

# Transfer Facilities for Regional Transit Services (Cripple Creek, Cañon City, Woodland Park)



## Location

US 24, US 50, SH 67

- Fremont and Teller counties
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

Provide transfer facilities for regional transit services in Cripple Creek, Cañon City, and Woodland Park.

## Project Cost

- \$390,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Improve transportation options along Hwy 24 and US 50.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and communities of color, reside in Cripple Creek, Cañon City, and Woodland Park.

## Benefits If Funded

- **Mobility:** New transfer facilities may make taking transit easier and improve the customer experience for those who use public transportation, especially those who rely on alternative modes to meet all of their mobility needs. Transfer facilities can encourage the adjacent development of retail, such as restaurants, coffee shops, and services frequented by transit users.



# US 50 Passing Lanes East of Salida



## Location

US 50 between Salida and Cañon City

- Fremont County
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

Addition of passing opportunities, mobility and safety improvements, including shoulder widening, curve corrections, rock excavation, and rockfall protection on US 50 east of Salida.

## Project Cost

- \$8.5 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“A very dangerous stretch of road. There needs to be more than one passing lane on Hwy 50 eastbound between Salida and Cañon City.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor and scenic byway carries approximately 4,400 vehicles per day, including approximately 390 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Shoulders are narrow or nonexistent in some sections. Most frequent crash types are fixed objects, wild animal, and rear-end.
- **Asset Management:** Low drivability life.



## Benefits If Funded

- **Mobility:** Passing lanes will enhance mobility and travel time reliability.
- **Safety:** Shoulder widening, rockfall protection, and curve correction will increase traveler safety for all users, including trucks and visitors of this scenic byway.
- **Asset Management:** Rock excavation and rockfall protection will protect the roadway from damage, increasing resilience. The project will resurface the highway and rehabilitate bridge(s), improving the drivability life.



# SH 67 Passing Lanes

## Location

SH 67 north of Cripple Creek

- Teller County
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

Passing lanes and slow vehicle pull-offs.

## Project Cost

- \$10.5 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

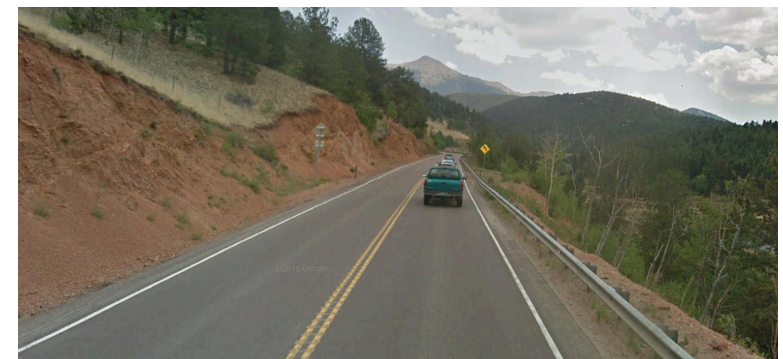
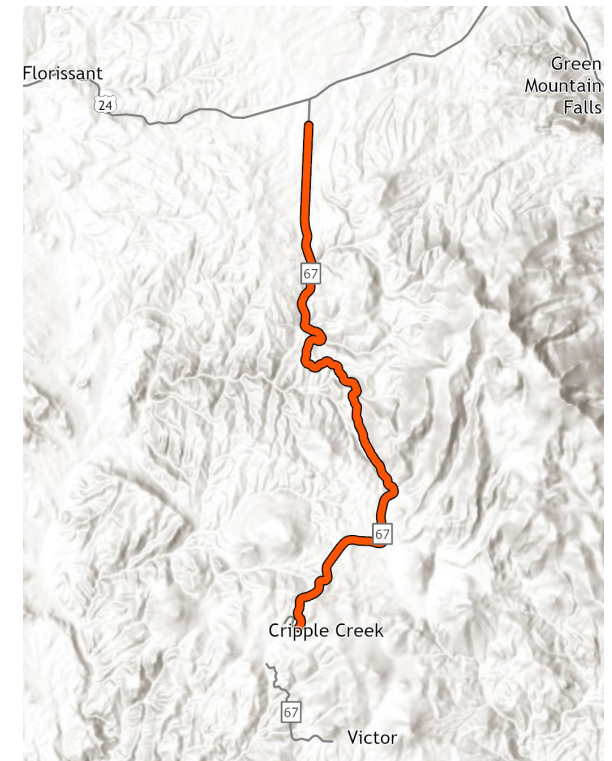
“Add passing lanes, shoulders, and pull-outs on CO 67 serving Cripple Creek gaming and tourism industry, heavy truck freight, and mining traffic.”

## Urgent Need

- **Mobility:** This scenic byway carries approximately 4,400 vehicles per day, including approximately 220 trucks.
- **Safety:** Shoulders are narrow or nonexistent in some sections. Most frequent crash types are wild animal, fixed objects, and overturning.

## Benefits If Funded

- **Mobility:** Passing lanes will reduce traveler delay caused by slow moving vehicles.
- **Safety:** Passing lanes will increase traveler safety by reducing unsafe passing maneuvers.
- **Asset Management:** The project will resurface the highway, improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# SH 69 Safety Improvements

## Location

SH 69 between Walsenburg and Bradford

- Huerfano County
- South Central Transportation Planning Region
- CDOT Region 2

## Description

Shoulder widening, safety improvements, and passing lanes on SH 69.

## Project Cost

- \$6.2 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Safety issue: Highway 69 is too narrow.”

## Urgent Need

- **Mobility:** Carries approximately 1,700 vehicles per day, including approximately 120 trucks. Areas of high stress for cyclists.
- **Safety:** Significantly higher crash rates compared to that of similar highways, indicating high potential for crash reduction. Shoulders are narrow or nonexistent in some sections. Most frequent crash types are wild animal, fixed objects, and overturning.

## Benefits If Funded

- **Mobility:** Passing lanes will reduce traveler delay caused by slow moving vehicles.
- **Safety:** Shoulder widening and safety improvements will increase traveler safety for all users.
- **Asset Management:** The project will resurface the highway, improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# Expanded Regional Transit Service between Walsenburg-La Veta-Gardener-Cuchara



## Location

SH 12, SH 69, US 160

- Huerfano County
- South Central Transportation Planning Region
- CDOT Region 2

## Description

This project includes the purchase of three new vans and operating costs to expand transit service to La Veta, Gardener, and Cuchara.

## Project Cost

- \$1.4 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

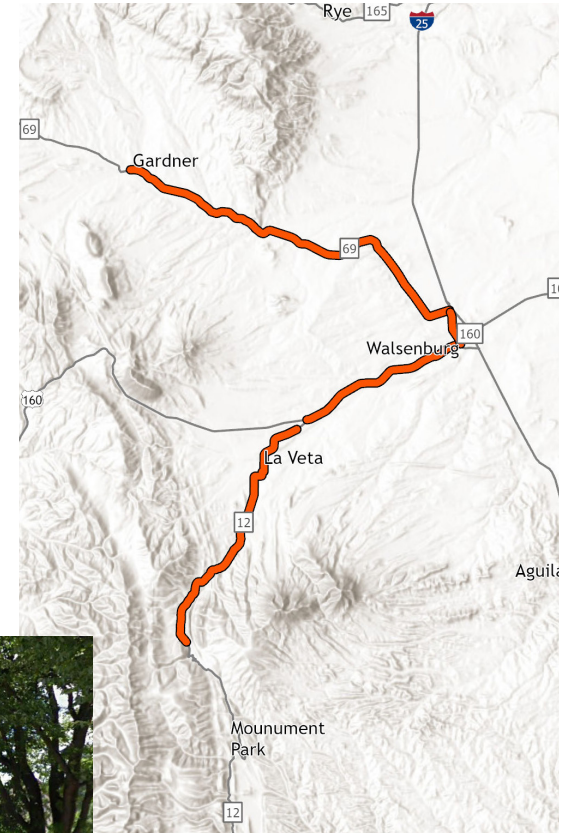
“Need more bus service to and from La Veta.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in communities along SH 12 and may require additional mobility options.

## Benefits If Funded

- **Mobility:** New transit service provides additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



# Southern Mountain Loop Trail

## Location

SH 12 and US 160 loop between Trinidad and Walsenburg

- Huerfano and Las Animas counties
- South Central Transportation Planning Region
- CDOT Region 2

## Description

This trail project will complete a portion of the Southern Mountain Loop of the Colorado Front Range Trail. This portion of the Southern Mountain Loop will run approximately 85 miles with segments that are on the road and segments that are separated from the road, providing a bicycle and pedestrian trail connecting Walsenburg and Trinidad and the communities along the route.

## Project Cost

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

## What We Heard

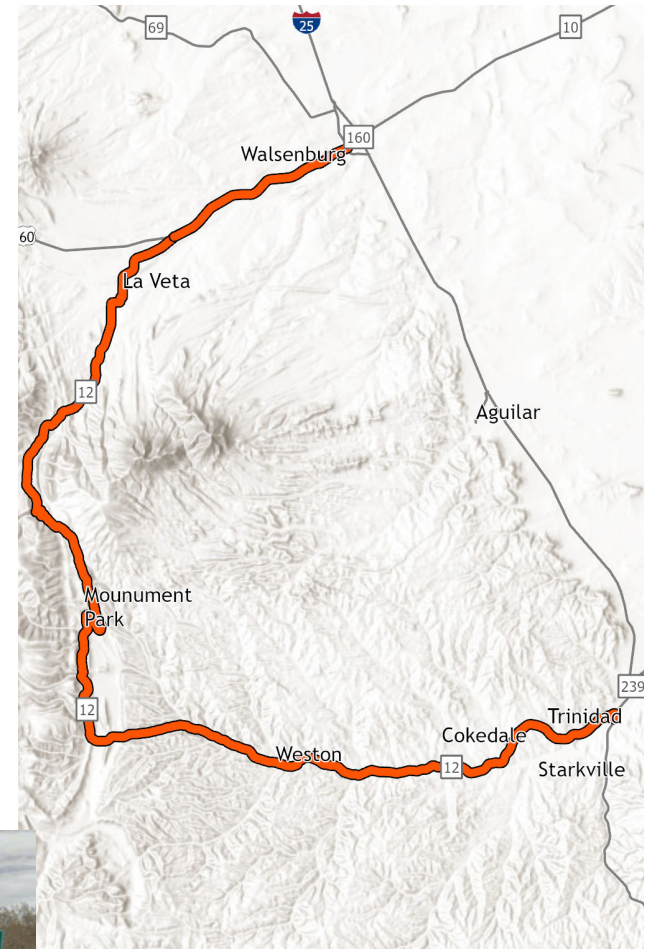
“Please add a bike path along the Hwy of Legends.”

## Urgent Need

- **Mobility:** This scenic byway is a High Demand Bicycle Corridor, as well as a Colorado Freight Corridor, creating a stressful condition for bicyclists. Shoulders are narrow or nonexistent in some sections.

## Benefits If Funded

- **Mobility:** Constructing the trail will provide a safer and more comfortable space for bicyclists and pedestrians, enhancing public health for residents and recreational visitors. The trail is anticipated to support economic vitality in the Region by creating a tourism activity.
- **Asset Management:** The project will resurface the highway and repair other assets in the project area, improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# Kim Transit Garage

## Location

US 160

- Las Animas County
- South Central Transportation Planning Region
- CDOT Region 2

## Description

This project includes a new transit garage that will hold two vans and administrative offices to support SCCOG transit service in Kim, Branson, and Baca County.

## Project Cost

- \$500,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

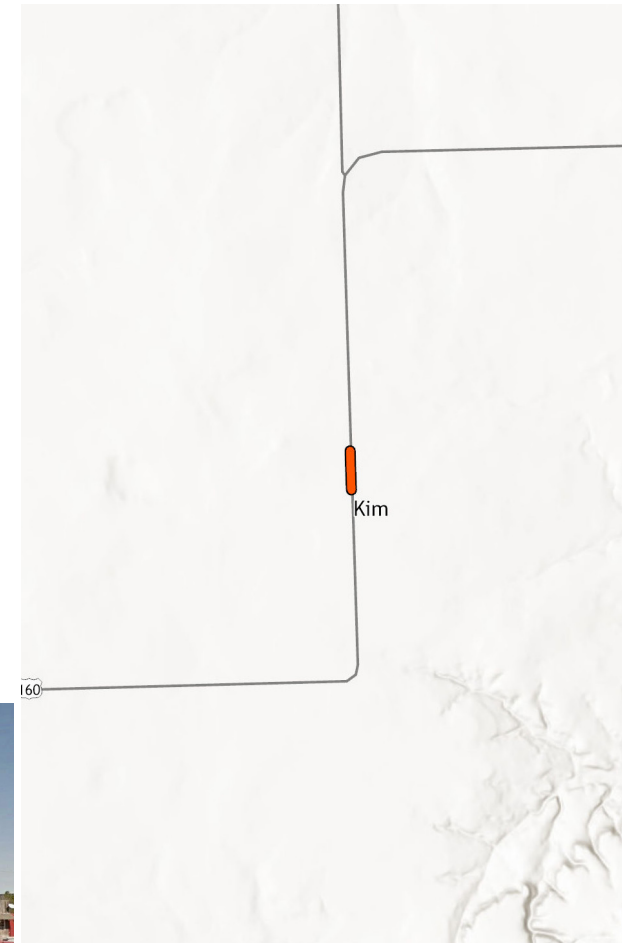
“Commissioner Hass says Waltz Corner on 160 is the perfect central meeting place for all the communities in this area.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+ and people with disabilities, reside in Las Animas and Baca counties and may require additional mobility options.

## Benefits If Funded

- **Mobility:** A new transit garage will allow for the protection of transit vehicles, and administrative facilities will improve the efficiency of operations for service in this part of the Region.



# Expanded Regional Transit Service for Branson, Kim, and Baca County



## Location

US 160 and SH 389

- Baca and Las Animas counties
- South Central Transportation Planning Region
- CDOT Region 2

## Description

This project includes the purchase of two new vans and operating costs to expand transit service to Branson, Kim, and Baca County.

## Project Cost

- \$600,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

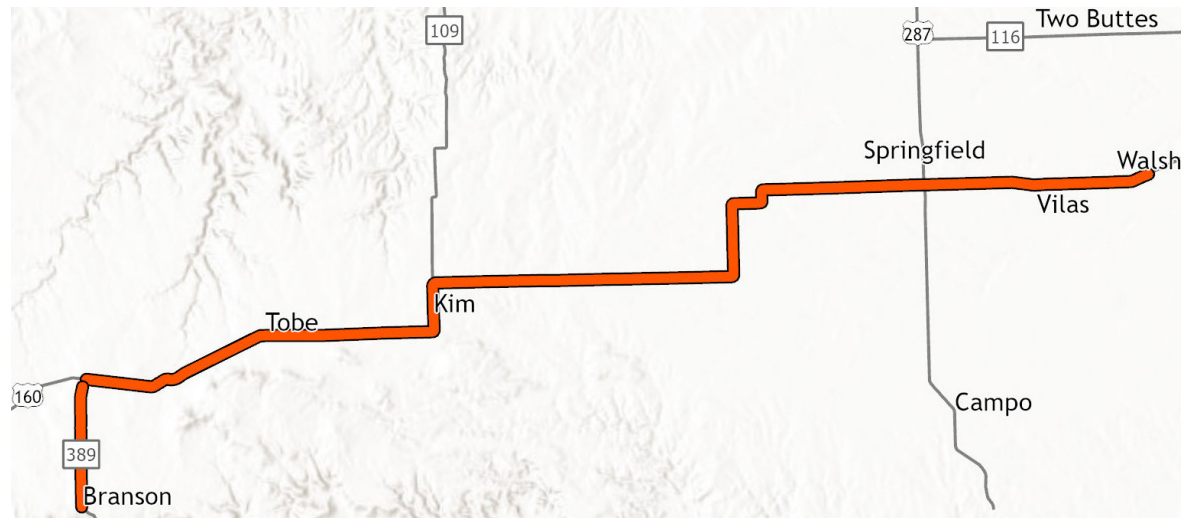
“Transit to and connecting with the Kim area is needed. Many aging citizens need transportation.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+ and people with disabilities, reside in Las Animas and Baca counties and may require additional mobility options.

## Benefits If Funded

- **Mobility:** New transit service provides additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.





# Expanded Regional Transit Service in Kiowa County



## Location

Non-corridor specific

- Kiowa County
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project includes the purchase of a 15-passenger bus and operating costs to provide transit service in Kiowa County, seven days per week.

## Project Cost

- \$400,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

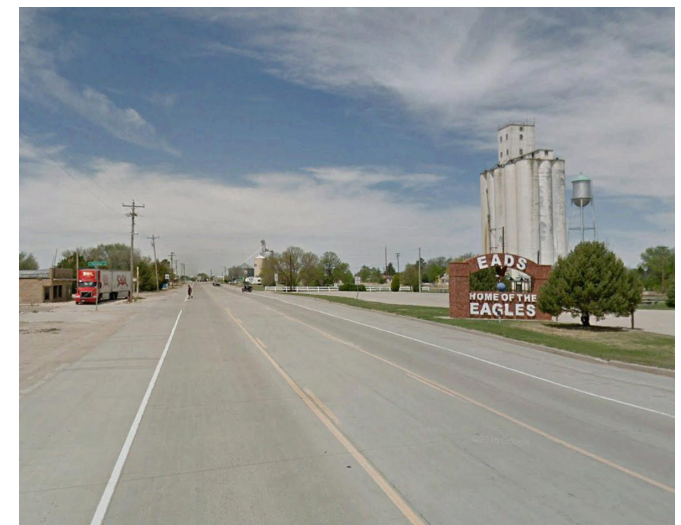
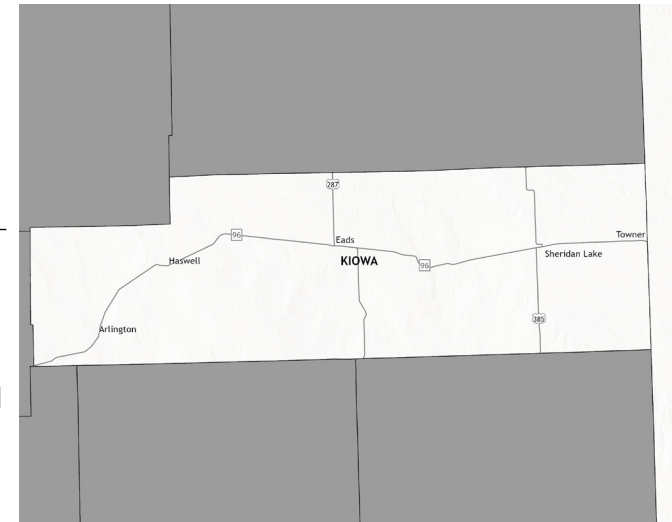
“More city transit for rural communities.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations reside in Kiowa County and may require additional mobility options.

## Benefits If Funded

- **Mobility:** New transit service provides additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



# Baca County Bus Facility



## Location

US 160

- Baca County
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

Heated metal bus storage facility to house two to four transit vehicles in Baca County.

## Project Cost

- \$400,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Better bus transit system.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and low-income residents, reside in Baca County and may require additional mobility options.

## Benefits If Funded

- **Mobility:** A new bus storage facility will allow for protection of transit vehicles and maximize their useful lives. Vehicles operating in a state of good repair will improve the customer experience and minimize service disruption.



# New Regional Transit Service between Campo and Lamar; Expanded Baca County Demand Response Services



## Location

Non-corridor specific

- Baca and Prowers counties
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project includes the purchase a new 15-passenger bus to expand Baca County demand response service hours and to provide transit service two days per week along US 287 between Campo and Lamar.

## Project Cost

- \$500,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

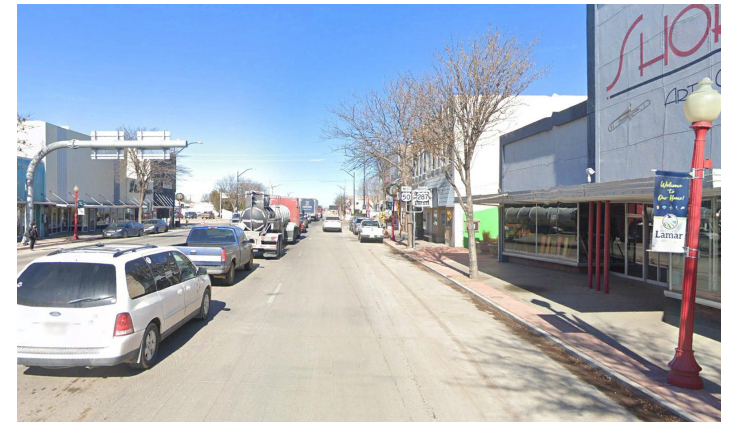
“Having multiple options for some of our most vulnerable populations would be valuable.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations reside in Baca and Prowers counties and may require additional mobility options.

## Benefits If Funded

- **Mobility:** New transit service provides additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



# New Regional Fixed-Route Transit Service in Teller County



## Location

US 24

- Teller County
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

This project includes the purchase of a new vehicle and operational costs to implement new transit service in Teller County to serve Lake George, Florissant, Evergreen Station, and others, three days per week.

## Project Cost

- \$600,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

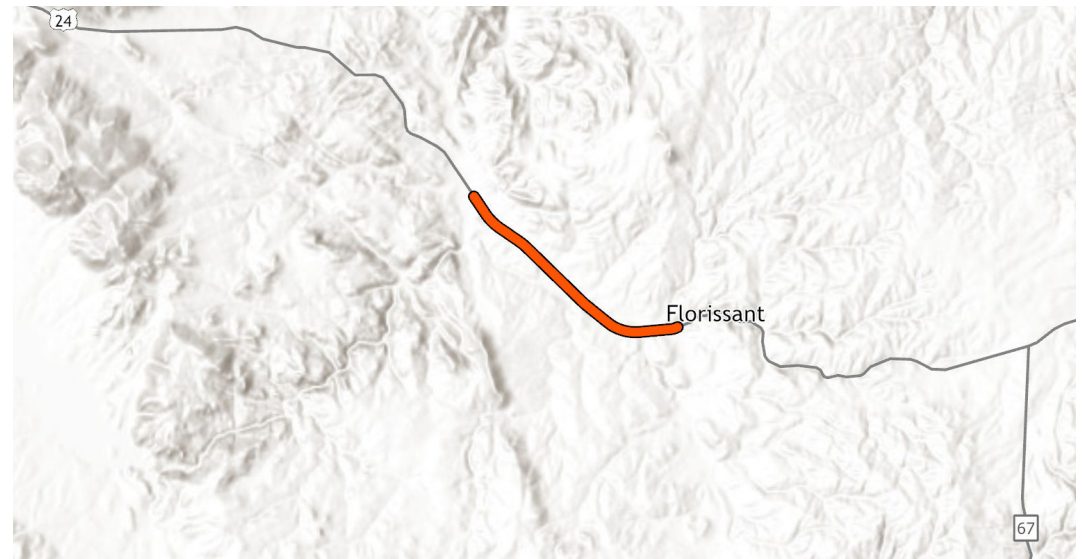
“Public transport almost non-existent in rural Teller County.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+ and people with disabilities, reside in Teller County and may require additional mobility options.

## Benefits If Funded

- **Mobility:** New transit service will provide additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



# Expanded Golden Shuttle Fixed-Route Service in Fremont County



## Location

US 50

- Fremont County
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

This project will expand existing Golden Shuttle service to include service to Cotopaxi and outlying areas of Fremont County and extend service hours into the evening and on weekends.

## Project Cost

- \$1.33 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Better transportation options between local communities.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and communities of color, reside in Fremont County and may require additional mobility options.

## Benefits If Funded

- **Mobility:** Transit service provides additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



# Expanded Local Fixed-Route Service between Florence-Penrose-Cañon City



## Location

US 50 and SH 115 between Cañon City and Penrose

- Fremont County
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

This project includes purchasing one new vehicle and expanding fixed-route transit to serve Florence, Penrose, and towns further west along US 50 and SH 115.

## Project Cost

- \$760,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

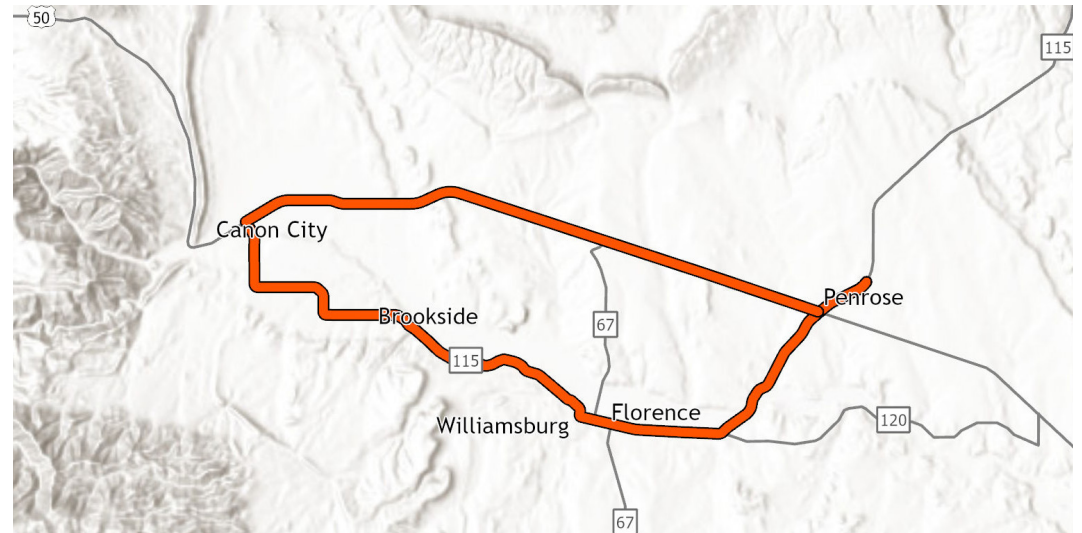
“Need a shuttle that has a regular schedule.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and communities of color, reside in Fremont County and may require additional mobility options.

## Benefits If Funded

- **Mobility:** New transit service provides additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



# Cripple Creek Administration and Operations Facility



## Location

SH 67

- Teller County
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

This project includes the design and construction of a bus storage facility to house nine vehicles and administration offices to support Cripple Creek transit operations.

## Project Cost

- \$2.05 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Public transport is almost nonexistent in rural Teller County.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+ and people with disabilities, reside in Teller County and may require additional mobility options supported by administrative offices.

## Benefits If Funded

- **Mobility:** A new bus storage facility will allow for protection of transit vehicles and maximize their useful lives. Vehicles operating in a state of good repair will improve the customer experience and minimize service disruption.



# Westcliffe Vehicle Housing

## Location

SH 69

- Custer County
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

This project includes construction of a metal building to house transit vehicles.

## Project Cost

- \$460,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Better transportation options between local communities.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+ and people with disabilities, reside in Custer County and may require additional mobility options.

## Benefits If Funded

- **Mobility:** A new bus storage facility will protect the transit vehicles and maximize their useful lives. Vehicles operating in a state of good repair will improve the customer experience and minimize service disruption.





# SH 115 Shoulders and Safety Improvements

## Location

SH 115 between Cañon City and Florence

- Fremont County
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

This project includes the addition of passing lanes, shoulders, and bicycle and pedestrian safety improvements.

## Project Cost

- \$10.5 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“State Highway 115 between Cañon City and Florence has no shoulders for bikes, yet it is popular with bicyclists. More passing lanes are needed as well.”

## Urgent Need

- **Mobility:** This scenic byway carries approximately 8,500 vehicles per day. The lack of shoulders creates a stressful traveling environment for all users, particularly bicyclists.
- **Safety:** Shoulders are narrow or nonexistent in some sections. Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash types are fixed objects, rear-end, and wild animals.



## Benefits If Funded

- **Mobility:** Wider shoulders will provide a more comfortable space for bicyclists. Passing lanes will reduce traveler delay caused by slow moving vehicles.
- **Safety:** Passing lanes, shoulders, and intersection improvements will increase traveler safety for all users, including bicyclists and pedestrians.
- **Asset Management:** The project will resurface the highway, improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# New Interregional Transit Service between Cañon City-Florence-Colorado Springs



## Location

SH 115

- El Paso and Fremont counties
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

This project includes the purchase of a new van and operating costs to provide regional transit service, five to seven days per week, between Cañon City, Florence, and Colorado Springs.

## Project Cost

- \$840,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Bustang directly to and from Penrose to Exit 140 Tejon St. (Colorado Springs) is needed.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations, including people age 65+ and people with disabilities, reside in Fremont County and may require additional mobility options.

## Benefits If Funded

- **Mobility:** New transit service provides additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



# Expanded Regional Transit Service between Trinidad and SH 12 Communities



## Location

SH 12

- Huerfano and Las Animas counties
- South Central Transportation Planning Region
- CDOT Region 2

## Description

This project includes the purchase of six new vans and operating costs to expand Trinidad transit service to the communities of Segundo, Weston, Stonewall Gap, and Monument Lake.

## Project Cost

- \$2 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Would like to see more buses and more service (SCCOG).”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in Trinidad and communities along SH 12 and may require additional mobility options.

## Benefits If Funded

- **Mobility:** Expanded transit service provides additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



# Kiowa County Bus Storage Facility



## Location

US 287

- Kiowa County
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project includes construction of a heated metal bus storage facility to house two to four vehicles.

## Project Cost

- \$200,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

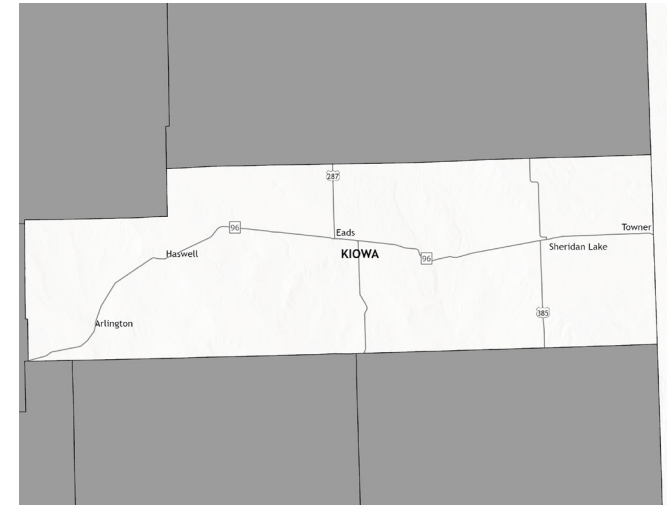
“Bus shelter needed, 2 transit vans that they’re using already need a shelter to prolong lifespan. Van is very appreciated; we want to keep it.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in Kiowa County and may require additional mobility options.

## Benefits If Funded

- **Mobility:** A new bus storage facility will protect the transit vehicles and maximize their useful lives. Vehicles operating in a state of good repair will improve the customer experience and minimize service disruption.



# La Junta Multimodal Transit Center



## Location

US 50

- Otero County
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project includes the design and construction of a new multimodal transit center and Park-n-Ride in La Junta at Santa Fe, San Juan, and 1st Street.

## Project Cost

- \$4 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

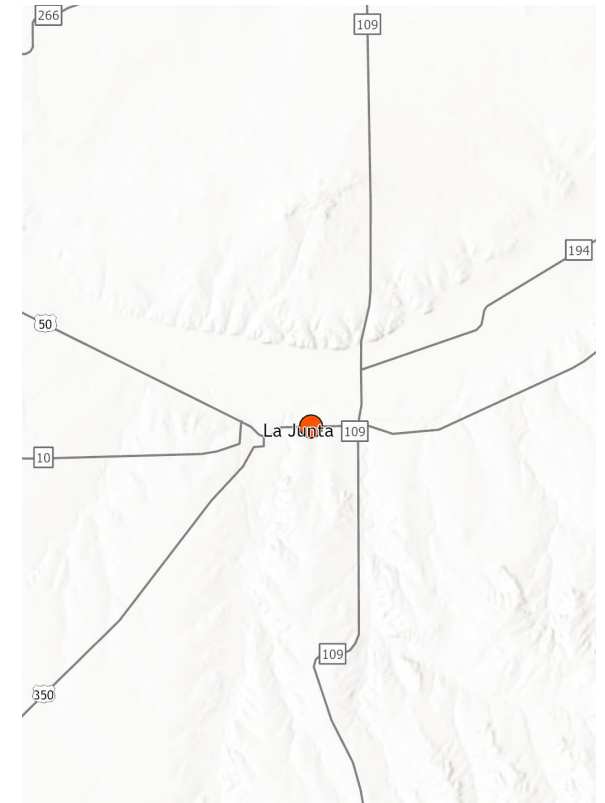
“Needs official bus stop location (La Junta).”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in La Junta and may require additional mobility options.

## Benefits If Funded

- **Mobility:** A multimodal transportation center provides safe and convenient access and connectivity improving the mobility experience for those who use and often rely on public transportation. Transfer facilities can encourage the adjacent development of retail, such as restaurants and coffee shops, and services frequented by transit users.



For more information, visit [codot.gov/programs/your-transportation-priorities](https://www.codot.gov/programs/your-transportation-priorities) (October 2020)



**COLORADO**  
Department of Transportation

# La Junta to Fowler Fixed-Route Service



## Location

US 50 between La Junta and Fowler

- Otero County
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project includes the purchase of a new 15-passenger bus and operating costs to implement roundtrip fixed-route service two times per day from La Junta to Fowler.

## Project Cost

- \$600,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

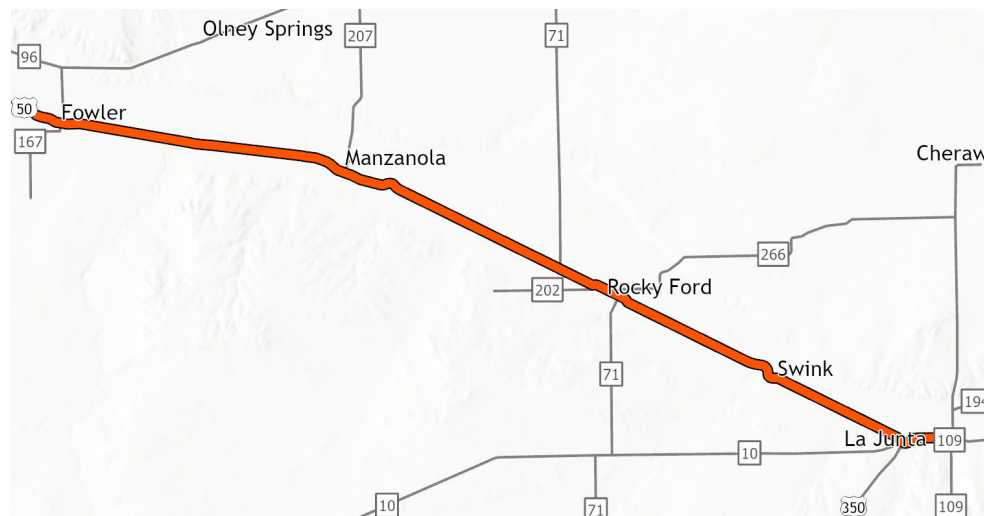
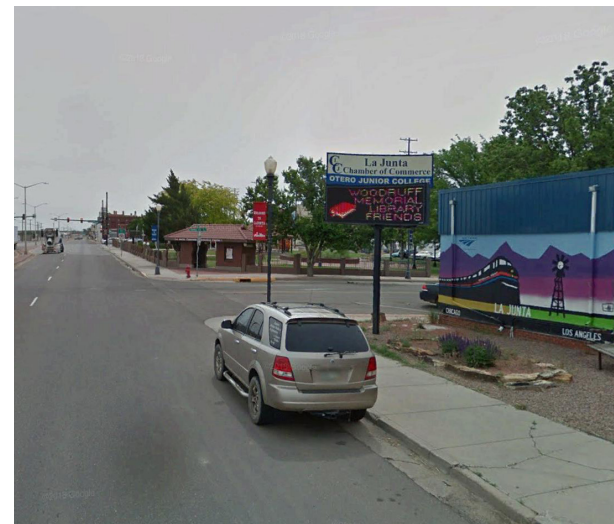
“This is a working area. The transportation system should support those providing for families and aging citizens. Transportation access is important.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in Otero County and may require additional mobility options.

## Benefits If Funded

- **Mobility:** Transit service will provide additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



# City of La Junta Bus Barn Rehabilitation



## Location

US 50

- Otero County
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project includes the rehabilitation of the City of La Junta's bus barn at 5th Street and Gardner, which will include increasing the size of the facility, making electrical improvements, and adding restrooms.

## Project Cost

- \$200,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

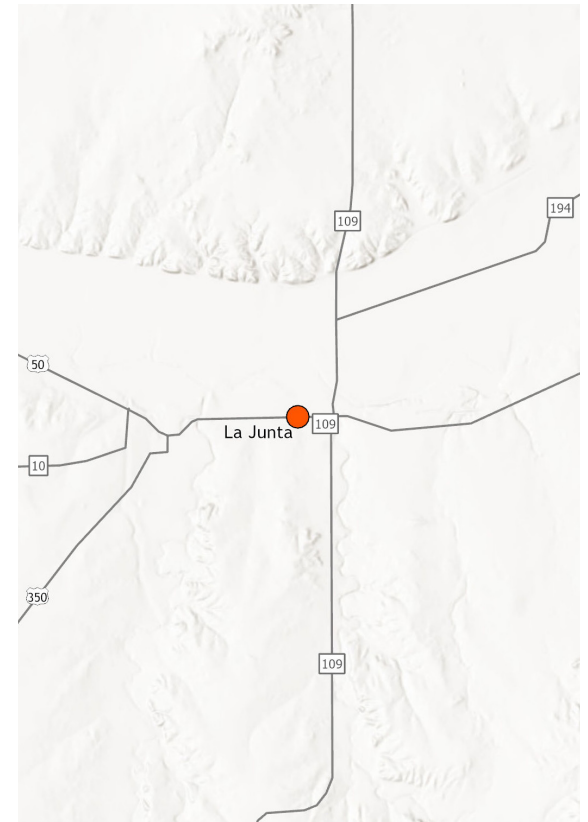
"Maintenance and funding are the largest issues (for transit)."

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in La Junta and may require additional mobility options.

## Benefits If Funded

- **Mobility:** The rehabilitation of the bus barn will improve safety, provide employee amenities, and expand storage for vehicles to extend the lifespan of existing and future transit vehicles.



# Expand Deviated Fixed-Route Services in La Junta



## Location

US 50

- Otero County
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project includes the purchase of a new 15-passenger bus and operational costs to expand service hours of the existing deviated fixed-route service in La Junta.

## Project Cost

- \$400,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

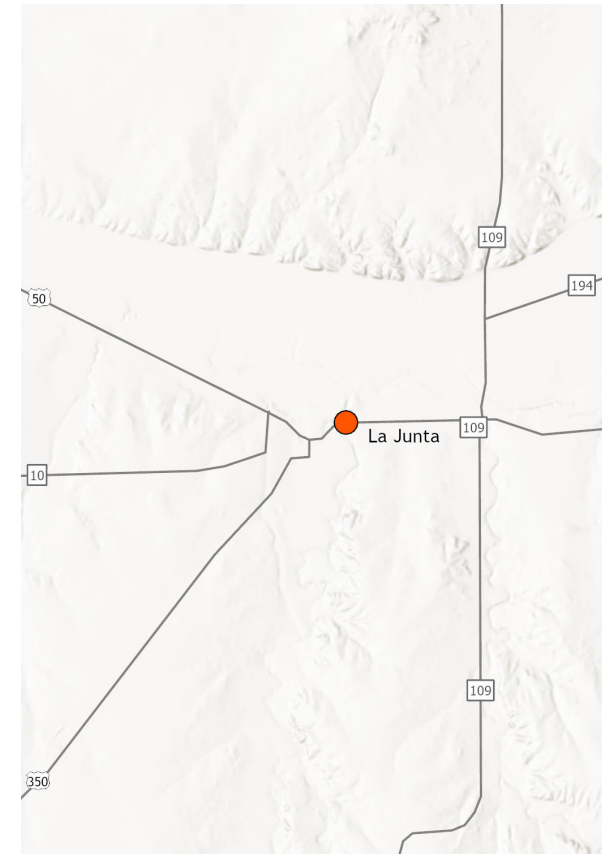
“More city transit for rural communities.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in La Junta and may require additional mobility options.

## Benefits If Funded

- **Mobility:** Expanded transit service hours provide additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.





# Expand Crowley County Transit Service in Crowley County and Sugar City



## Location

SH 96

- Crowley County
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project will expand existing transit service in Crowley County and Sugar City by four hours every day.

## Project Cost

- \$400,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“More city transit for rural communities.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in Crowley County and Sugar City and may require additional mobility options.

## Benefits If Funded

- **Mobility:** Expanded transit service hours provide additional options for people who live and work in the Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



# SH 12 ADA Ramps and Sidewalk Improvements in La Veta and Trinidad



## Location

SH 12 in La Veta and Trinidad

- Huerfano and Las Animas counties
- South Central Transportation Planning Region
- CDOT Region 2

## Description

This project will upgrade ADA ramps to meet the current standard, and improve the sidewalk in select locations in La Veta and Trinidad.

## Project Cost

- \$1 million
- Priority project for years 5-10s of the 10-Year Strategic Project Pipeline

## What We Heard

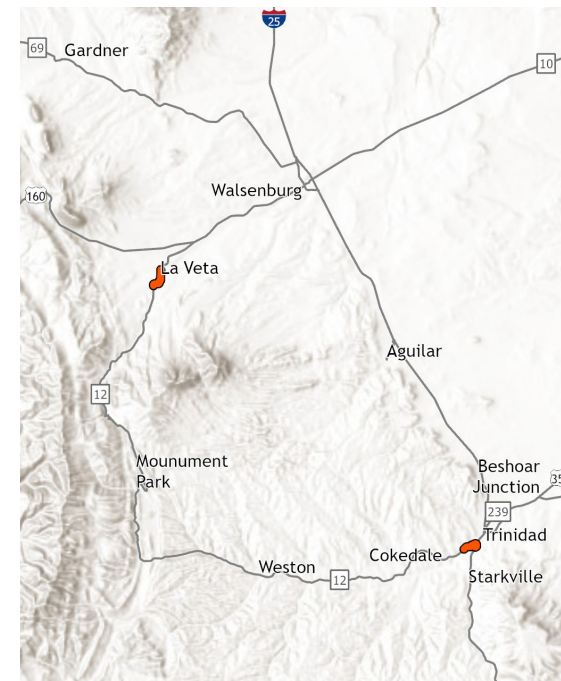
“Sidewalks are limiting for those with mobility needs.”

## Urgent Need

- **Mobility:** This scenic byway acts as Main Street in La Veta, and there is pedestrian activity along and across the highway in both La Veta and Trinidad. Sidewalks and curb ramps do not meet current standards.
- **Safety:** The highway is active with cars, trucks, pedestrians, and cyclists interacting along the highway, which can create stressful, unsafe conditions for travelers, particularly pedestrians.

## Benefits If Funded

- **Mobility:** Pedestrians will have designated facilities, increasing mobility, access to transit, and quality of life for people with disabilities.
- **Safety:** Including ADA ramps and sidewalk improvements will improve the safety and public health for all users, particularly pedestrians.
- **Asset Management:** The project will resurface the highway, improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective. Sidewalk improvements also ensure federal compliance of sidewalks along the state highways.



# I-25C and US 160 Intersection Improvements



## Location

I-25C (Main Street and US 160 intersection in Walsenburg)

- Huerfano County
- South Central Transportation Planning Region
- CDOT Region 2

## Description

This project includes a roundabout or other mitigation to address intersection operation and drainage issues at the intersection of I-25C and US 160 in Walsenburg.

## Project Cost

- \$4 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“The intersection of I-25C and US 160 (7th Street) needs to be improved.”

## Urgent Need

- **Mobility:** US 160 jogs two blocks along Main Street (I-25C) in Walsenburg. This offset can be confusing to drivers, including freight vehicles. This Colorado Freight Corridor carries nearly 5,400 vehicles a day, including nearly 400 trucks.
- **Safety:** Most common crash types include rear-end, parked motor vehicle, and sideswipes.



## Benefits If Funded

- **Mobility:** Intersection improvements will reduce traveler confusion and delay caused by vehicles accessing the highway.
- **Safety:** Intersection improvements will increase traveler safety for all users, including trucks and heavy vehicles.
- **Asset Management:** The project will resurface the highway and replace aging traffic signals, improving the drivability life.



# US 160 Freight and Safety Improvements



## Location

US 160 between North La Veta Pass and Walsenburg

- Huerfano County
- South Central Transportation Planning Region
- CDOT Region 2

## Description

Increase truck parking, improve existing pull-offs, and install passing lanes at select locations between North La Veta Pass and Walsenburg.

## Project Cost

- \$18 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Walsenburg has a lot of vehicles with trailers, boats, and campers, plus semis that take up road space on small stretches of the roadway.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor and scenic byway (Highway of Legends) carries nearly 4,500 vehicles a day, including nearly 600 trucks. With projected growth in truck traffic to support the state’s growing population, demand for truck parking will continue to outpace the supply of both public and private facilities.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash types include wild animal, fixed objects, and overturning. Without parking areas, truck drivers park on the shoulder of the road.



## Benefits If Funded

- **Mobility:** Increasing truck parking, improving existing pull-offs, and installing passing lanes at selected locations will reduce traveler delay caused by slower moving vehicles.
- **Safety:** Increasing truck parking, improving existing pull-offs, and installing passing lanes at select locations will improve safety for all travelers, especially freight and large vehicles.
- **Asset Management:** Resurfacing the highway will improve the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# US 350 Shoulder Widening and Safety Improvements



## Location

US 350 east of Trinidad

- Las Animas County
- South Central Transportation Planning Region
- CDOT Region 2

## Description

This project will widen shoulders on both sides of US 350 in select locations.

## Project Cost

- \$5.5 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Highways 160 and 350 need wider shoulders. Tractor/trailers roll over if they leave the black top at all. School buses travel these routes late at night, and teens drive these roads every day.”

## Urgent Need

- **Mobility:** This major military vehicle route from Fort Carson to Pinon Canyon military artillery range carries large loads with tanks and other large vehicles. This scenic byway is high stress for bicyclists. Shoulders are narrow or nonexistent in some sections.
- **Safety:** Higher crash rate compared to similar highways, indicating a high potential for crash reduction. Most frequent crash types include wild animals, fixed objects, and overturning.

## Benefits If Funded

- **Mobility:** Wider shoulders provide a more comfortable space for bicyclists, reducing the level of stress for all users and enhancing tourism and public health opportunities along this scenic byway. This project is vitally important for national security issues.
- **Safety:** Shoulder widening increases traveler safety and provides space for disabled vehicles, enforcement, emergency response and/or maintenance, crash avoidance and/or recovery. Shoulders also improve sight distance and drainage.
- **Asset Management:** Resurfacing the highway improves drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# US 50 Passing Lanes between Fowler and Kansas State Line



## Location

US 50 between Fowler and Kansas state line

- Prowers, Bent, and Otero counties
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project will install additional passing lanes before significant funding is available for the 4-lane project as identified in the US 50 Corridor East Tier 1 Environmental Impact Statement (EIS).

## Project Cost

- \$15 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“HWY 50 East should be 4-lanes all the way. Dangerous passing goes on on this 2-lane road. The changes from 2- to 4-lanes at various points are not safe.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor and scenic byway carries approximately 6,100 vehicles per day, including over 600 trucks. US 50 provides local and regional connections for people, goods, and services through and beyond the Lower Arkansas Valley.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash types include fixed objects, wild animals, and broadsides.



## Benefits If Funded

- **Mobility:** Passing lanes will reduce traveler delay caused by slower moving vehicles.
- **Safety:** Passing lanes will increase traveler safety by reducing unsafe passing maneuvers.
- **Asset Management:** The project will resurface the highway, improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# Realign US 50 as a Part of US 287 Reliever Route Project



## Location

US 50 in Lamar

- Prowers County
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

Realign US 50 as a part of the US 287 Reliever Route project.

## Project Cost

- \$34.2 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

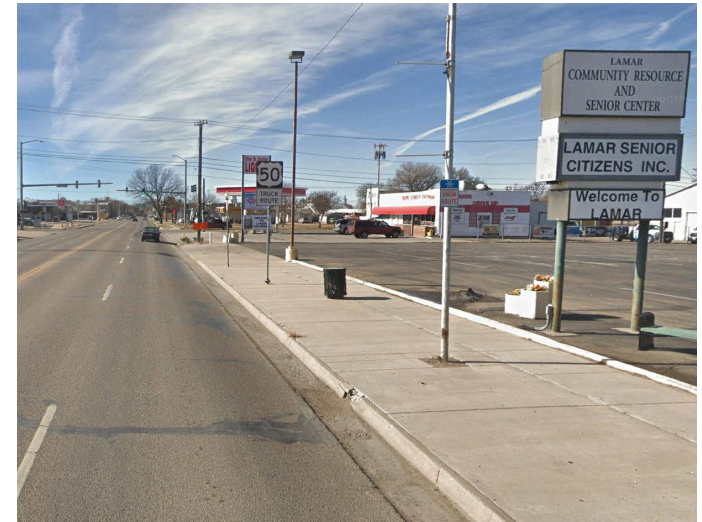
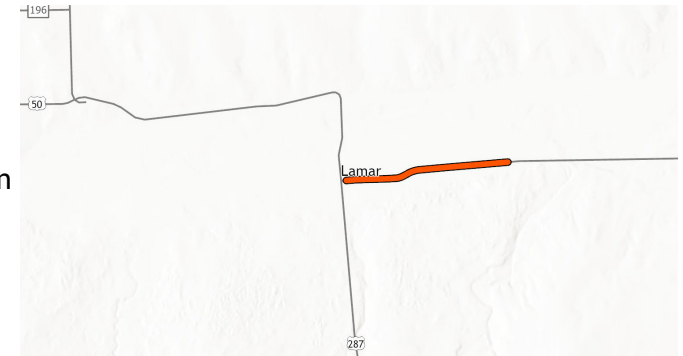
“Would like a bypass so the large semis go around the main street area.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor is a highly traveled highway carrying approximately 8,120 vehicles per day, including over 800 trucks, through downtown Lamar.
- **Safety:** US 50 is Main Street in Lamar and is active with cars, trucks, pedestrians, and cyclists interacting along the highway, which can create stressful, unsafe conditions for travelers.

## Benefits If Funded

- **Mobility:** Rerouting the highway will enhance economic vitality and mobility by reducing travel delays for the freight industry. Realignment will increase connectivity for bicyclists and pedestrians downtown.
- **Safety:** Realigning the highway will increase safety for all users, including bicyclists and pedestrians in the downtown environment.
- **Asset Management:** Resurfacing the highway and rehabilitating bridge(s) will improve the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# SH 96 and SH 71 Intersection Improvements



## Location

SH 96 and SH 71 intersections in Ordway

- Crowley County
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project will add turning lanes at these two intersections.

## Project Cost

- \$800,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Unsafe intersection.”

## Urgent Need

- **Mobility:** SH 96 jogs at SH 71, forcing east-west through travelers to turn twice. High percentage of truck traffic; over 10 percent of daily traffic at the intersection.
- **Safety:** Significantly higher crash rate compared to that of similar intersections, indicating a potential for crash reduction. Most frequent crash types include wild animal, fixed objects, and rear-end.

## Benefits If Funded

- **Mobility:** Turn lanes will improve the operations and efficiency of these intersections.
- **Safety:** The inclusion of turn lanes will improve the safety for all users, particularly trucks.
- **Asset Management:** The project will resurface the highway and replace aging traffic signals, improving the drivability life.





# SH 10 Shoulder Widening



## Location

SH 10 between La Junta and the Pueblo/Otero County Line

- Otero County
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project will widen shoulders along SH 10 in select areas between La Junta and the county line.

## Project Cost

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

## What We Heard

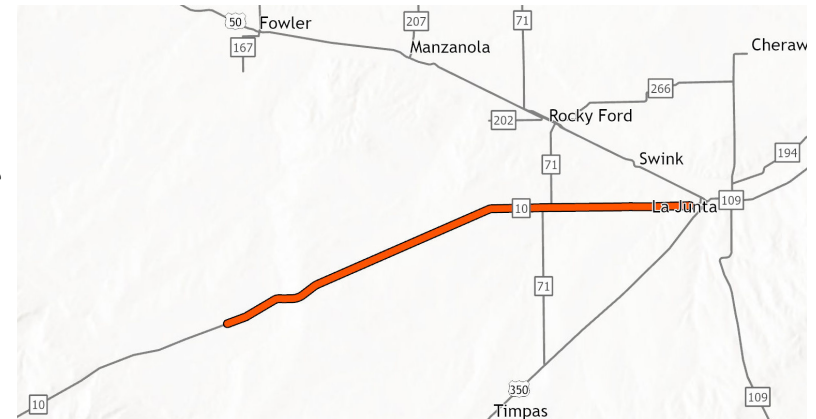
“SH 10 shoulder widening.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries a high percentage of truck traffic; over 18 percent of daily traffic.
- **Safety:** Shoulders are narrow or nonexistent in some sections. Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash types include fixed objects and overturning.

## Benefits If Funded

- **Mobility:** Shoulders reduce the stress level of all users and provide a more comfortable space for bicyclists.
- **Safety:** Shoulders will increase traveler safety for all users, including freight movement, which is critical to economic vitality. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance, crash avoidance and/or recovery. Shoulders also improve sight distance and drainage.
- **Asset Management:** Resurfacing the highway will improve the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# US 160 Curve Alignment

## Location

US 160 curve south of Kim

- Las Animas County
- South Central Transportation Planning Region
- CDOT Region 2

## Description

This project will soften the curve on US 160 south of Kim.

## Project Cost

- \$1 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Ensuring that the quality of the roads is maintained to minimize accidents and maximize safety.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries a high percentage of truck traffic; 26 percent of daily traffic.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a potential for crash reduction. Most frequent crash type includes overturning.

## Benefits If Funded

- **Mobility:** Curve improvements will improve operations for all users, particularly trucks.
- **Safety:** Roadway improvements will increase safety for all users.
- **Asset Management:** Resurfacing the highway will improve the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# Passing Lanes on US 385



## Location

US 385 between Granada and Sheridan Lake

- Kiowa and Prowers counties
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project will add passing lanes on US 385 between Granada and Sheridan Lake.

## Project Cost

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

## What We Heard

“Need passing lanes for safety.”

## Urgent Need

- **Mobility:** High percentage of truck traffic (approximately 24 percent of daily traffic). High stress for bicyclists.
- **Safety:** Higher crash rate compared to that of similar intersections, indicating a potential for crash reduction. Most frequent crash types include rear-end, fixed object, and approach turn.

## Benefits If Funded

- **Mobility:** Passing lanes will reduce traveler delay caused by truck traffic.
- **Safety:** Passing lanes will increase traveler safety for all users, including trucks and heavy vehicles.
- **Asset Management:** The project will resurface the highway, improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# SH 71 Passing Lanes



## Location

SH 71 between Rocky Ford and Crowley/Lincoln County Line

- Crowley and Otero counties
- Southeast Transportation Planning Region
- CDOT Region 2

## Description

This project will add passing lanes on SH 71 between Rocky Ford and Lincoln County Line.

## Project Cost

- \$4 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Need passing lanes for safety.”

## Urgent Need

- **Mobility:** High percentage of truck traffic (approximately 11 percent of daily traffic).
- **Safety:** Significantly higher crash rate compared to that of similar intersections, indicating a potential for crash reduction.

## Benefits If Funded

- **Mobility:** Passing lanes will reduce traveler delay caused by slow moving vehicles.
- **Safety:** Passing lanes will increase traveler safety by reducing unsafe passing maneuvers.



# Mobility Management and Expansion of Upper Arkansas Area Council of Governments (UAACOG)



## Location

UAACOG service area

- El Paso, Fremont, Park, and Teller counties
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

This project will provide the resources needed to expand existing marketing, outreach, and coordination of transit services in the UAACOG.

## Project Cost

- \$100,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Better transportation options between local communities.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations reside in the Central Front Range TPR and may require additional information and resources about mobility options in the Region.

## Benefits If Funded

- **Mobility:** Understanding and being aware of existing transit and human services transportation can be challenging. Improving the availability of transit service information will improve mobility, especially for historically underrepresented populations, including people age 65+, people with disabilities, and low-income residents.



# US 24 Shoulder Widening



## Location

US 24 between Antero Junction and Colorado Springs

- El Paso, Teller, and Park counties
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

This project will widen shoulders along US 24 at select locations.

## Project Cost

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

## What We Heard

“Safety improvements that were studied along US 24 are important for trucks and rural communities! Widening and adding passing lanes.”

## Urgent Need

- **Mobility:** The lack of shoulders creates a stressful traveling environment for all users, particularly bicyclists.
- **Safety:** Shoulders are narrow or nonexistent in some sections.

## Benefits If Funded

- **Mobility:** Shoulders will reduce the stress level of all users and provide a more comfortable space for bicyclists.
- **Safety:** Shoulders will increase traveler safety for all users. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance activities, crash avoidance and/or recovery. Shoulders also improve sight distance and drainage.
- **Asset Management:** Resurfacing the highway improves the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# SH 96 Shoulder Widening

## Location

SH 96 between Westcliffe and Wetmore

- Custer County
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

This project will widen shoulders along SH 96 at select locations, estimated 25% of corridor.

## Project Cost

- \$10.5 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“SH 96 needs wider shoulders.”

## Urgent Need

- **Mobility:** The lack of shoulders creates a stressful traveling environment for all users, particularly bicyclists.
- **Safety:** Shoulders are narrow or nonexistent in some sections along this scenic byway, the Frontier Pathways.

## Benefits If Funded

- **Mobility:** Shoulders will reduce the stress level of all users and provide a more comfortable space for bicyclists.
- **Safety:** Shoulders will increase traveler safety for all users by providing space for disabled vehicles, enforcement, emergency response and/or maintenance, crash avoidance and/or recovery. Shoulders also improve sight distance and drainage.
- **Asset Management:** Resurfacing the highway and rehabilitating bridge(s) and culvert(s) improve the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# SH 21 and Airport Road DDI Interchange Construction



## Location

SH 21 (Powers Boulevard) and Airport Road

- El Paso County
- Pikes Peak Area Council of Governments
- CDOT Region 2

## Description

This project includes the construction of a diverging diamond interchange (DDI) at SH 21 and Airport Road.

## Project Cost

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

## What We Heard

“Powers Blvd (Highway 21) needing improvements over the next twenty years is a big area of concern.”

## Urgent Need

- **Mobility:** This highly traveled highway carries approximately 34,000 vehicles per day, including nearly 2,200 freight vehicles, and is currently an at-grade intersection.

## Benefits If Funded

- **Mobility:** The interchange will enhance economic vitality and mobility by reducing travel delays.
- **Asset Management:** The project will resurface the highway and replace aging traffic signals, improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



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

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# US 24 East Widening



## Location

US 24 from Garrett Road to Woodmen Road

- El Paso County
- Pikes Peak Area Council of Governments
- CDOT Region 2

## Description

This project includes widening US 24 to four lanes.

## Project Cost

- \$46 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

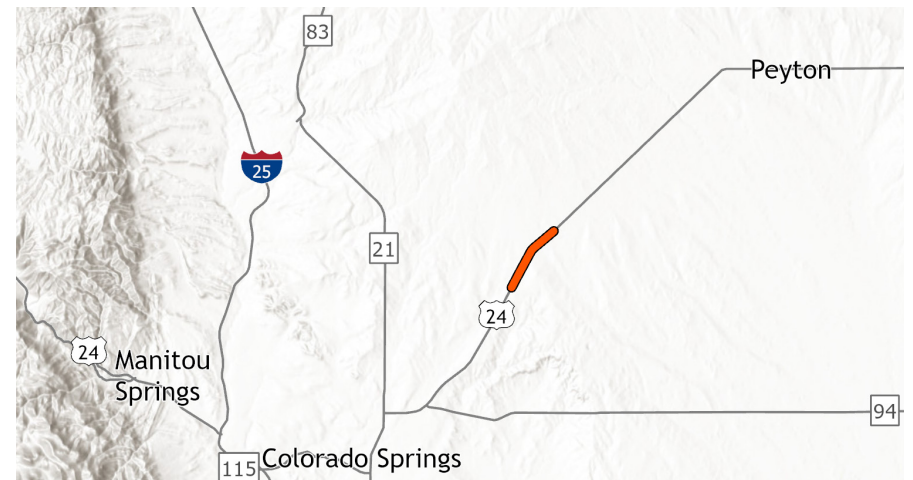
“More lanes on HWY 24 between Falcon and Limon.”

## Urgent Need

- **Mobility:** This highly traveled highway carries 15,250 vehicles per day, including nearly 700 freight vehicles, and is the main route between Colorado Springs and Kansas and the upper Midwest.

## Benefits If Funded

- **Mobility:** Widening will enhance economic vitality and mobility by reducing travel delays and improving travel time reliability.
- **Asset Management:** The project will resurface the highway, rehabilitate bridge(s), and replace aging traffic signals, improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



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# US 24 West over Ridge Road (Overpass)



## Location

US 24 at Ridge Road in west Colorado Springs

- El Paso County
- Pikes Peak Area Council of Governments
- CDOT Region 2

## Description

This project would construct an overpass over Ridge Road and provide a safe pedestrian facility.

## Project Cost

- \$16 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“US 24 from I-25 to Ridge Road. Lots of traffic seems to have a problem with traffic lights. Manitou Springs is a dense city that should be very walkable and bikable.”

## Urgent Need

- **Mobility:** This highly traveled highway carries approximately 36,000 vehicles per day, including nearly 1,200 freight vehicles. Many pedestrians seek to cross US 24 from Old Colorado City to Red Rock Canyon Open Space.

## Benefits If Funded

- **Mobility:** A pedestrian crossing will increase mobility and connectivity for pedestrians and provide a designated space for pedestrians.
- **Asset Management:** The project will construct an overpass and resurface the highway, improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



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# High-Capacity Corridor Improvements in El Paso County



## Location

- El Paso County
- Pikes Peak Area Council of Governments
- CDOT Region 2

## Description

This project includes high-capacity corridor improvements, including environmental studies, design, and engineering.

## Project Cost

- \$850,000
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Improvements to major corridors; consider the number of vehicles passing through the region on major corridors like I-25.”

## Urgent Need

- **Mobility:** Select corridors in the Region carry high volumes of traffic and experience congestion on a regular basis.

## Benefits If Funded

- **Mobility:** Corridor improvements enhance transit operations and travel time reliability along these high-volume corridors, encouraging the use of transit.
- **Asset Management:** Resurfacing the highway and replacing aging traffic signals improves the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.

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# BNSF Corridor Purchase for Multimodal Facilities



## Location

- El Paso County
- Pikes Peak Area Council of Governments
- CDOT Region 2

## Description

BNSF corridor purchase for multimodal infrastructure, such as bicycle and pedestrian facilities and/or bus rapid transit.

## Project Cost

- \$1.1 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“There is an interest in passenger rail systems and a need for more information on costs. Rail commuter design needs contextualized approach.”

## Urgent Need

- **Mobility:** The BNSF corridor through Colorado Springs presents an opportunity to address multimodal mobility needs in the area.

## Benefits If Funded

- **Mobility:** Purchasing the BNSF corridor for multimodal facilities positions the corridor for future multimodal transportation mobility.



# Mountain Metropolitan Transit Fixed-Route Service Expansion (Stage 1)



## Location

- El Paso County
- Pikes Peak Area Council of Governments
- CDOT Region 2

## Description

This project will improve Mountain Metro service frequency and extend service hours on weekday evenings and on weekends.

## Project Cost

- \$7.8 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

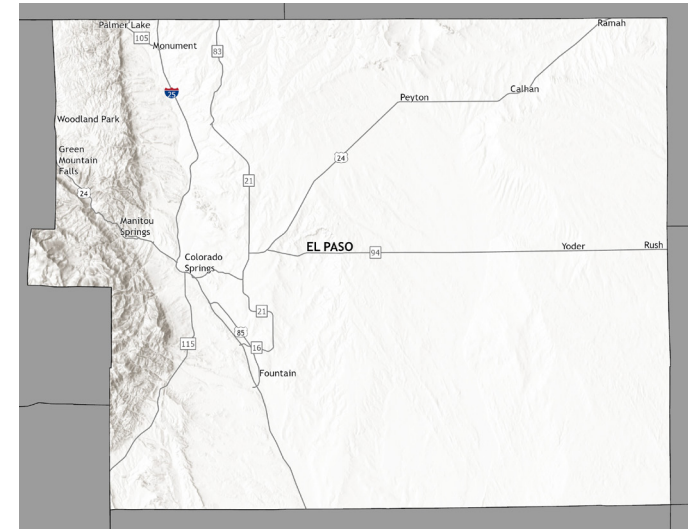
“Better transportation options between local communities.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations reside in the PPACG Region and may require additional mobility options.

## Benefits If Funded

- **Mobility:** Frequency, span of service, and days of service will provide additional transit options for people who live and work in the PPACG Region to access jobs, goods, and services, which often positively influences personal health and quality of life.



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

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(October 2020)



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# SH 96 West of Pueblo

## Location

SH 96 west of Pueblo

- Pueblo County
- Pueblo Area Council of Governments
- CDOT Region 2

## Description

This project will include shoulder widening, bridge rail replacement, bike lanes, and other safety improvements along 23 miles of SH 96 west of Pueblo.

## Project Cost

- \$11.5 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

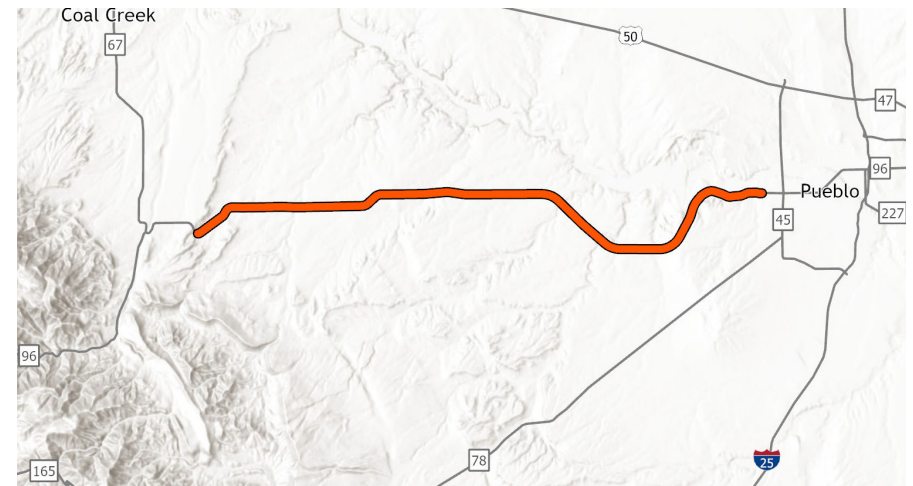
“Great pedestrian and bike access is a high priority especially for Pueblo West.”

## Urgent Need

- **Mobility:** The lack of shoulders creates a stressful traveling environment for all users, particularly bicyclists.
- **Safety:** Higher crash rate compared to that of similar highways, indicating a potential for crash reduction.

## Benefits If Funded

- **Mobility:** Shoulders will reduce the stress level of all users and provide a more comfortable space for bicyclists.
- **Safety:** Shoulder widening, bike lanes, and other safety improvements will increase traveler safety for all users, including cyclists.
- **Asset Management:** The project will resurface the highway and rehabilitate bridge(s), improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# I-25 Improvements between 13th Street and US 50



## Location

I-25 between 13th Street and US 50

- Pueblo County
- Pueblo Area Council of Governments
- CDOT Region 2

## Description

This project includes I-25 improvements between 13th Street and US 50, which are likely to include on/off ramp improvements and a possible new interchange reconfiguration at US 50B.

## Project Cost

- \$28 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“One of Pueblo’s safety challenges is the age of that portion of I-25 that hasn’t been reconstructed. It is the oldest portion of I-25.”

## Urgent Need

- **Mobility:** This highly traveled interstate highway carries approximately 68,600 vehicles per day, including nearly 5,000 freight vehicles.
- **Safety:** Higher crash rate compared to that of similar highways, indicating a potential for crash reduction.

## Benefits If Funded

- **Mobility:** Improvements enhance economic vitality by reducing travel delays for all users, particularly the freight vehicles.
- **Safety:** Improving I-25 increases traveler safety.
- **Asset Management:** Resurfacing the highway and rehabilitating bridge(s) improve the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# SH 47 Four-Lane Extension to US 50



## Location

SH 47 from Neilson Avenue/Apelt Ranch Road to US 50

- Pueblo County
- Pueblo Area Council of Governments
- CDOT Region 2

## Description

SH 47 four-lane widening to US 50.

## Project Cost

- \$8 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

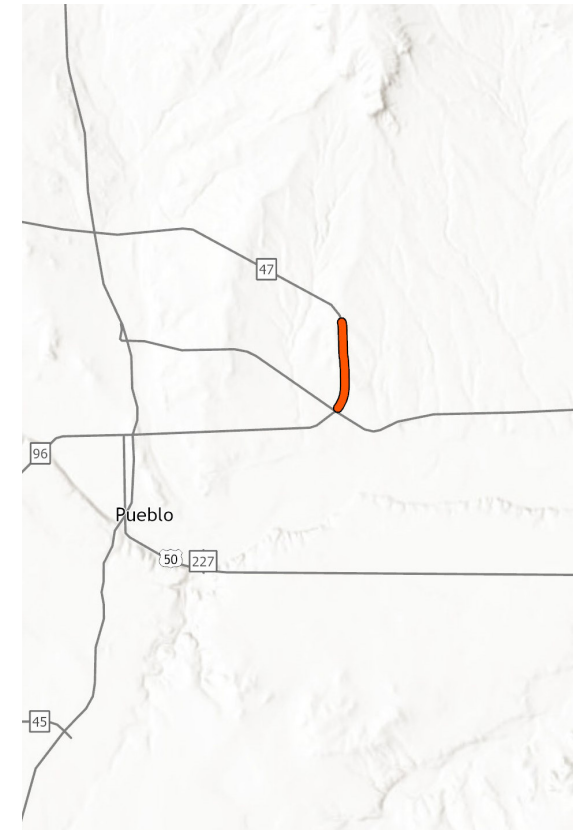
“A huge safety issue for transportation trying to go east is that the road is 2 lanes.”

## Urgent Need

- **Mobility:** A highly traveled highway carrying approximately 10,800 vehicles per day, including nearly 900 freight vehicles.

## Benefits If Funded

- **Mobility:** Improvements will enhance economic vitality by reducing travel delays for all users, particularly the freight vehicles.





# I-25 Exit 108 (Purcell Boulevard) Replace Single Box Culvert Crossing Under I-25



## Location

I-25 Exit 108 (Purcell Boulevard)

- Pueblo County
- Pueblo Area Council of Governments
- CDOT Region 2

## Description

This project will replace a single box culvert crossing under I-25 at Exit 108 (Purcell Boulevard).

## Project Cost

- \$11 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

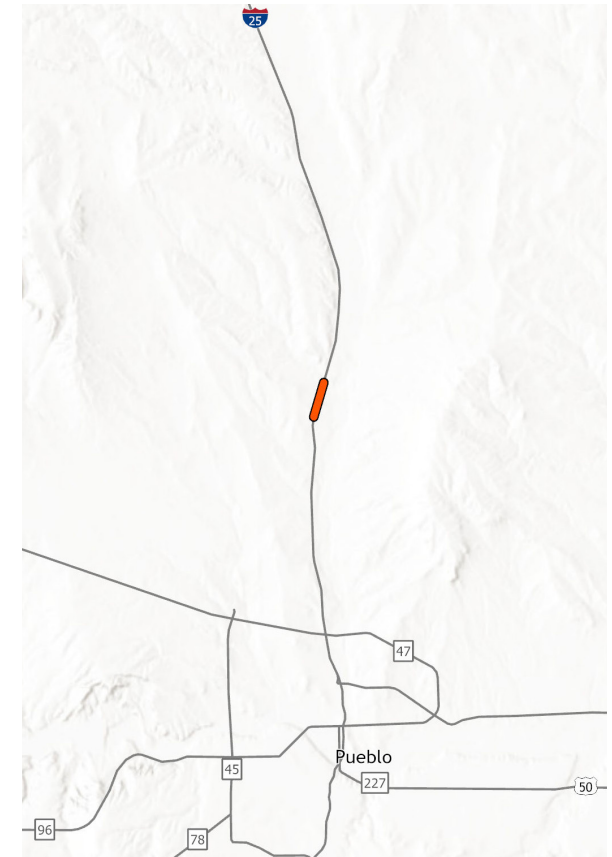
“Modernization of I-25 is a top priority. Need to obtain ROW now before it gets more expensive.”

## Urgent Need

- **Asset Management:** A box culvert under I-25, a corridor carrying over 37,000 vehicles a day, is in need of replacement.

## Benefits If Funded

- **Asset Management:** The project will resurface the highway and rehabilitate bridge(s), improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# Business US 50 Drainage Improvements at 36th Lane



## Location

Business US 50 at 36th Lane

- Pueblo County
- Pueblo Area Council of Governments
- CDOT Region 2

## Description

This project will include US 50 drainage improvements at 36th Lane.

## Project Cost

- \$5.5 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

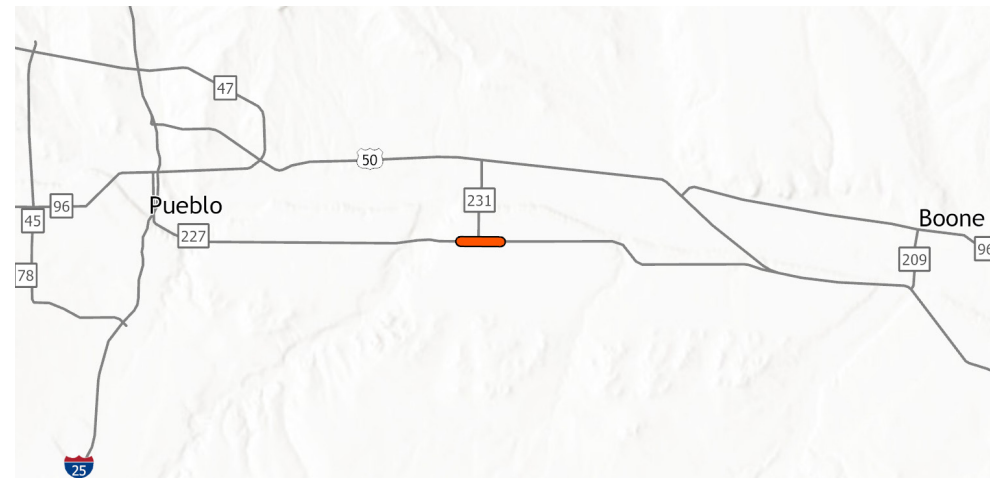
“Flooding issues on US 50 are a concern.”

## Urgent Need

- **Asset Management:** Drainage improvements at 36th Lane are needed to address flooding issues.

## Benefits If Funded

- **Asset Management:** This project will improve drainage in the area to reduce flooding risks and enhance resilience.



# SH 45 North Extension Study



## Location

SH 45

- Pueblo County
- Pueblo Area Council of Governments
- CDOT Region 2

## Description

Extension study of SH 45 north of US 50.

## Project Cost

- \$1 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

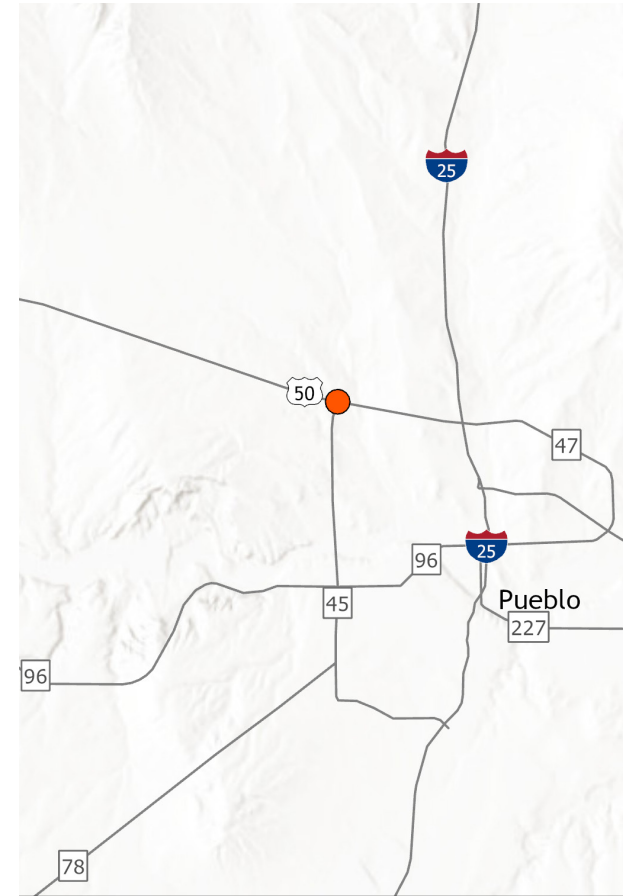
“In the event of a disaster, thinking about the Joe Martinez and Spaulding extensions. Would be very important to get those projects done.”

## Urgent Need

- **Mobility:** To be determined through study.
- **Safety:** To be determined through study.

## Benefits If Funded

- **Mobility:** Further study of SH 45 (North Extension Study) will identify needed mobility improvements.
- **Safety:** Further study of SH 45 (North Extension Study) will identify needed safety improvements.



# I-25 at Exit 104 - Dillon Drive Improvements



## Location

I-25 at Exit 104 - Dillon Drive

- Pueblo County
- Pueblo Area Council of Governments
- CDOT Region 2

## Description

This project includes constructing a new 2-lane facility and a roundabout at Exit 104.

## Project Cost

- \$3 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Interstate highways are so backed up most of the time it leads to more accidents and are generally unsafe. Modernization of I-25 is a top priority. There are a lot of plans in the community along the I-25 corridor that can impact CDOT projects. Use less lights [at intersections] and more traffic roundabouts.”

## Urgent Need

- **Mobility:** A highly traveled highway carrying approximately 39,000 vehicles per day, including nearly 4,000 freight vehicles. As the first major gas station approaching from Colorado Springs, this exit is used frequently by freight traffic.

## Benefits If Funded

- **Mobility:** Improvements will enhance economic vitality by reducing travel delays for all users, particularly the freight vehicles.



# Pueblo Transit Fixed-Route Bus/Vehicle Replacements



## Location

- Pueblo County
- Pueblo Area Council of Governments
- CDOT Region 2

## Description

This project includes the purchase of fixed-route buses/vehicles to support Pueblo Transit.

## Project Cost

- \$7.24 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“Better transportation options between local communities.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented and vulnerable populations reside in the PACOG Region who rely on public transit; replacement of vehicles will ensure continuity.

## Benefits If Funded

- **Mobility:** Bus/vehicle replacements will ensure that vehicles are operating in a state of good repair and minimize service disruption.



# SH 69 Shoulder and Safety Improvements

## Location

SH 69 between Westcliffe and Bradford

- Custer County
- Central Front Range Transportation Planning Region
- CDOT Region 2

## Description

This project will include shoulder widening, safety improvements, and passing lanes on SH 69.

## Project Cost

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

## What We Heard

“SH 69 Huerfano to Fremont needs wider shoulders.”

## Urgent Need

- **Mobility:** Carries approximately 2,200 vehicles per day, including approximately 145 trucks. Areas of high stress for cyclists.
- **Safety:** Shoulders are narrow or nonexistent in some sections. Higher crash rate compared to that of similar highways, indicating a potential for crash reduction. Most frequent crash types are wild animal, fixed objects, and overturning.

## Benefits If Funded

- **Mobility:** Passing lanes will reduce traveler delay caused by slow moving vehicles. Shoulders will reduce the stress level of all users and provide a more comfortable space for bicyclists.
- **Safety:** Shoulder widening, passing lanes, and safety improvements will increase traveler safety for all users.
- **Asset Management:** The project will resurface the highway and rehabilitate culvert(s), improving the drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# I-25 HOV Lanes in Colorado Springs



## Location

I-25 from Cimarron Street to North Nevada Avenue in Colorado Springs

- El Paso County
- Pikes Peak Area Council of Governments
- CDOT Region 2

## Description

Widen I-25 to accommodate a High Occupancy Vehicle (HOV) lane in each direction.

## Project Cost

- \$55 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

“There’s too much traffic. Congestion on I-25 goes all the way up the front range corridor.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor is one of the highest traveled corridors in the state, carrying 140,000 vehicles per day. I-25 is a primary corridor for Bustang transit service.

## Benefits If Funded

- **Mobility:** HOV lanes will enhance economic vitality and mobility by reducing travel delays for all users, including the freight industry. HOV lanes will support reliable transit service and encourage carpooling.



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

In collaboration with Pikes Peak Area Council of Governments | Learn more at [www.ppacg.org/2045-long-range-transportation-plan](https://www.ppacg.org/2045-long-range-transportation-plan)

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# Bustang Mobility Hub in Fountain



## Location

I-25 Exit 128 in Fountain

- El Paso County
- Pikes Peak Area Council of Governments
- CDOT Region 2

## Description

This project includes a new mobility hub to support existing and future transit operations.

## Project Cost

- \$8.2 million
- Priority project for years 5-10 of the 10-Year Strategic Project Pipeline

## What We Heard

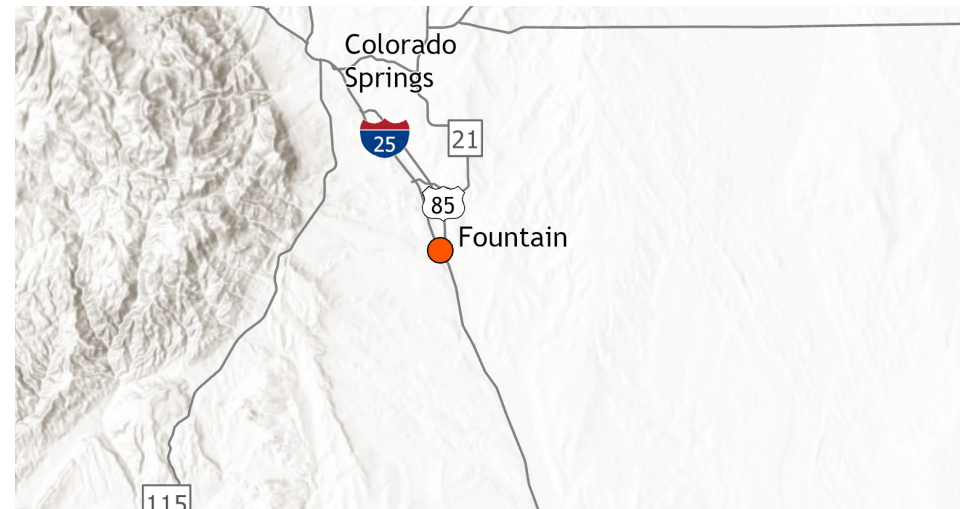
“Transit connections to Bustang need to be emphasized. Improve intermodal access.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations reside in the surrounding area and may require additional mobility options supported by a mobility hub.

## Benefits If Funded

- **Mobility:** Mobility hubs improve access to transit and often have supporting amenities to make transit easier to use and more attractive. Improved access to transit provides access to jobs, goods, education, and services, which often positively influences personal health and quality of life.



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

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# Southeast Rural Road Resurfacing Projects

## Location

- Select locations throughout Region 2 (refer to map)
- Baca, Bent, Fremont, Huerfano, Kiowa, Las Animas, Otero, Park, Prowers, and Teller counties
- Central Front Range, South Central, and Southeast Transportation Planning Regions

## Description

Resurfacing of approximately 254 miles of highway in Region 2.

## Project Cost

- \$134.23 million total
- Projects range from \$1 million to \$13 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“OMGosh! Please do more street repairs! The streets here beat our cars and ourselves to death!”

“Potholes in the road to remain a major issue.”

“Rural Colorado road surfaces are incredibly neglected.”

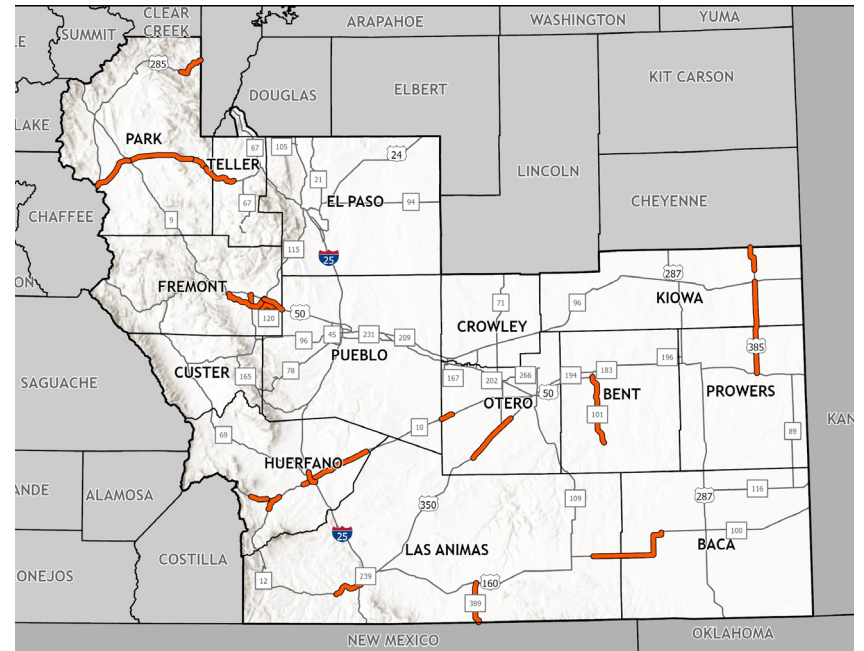
For more information, visit [codot.gov/programs/your-transportation-priorities](https://codot.gov/programs/your-transportation-priorities) (October 2020)

## Urgent Need

Many corridors in Region 2 have sections of low drivability life caused by deteriorating pavement condition. Driving on rough or deteriorated roadways costs each Colorado driver approximately \$468 a year in additional vehicle operating costs. Rough roads contribute to a decrease in fuel efficiency, wear and tear on tires, and can increase the need for minor repairs like strut replacements and realignments.

## Benefits If Funded

Roads that are free of potholes, cracks, and other damage improve mobility by supporting higher travel speeds and minimize crashes caused by drivers swerving to avoid damaged sections of highway. Well-maintained shoulders provide a safe area of refuge for drivers who encounter an incident on the roadway and can also provide a safer way for bicyclists to travel independently of motorized vehicles. Resurfacing the highway improves the drivability life. Making minor repairs to roads (i.e., resurfacing) before they require major



See next page for a list of rural road resurfacing projects

repairs is cost-effective. According to a study done by the Transportation Research Board, making major repairs to roadways costs four times more than resurfacing them.



# Southeast Rural Road Resurfacing Projects (Continued)

Planning Project ID	TPR	County	Highway	Location
2607	CFR	Fremont	US 50	Between Penrose and the Fremont/Pueblo County Line
2608	CFR	Fremont	SH 115	Between Canon City and US 50
2609	CFR	Park	US 285	South of Bailey to Park/Jefferson County Line
2610	CFR	Park	US 24	Between Trout Creek Pass and Hartsel
2611	CFR	Park	US 24	Hartsel to east of Wilkerson Pass
2612	CFR	Park	US 24	East of Wilkerson Pass to Lake George
2613	CFR	Park, Teller	US 24	Between Lake George and Divide
2614	CFR	Fremont	SH 67	Between Florence and US 50
2615	CFR	Fremont	SH 120	East of Florence to US 50
2616	SC	Huerfano	I-25	I-25 Business Route through Walsenburg
2617	SC	Huerfano	US 160	Walsenburg West
2618	SC	Huerfano	SH 10	Walsenburg East
2619	SC	Huerfano	SH 12	Junction US 160 South
2620	SC	Las Animas	SH 12	East of Valdez to Trinidad
2621	SC	Huerfano	US 160	Between North La Veta Pass and Junction SH 12
2622	SC	Huerfano	US 160	Between I-25 Business Rout (Walsenburg) and I-25
2623	SC	Las Animas	SH 389	Between CO/NM State Line and Junction US 160
2624	SE	Otero	SH 10	Otero/Pueblo County Line East
2625	SE	Bent	SH 101	Between Las Animas and Toonerville
2626	SE	Baca	US 160	Between Pritchett and Kim
2627	SE	Otero	US 350	Between La Junta and Delhi
2628	SE	Kiowa	US 385	North of Sheridan Lake to Kiowa/Cheyenne County Line
2629	SE	Kiowa, Prowers	US 385	Between Granada and Junction SH 96

TPR = Transportation Planning Region CFR = Central Front Range SC = South Central SE = Southeast

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