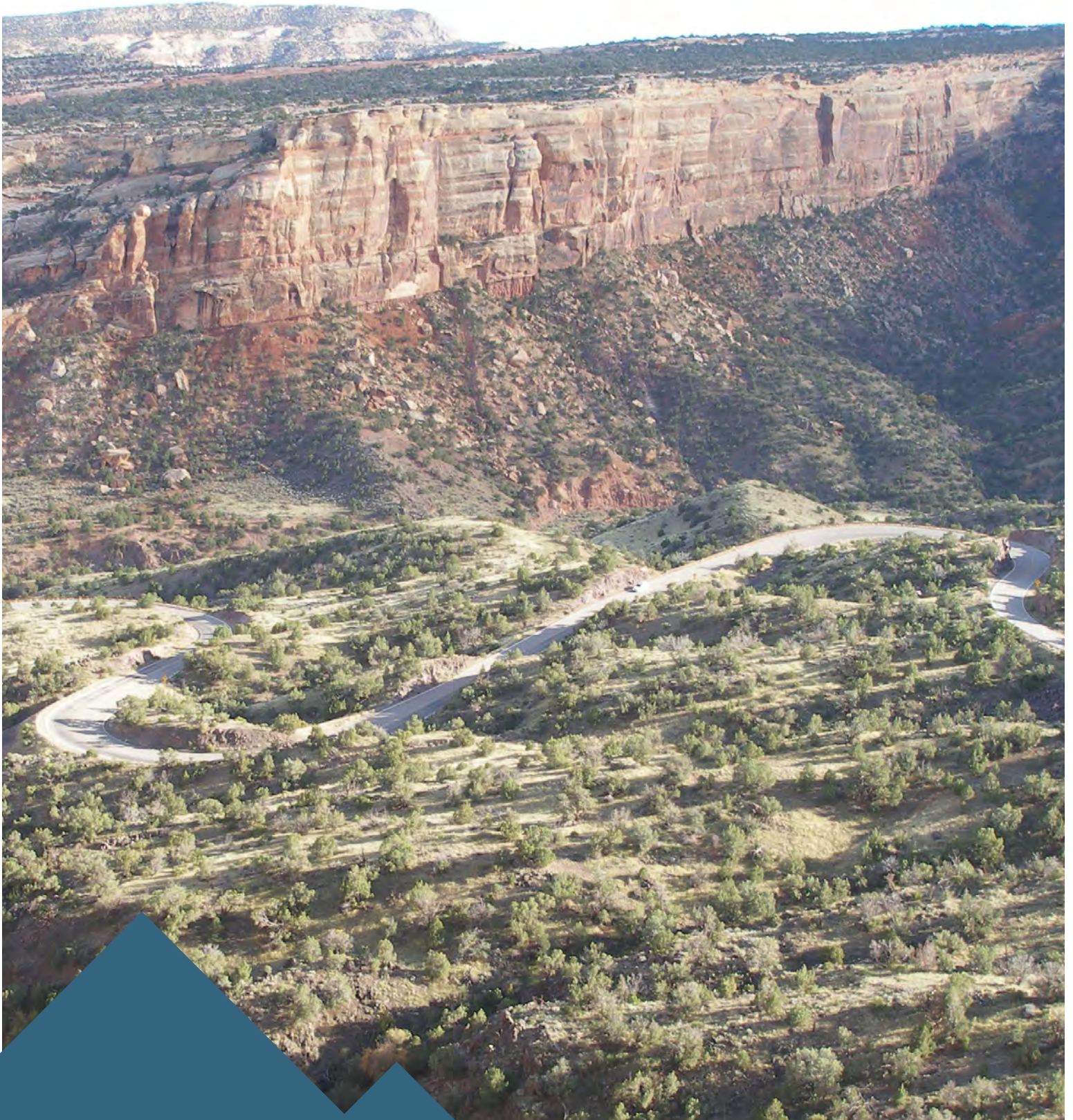
US 160 Pagosa Springs Reconstruction ^{10YP}

The project will replace the current asphalt roadway with a new concrete road surface through the Pagosa Springs downtown business district, US 160. Replacing asphalt with concrete will increase the lifespan and longevity of the roadway, requiring less frequent maintenance. New and reconfigured ADA compliant pedestrian crosswalks with flashing signs will be installed near 3rd, 2nd and 6th Streets. A unique component of the project is the collaborative partnership among CDOT, Town of Pagosa Springs and local utility companies. All utilities will be upgraded and location mapping will be updated underneath the roadway prior to the repaving with concrete. Infrastructure (roadway and utilities) on Main Street and Pagosa Streets, US 160, has aged significantly without improvements for many years. A second phase of the project will include additional work at a separate location west of town at the intersection of US 160 and Harman Park Drive/Piedra Road. Sidewalks and crosswalks will improve pedestrian safety at this intersection. The project began in March 2025 and will be completed in Fall 2026.



US 285 Conejos River Bridge Improvements

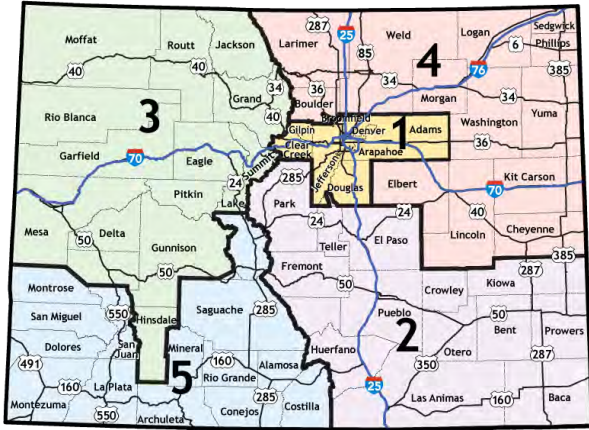
Improvements will be made to two bridge structures along US 285, located approximately one mile north of Antonito, in Conejos County. This winter season project, to take advantage of low water flows, includes resurfacing a bridge deck at the structure over the North Branch Conejos River and completely replacing the bridge structure over the Conejos River, further north on the highway. This project, taking place from November 2025 to May 2026, will benefit the public by making the bridges safer and more reliable for users.



04

Projects Underway

Projects Underway at a Glance



Denver Metro Region Region 1

1	1
Project Total	10 Year Plan Projects

Southeast Region Region 2

4	2
Project Total	10 Year Plan Projects

Northwest Region Region 3

2	0
Project Total	10 Year Plan Projects

Northeast Region Region 4

5	3
Project Total	10 Year Plan Projects

Southwest Region Region 5

0	0
Project Total	10 Year Plan Projects

Denver Metro Region

I-70 Floyd Hill

The I-70 Floyd Hill Project will improve eight miles of the I-70 mountain corridor, from west of Evergreen to eastern Idaho Springs. The Project will deliver a third westbound I-70 travel lane, which will function as an Express Lane, to improve the current two-lane bottleneck. Other major elements include constructing a missing two-mile section of the frontage road between Evergreen and Idaho Springs, building an eastbound I-70 extended on-ramp for slow-moving vehicles, improving traffic flow and access at interchanges and intersections within the project limits, improving sight distance on roadway curves, improving the Clear Creek Greenway trail, and creating safer wildlife movements. As 2025 wrapped up, crews reached substantial completion of three miles of I-70 between County Road 65 and the middle of Floyd Hill, with motorists now traveling



on newly widened, realigned pavement with fresh striping and full-width shoulders. Rock excavation is progressing on schedule, with 140 blasts completed, paving the way for upcoming bridge construction. Project design finalized in 2025 with the last construction package underway, and most retaining walls are complete. By year's end, crews had placed over 41,000 tons of asphalt and installed 7,000 linear feet of drainage pipe. More than 1,200 linear feet of caissons (deep underground foundations that support the bridge) are in the ground and the team has moved 650,000 of 1,000,000 total cubic yards of material that must be excavated.

Southeast Region

I-25 Acceleration and Deceleration Lanes Fillmore Street to Garden of the Gods Road ^{10YP}

The project will enhance safety for Colorado’s traveling public by adding acceleration and deceleration lanes between Fillmore Street and Garden of the Gods Road and includes the replacement of the bridge over Ellston Street.

Interstate 25 and US 50B Interchange (new Pueblo Freeway)

This project is located in Pueblo on I-25 from MP 99.7 to MP 101.4 and on US 50 from MP 315.9 to MP 316.6. During construction, crews will build five new bridge structures, retaining and noise walls, roadway and ramp reconstruction, embankment, safety improvements, drainage and erosion control. Once complete, the interchange will be located just north of the current interchange and will operate as a diverging diamond interchange to improve drivability and provide safer driving conditions for motorists.



Powers Boulevard (CO 21) and Airport Road Diverging Diamond Interchange ^{10YP}

Construction includes a diverging diamond interchange at the intersection of Airport Road and Powers Boulevard (Colorado Highway 21 / US Highway 24) to replace the existing signalized intersection. Work includes bridge and ramp construction, placing embankment, concrete paving, overhead sign structure installation, new traffic signal systems and permanent water quality ponds.

CO 67 Widening in Woodland Park

The project consists of widening and making mobility and safety improvements to a section of CO 67 in Woodland Park including, widening CO 67 from two to four lanes between County Road (Evergreen Heights Drive) and West Kelley’s Road, building raised medians near major intersections, installing new pedestrian facilities, and making drainage and safety improvements.

Northwest Region

Vail Pass Aux Phase 1 CP 4 and 24896-Vail Pass Aux BE F-12-AS Phase 1 CP 5

The I-70 West Vail Pass Auxiliary Lanes Project is designed to improve safety and travel-time reliability in both directions of I-70 on West Vail Pass. This stretch of I-70 features steep grades, tight curves, and a mix of faster-moving passenger vehicles and slower-moving trucks, often resulting in inconsistent and delayed travel times along the corridor. The project limits extend from the East Vail, Exit/Mile Point 180 to the Vail Pass Rest Area MP 190. Construction began in August 2021 and is expected to be completed by December 2026.



CO 82 Red Hill Rockfall Mitigation

The Colorado Department of Transportation, in partnership with Rock Supremacy, began a winter shutdown for the rockfall mitigation along CO Highway 82 at Red Hill. A winter shutdown was necessary to allow for safety conditions for workers and the traveling public due to adverse winter conditions. The project takes place on CO 82 Red Hill from Mile Point 11.7 to MP 12.2, east of the CO 82/CO 133 intersection. Work includes removal of loose rocks, mesh netting installation, and culvert cleaning. To date, the crew has installed 100 anchors, 21 posts and 90,000 square feet of mesh netting. This project began in mid May and went into Winter Shutdown November 7. It will begin again in spring 2026.

Northeast Region

CO 119 Safety, Mobility and Bikeway Project

CDOT, RTD and Boulder County have partnered in delivering the CO-119 Safety, Mobility and Bikeway project. The limits of the project are on CO-119 from MP 45 to MP 54.4. The project will make improvements to the corridor, resulting in safer, faster and more reliable travel for all modes of transportation. The current construction encompasses these key improvements:

- Addition of a commuter bikeway (Diagonal Bikeway) with several local connection points between northbound and southbound CO 119. Underpasses or overpasses will be added at major intersections for safe and uninterrupted cyclist crossing
- Jay Road underpass
- 63rd Street overpass
- CO 52 underpass
- Niwot Road underpass
- Southbound CO-119 underpass near Hover
- Bus Queue Bypass Lanes at major intersections
- New Park-n-Rides at Niwot and 63rd St
- New signage, striping and improved signal timing at all pedestrian crossings at signalized intersections
- Signal timing adjustments at key intersections (Jay Road, 63rd Street, CO 52, Niwot Road and Airport Road)
- Physically reconfiguring the CO 52 intersection to improve safety and to accommodate new Bus Rapid Transit (BRT) stations and the Diagonal Bikeway between the northbound and southbound travel lanes
- Changing access at Airport Road and CO 119 to reduce crashes and to improve safety and traffic flow
- Changes to unsignalized intersections (55th Street, Monarch Road, Oxford Road and 83rd Street (pair) and Fordham Street) to increase driver safety and prevent crashes
- Timeline for this construction is from 09/2024-12/2026
- Milestones Accomplished so far:
 - Successfully delivered and negotiated 2 concurrent Construction Packages with Kraemer North America
 - Completed 35 of the 39 irrigation crossings with 9 different irrigation companies
 - Placed 6,730 ft of pipe
 - Dewatered over 2.6 million gallons of contaminated groundwater
 - Completed 3 out of the 4 underpasses
 - Each one was completed in 5 days during a fast track installation to reduce impacts to the traveling public
 - Placed 8,400 ft of bikeway
 - Replaced the roadway and put the Jay Rd median back into its final configuration in 4 days
 - Successful coordination with multiple agencies/stakeholders: RTD, Boulder County, City of Boulder, Longmont, Niwot

North I-25 Express Lanes: Segment 5 (CO 56 to CO 66)

This project on the I-25 corridor is a continuation of the recently completed 20 miles of improvements from Berthoud to Fort Collins over the past six years. This approximately six-mile project will expand and enhance I-25 from CO 56 in Mead and connect to the newly built portion of I-25 just south of CO 56 in Berthoud. By eliminating the bottleneck between Mead and Berthoud and enhancing multimodal connections, the project will advance safety, trip reliability, freight efficiency and reduce emissions.

I-70 Rural Bridge Rehabilitation ^{10YP}

The Bridge Preventative Maintenance project on the 33-mile stretch of I-70 from Limon to Flagler (Mile Points 362 to 394.5) took place from late June 2025 through November 2025. It focused on eight county road structures over I-70. A key part of the project also involved work on two structures on I-70 over the Kyle Railroad, which required full night-time closures of I-70 for the safety and structural integrity of the bridges. The maintenance work included removing existing concrete deck topping or hot mix asphalt and applying a polyester concrete overlay or waterproof membrane and hot mix asphalt overlay. This project will go into a winter shutdown, resume next Spring, and finish shortly thereafter.

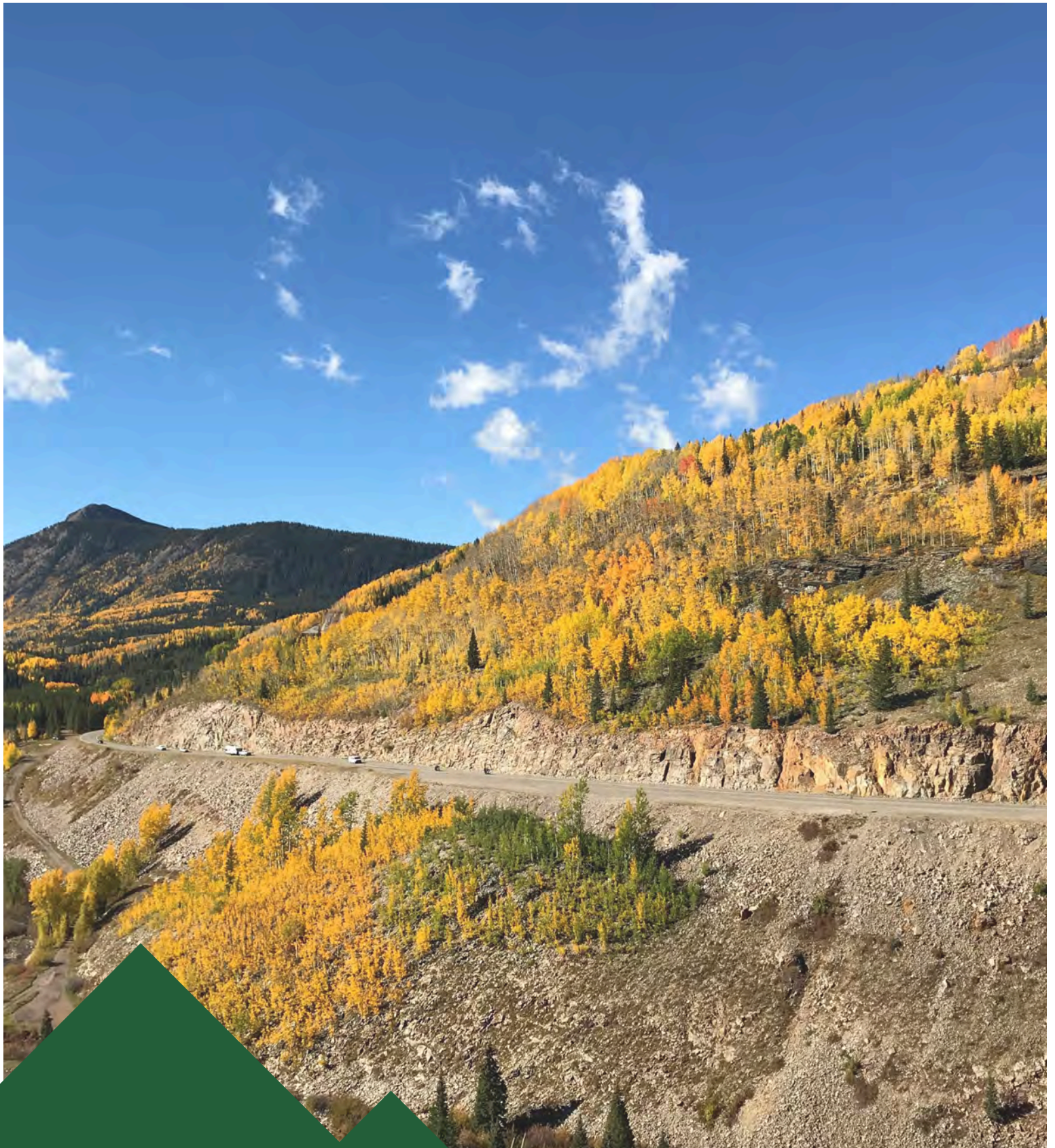
I-70 Bethune & Burlington Improvements ^{10YP}

This two-season project, to be completed by December 2025, addresses failing pavement and improves the overall safety of the traveling public in a timely and economical manner on the Interstate 70 corridor in the Eastern Plains. This project includes extensive pavement improvements of nine miles on Interstate 70 between Bethune and Burlington. The project also includes a minor overlay of 11 miles between Burlington and Kansas, as well as a minor overlay on US 24 between Bethune and Burlington. Bridge rehabilitation of two structures on I-70 and culvert lining was also part of this large project.

US 6 & US 385 Bridge Replacements

The bridge replacement project on US 6 and US 385 near Holyoke in Phillips County is on schedule to be completed in November 2026. Crews are currently working to replace four outdated timber bridge structures located near the town of Holyoke, with two structures being replaced in 2025 and two in 2026. To maintain traffic flow, shoo-fly detours are being built at each site, allowing motorists to bypass active work zones, minimizing travel disruptions. These updated structures will now have a lifespan of up to 100 years, enhancing safety for the traveling public and addressing challenges posed by deteriorating infrastructure.





05

Rural Roads

Rural Road Paving Program

CDOT is responsible for maintaining and repairing a transportation network that contains more than 23,000 miles of roads across Colorado’s 100,000 square miles. A rural road is defined as a road that exists outside of a Metropolitan Planning Organization (MPO) Boundary. The rural road network throughout the state connects small communities and makes it possible for critical goods to make it to market. CDOT put renewed focus on these roads as part of its 10-Year Plan with a rural paving program. The Rural Road Paving Program includes engineering based asphalt or concrete projects as well as maintenance based chip seal and paving (overlay and mill/fill). In total, CDOT improved the road conditions along approx 555 miles of rural roads in 2025.

Denver Metro Region Region 1

3

Miles Improved

Southeast Region Region 2

167

Miles Improved

Northwest Region Region 3

195

Miles Improved

Northeast Region Region 4

100

Miles Improved

Southwest Region Region 5

90

Miles Improved

Total Statewide

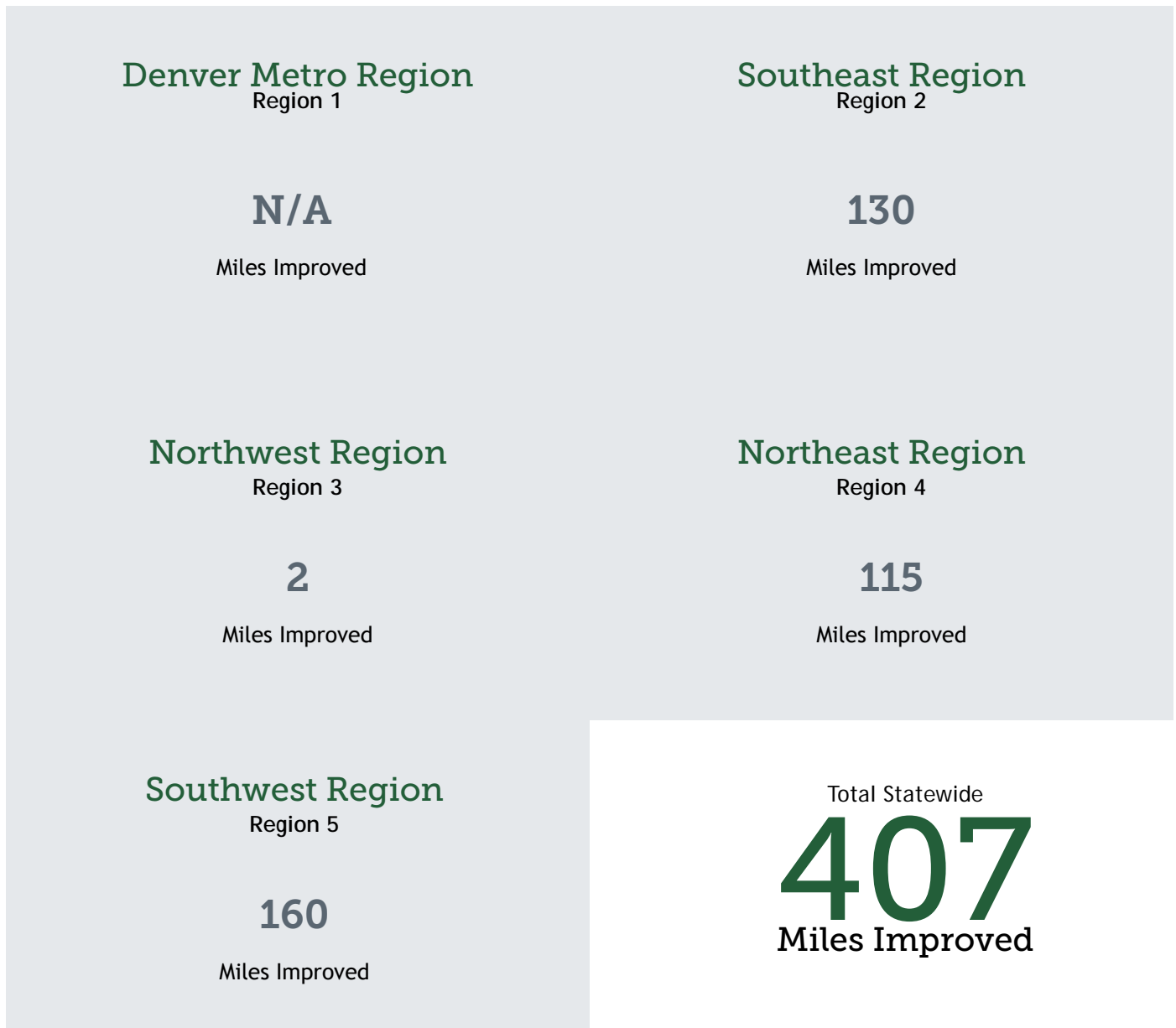
555
Miles Improved

Centerline miles used for calculations



Rural Road Crack Sealing

Crack sealing is a pavement preservation method where hot sealant is applied into cracks in the road surface to prevent water intrusion. The sealant fills the crack, preventing water from seeping into the road and (ultimately) under and into the road base. When cracks form, water can seep through and erode the road base causing deterioration. Crack sealing is a very cost-effective, preventive maintenance procedure and when done in a timely manner is one of the most effective ways to maintain the quality and integrity of the road pavement. In total, CDOT improved the road conditions along approx 406.6 miles of rural roads in 2025.



Centerline miles used for calculations





06

Safety

Seat Belt Use

In 2025, CDOT's Office of Communications seat belt safety campaigns featured real Coloradans saved by seat belts and discussed the physics of a crash involving unrestrained occupants. An earned media tactic called "Buckle up: Someone Needs You" further carried the message. Click It or Ticket awareness efforts, including press releases and media pitching for all three enforcement periods, garnered 23,430,471 total media impressions. CDOT's 2025 Seat Belt Survey showed that Colorado's seat belt usage rate is 90.7% – the highest ever recorded. This rate is a 2.5% improvement from Colorado's 2024 seat belt usage rate of 88.2%. The study observed a total of 106,087 vehicles across 744 site locations over a two-week period from June 9-22, 2025.

Hands Free Law

CDOT conducted its annual statewide Driver Behavior Survey in May 2025. The results indicated a positive shift in both driver attitudes and on-road behaviors. For the first time in several years, the upward trend of distracted driving has reversed. The percentage of drivers admitting to using their phone while driving dropped from 77% in 2024 to 71% in 2025. Additionally, the core focus of the new law (holding a device while driving) saw a measurable decline. Reported handheld phone use decreased from 42% to 34% year-over-year. High-risk behaviors also improved, with the number of drivers who reported picking up their phone to send a message falling from 29% to 23%. Finally, the Driver Behavior Survey found that 91% of Colorado drivers were aware of state laws prohibiting manual phone use. That said, broad awareness has successfully translated into better behavior, proving that a safer Colorado is well within our reach.



CMV Lane Restrictions

The Commercial Motor Vehicle (CMV) left lane restrictions on the I-70 Mountain Corridor deliver safety benefits by reducing speed differentials and conflict points in the most congested and/or crash-prone areas on the corridor. By keeping large trucks out of the left lane, the policy improves traffic flow predictability, limits aggressive passing maneuvers, and reduces sudden braking events that often lead to rear-end and sideswipe crashes. Outreach to the freight community as well as new pavement markings and signage has increased driver awareness of lane discipline, creating a safer operating environment for both freight and passenger vehicles.

Speed Cameras in Work Zones

Colorado's recently launched Speed Enforcement Program has strengthened compliance with posted limits in the Colorado Highway 119 Safety, Mobility & Bikeway project work zone, directly addressing one of the leading contributors to serious injury and fatal crashes, especially in vulnerable areas such as school and work zones. Targeted enforcement in known speeding and crash hotspots, combined with clear public messaging, has reinforced the link between speed, crash severity and survivability. The program has supported more consistent travel speeds, reduced extreme speeding behavior and improved safety outcomes for all roadway users, including pedestrians and roadside workers.

SAFETY AND TOLL ENFORCEMENT PROGRAM

The Express Lanes Safety and Toll and Enforcement Program (STEP) encourages safe driving on Colorado’s network of Express Lanes by using sophisticated roadside technology to enforce Express Lane rules. Violators identified by this technology are issued a \$75 fine, known as a “civil penalty,” via mail to the registered address associated with the vehicle’s license plate. Violations not paid within 20 days of issuance increase to a \$150 civil penalty. Data prior to the program launch showed critical safety concerns, including drivers weaving in and out of the Express Lanes, using the Mountain Express Lanes when they were closed, and traveling in the Mountain Express Lanes in oversized vehicles. On corridors like the I-25 North Express Lanes from US 36 to 120th Avenue, accidents due to weaving showed a concerning year-over-year increase. Enforcing these rules before STEP was impractical, requiring a peace officer to be present and to leave the safety of their vehicle to issue fines. This program began in 2023 on the I-70 Mountain, C-470, and North I-25 Express Lane corridors and is now active on all tolled Express Lanes. Since 2023, the program has seen an 87% decrease in violation rates, and 82% of drivers who received one violation did not get another, and 90% of drivers who received one or two (i.e., not more than two) violations did not get another. As of Jan. 1, 2025, over 1 million violations have been issued. In 2025 alone, \$1.97 million was invested in public education and outreach about how to safely use the Express Lanes and avoid violations. This is the largest communications effort CTIO has ever undertaken and reflects the intent to reinvest revenue from the Safety and Toll Enforcement program into continuing education to help reduce Express Lane violations on all corridors.



07

Transportation Commission

The state's transportation system is managed by the Colorado Department of Transportation under the direction of the Transportation Commission of Colorado. The commission is composed of 11 commissioners who represent specific districts. Each commissioner is appointed by the governor, confirmed by the senate and serves a four-year term. To provide continuity, the commissioners' term expiration dates are staggered every two years. Under state law, the powers and duties of the Transportation Commission of Colorado include formulating general policy with respect to the management, construction and maintenance of public highways and other transportation systems in the state. In addition it includes advising and making recommendations to the governor and the General Assembly, relative to transportation policy, and promulgating and adopting CDOT's budgets and programs, including construction priorities and approval of extensions or abandonment of the state highway system.



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