

# New Essential Bus Service between Limon and Denver



## Location

I-70 between Denver and Limon

- Adams, Arapahoe, Denver, Elbert, and Lincoln counties
- Eastern Transportation Planning Region, Greater Denver Area Transportation Planning Region
- CDOT Region 4

## Description

This project includes the purchase of two vehicles and operating costs to provide essential bus service between Limon and Denver, two days a week.

## Project Cost

- \$1.08 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

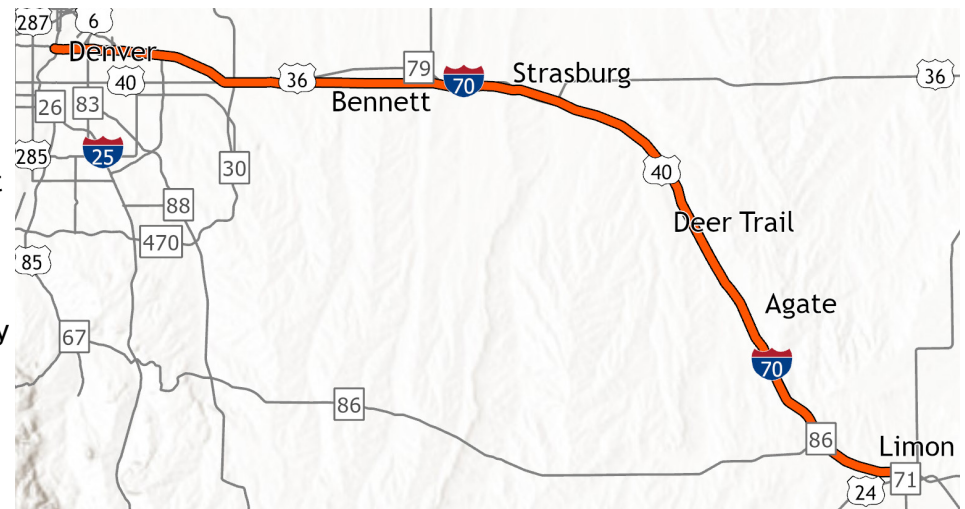
“Transit is critical regionally; our east-west routes need more transit.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and communities of color, reside in eastern Colorado and may require additional mobility options supported by additional transit service.

## Benefits If Funded

- **Mobility:** New transit service provides additional mobility 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. A transfer facility in Limon may encourage the adjacent development of retail, such as restaurants and coffee shops, and services frequented by transit users.



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(October 2020)



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# US 40/US 287 Passing Lanes



## Location

US 40, US 287 between Limon and the Kansas State Line

- Cheyenne and Lincoln counties
- Eastern Transportation Planning Region
- CDOT Region 4

## Description

This project strategically adds new passing lanes or extends existing passing lanes at critical locations along this international freight route. It is the goal of the Region to provide a minimum of 8 miles of passing lanes for every 20-mile stretch along freight corridors.

## Project Cost

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

## What We Heard

“40/287 needs additional capacity due to an increase in trucks. Passing lanes must be substantial enough for trucks to pass each other (at least 2 miles).”

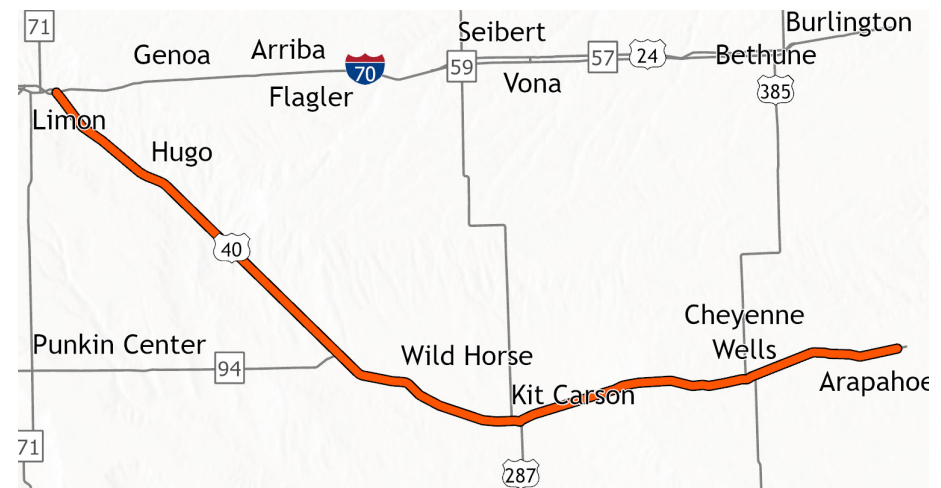
## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 3,600 vehicles per day, including over 1,200 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.



## Benefits If Funded

- **Mobility:** Passing lane improvements enhance economic vitality by reducing travel delays caused by slower moving vehicles and increase mobility for all users, including freight.
- **Safety:** Passing lane improvements increase traveler safety by minimizing unsafe passing maneuvers.



# I-76 Corridor Improvements and Preservation



## Location

I-76 between the Morgan/Washington County Line and the Nebraska State Line

- Logan, Sedgwick, and Washington counties
- Eastern Transportation Planning Region
- CDOT Region 4

## Description

This project includes pavement preservation, safety, operational, and Intelligent Transportation Systems (ITS) improvements.

## Project Cost

- \$26.48 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

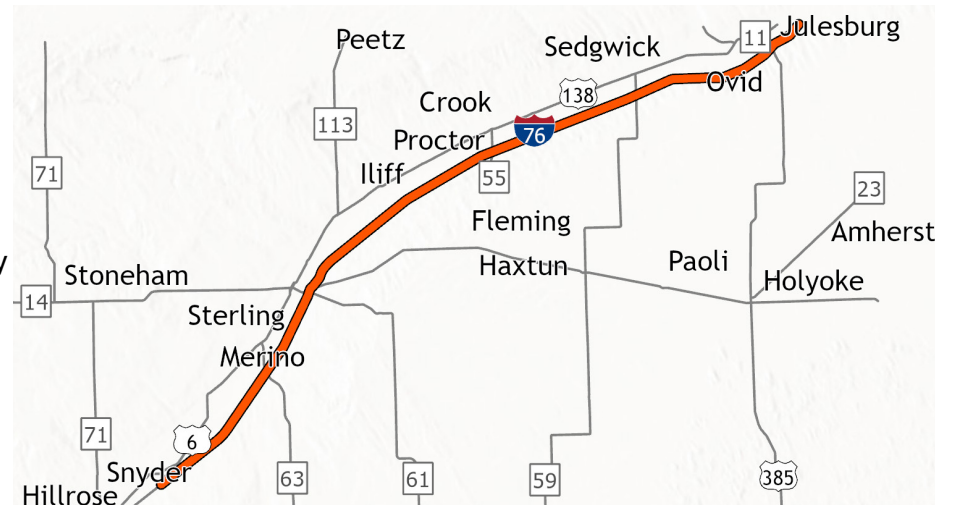
“Surface treatment is big deal. Pot holes are everywhere making it not safe for anyone especially motorcycles.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 9,300 vehicles per day, including 1,800 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.
- **Asset Management:** Low drivability life.

## Benefits If Funded

- **Mobility:** The installation of ITS devices allows travelers to know about real-time travel conditions that could compromise their mobility while traveling. ITS technologies improve the safety and efficiency of freight transport.
- **Safety:** Improvements increase traveler safety for all users, particularly freight vehicles.
- **Asset Management:** Improved drivability life.



# SH 71 Corridor Improvements

## Location

SH 71 between south of Limon and the Nebraska State Line

- Lincoln, Morgan, and Weld counties
- Eastern and Upper Front Range Transportation Planning Regions
- CDOT Region 4

## Description

This project includes reconstruction of corridor, shoulder widening, safety, operational, and Intelligent Transportation Systems (ITS) components.

## Project Cost

- \$27.38 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

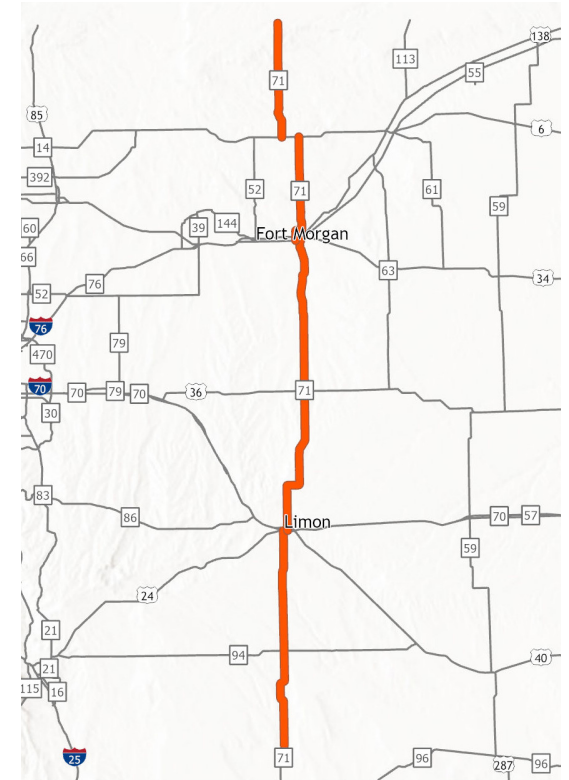
“The condition of the pavements on 71 needs to be addressed. They are to the point where they are considered unsafe.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 2,400 vehicles per day, including nearly 500 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.
- **Asset Management:** Low drivability life.

## Benefits If Funded

- **Mobility:** Corridor improvements like passing lanes increase traveler safety by minimizing unsafe passing maneuvers. ITS devices provide real-time information to travelers such as road conditions and closures to enable them to better plan their travels.
- **Safety:** Corridor improvements like passing lanes increase traveler safety by minimizing unsafe passing maneuvers.
- **Asset Management:** Improved drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# Essential Bus Service between Burlington and Denver

## Location

I-70 between Denver and Burlington

- Adams, Arapahoe, Denver, Elbert, Kit Carson, and Lincoln counties
- Eastern Transportation Planning Region, Greater Denver Area Transportation Planning Region
- CDOT Region 4

## Description

This project includes the purchase of two vehicles and operating costs to provide essential bus service between Burlington and Denver, three days a week, one round trip per day.

## Project Cost

- \$2.42 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Transit is critical regionally, given the number of folks commuting into Denver.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and communities of color, reside in eastern Colorado and may require additional mobility options supported by additional transit service.

## Benefits If Funded

- **Mobility:** New transit service provides additional mobility 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. A transfer facility in Burlington may encourage the adjacent development of retail, such as restaurants and coffee shops, and services frequented by transit users.



# New Local Fixed-Route Transit Service in Fort Morgan



## Location

I-76 in the city of Fort Morgan

- Morgan County
- Upper Front Range Transportation Planning Region
- CDOT Region 4

## Description

This project includes the purchase of two vehicles and operating costs to provide fixed-route bus service in Fort Morgan, six days a week between 6:30 a.m. and 6:30 p.m.

## Project Cost

- \$1.55 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

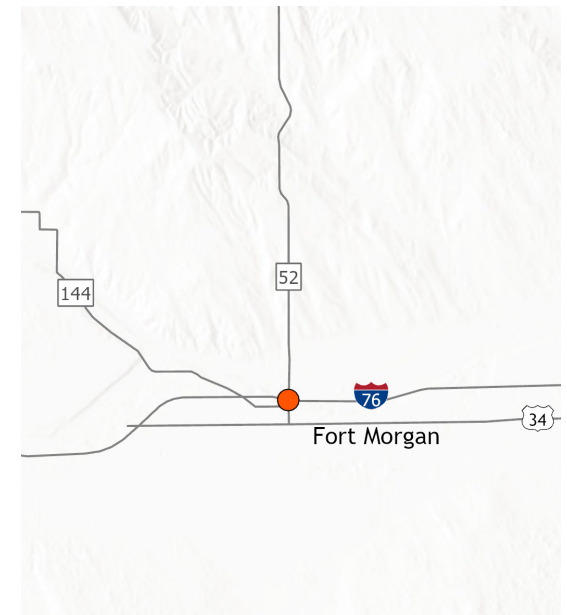
“Looking for bus service in Fort Morgan.”

## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and communities of color, reside in Fort Morgan and may require additional mobility options supported by additional transit service.

## Benefits If Funded

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



# I-76 Reconstruction from Fort Morgan to Brush



## Location

I-76 between Fort Morgan and Brush

- Morgan County
- Upper Front Range Transportation Planning Region
- CDOT Region 4

## Description

The project reconstructs both lanes of the interstate in both directions, as well as interchanges at SH 144, SH 52 (Main Street), and the Barlow Road interchange.

## Project Cost

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

## What We Heard

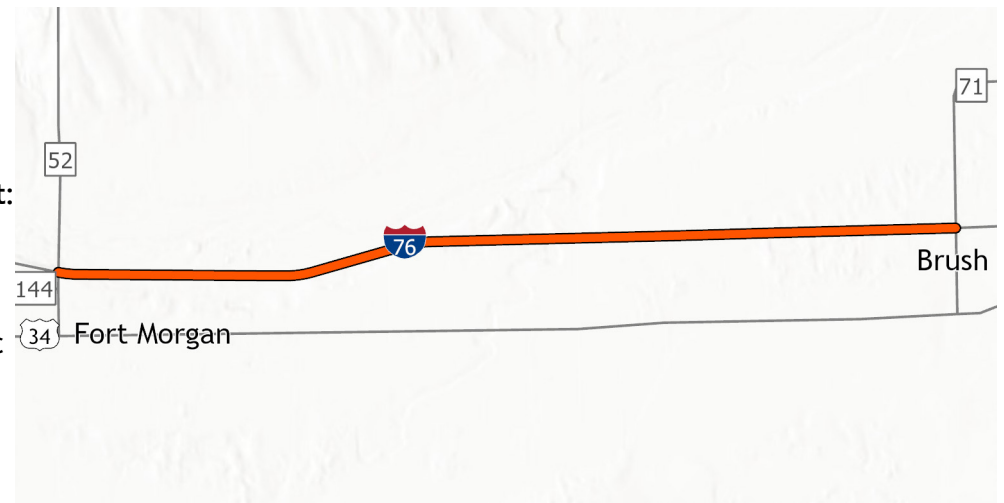
“The truck traffic along I-76 is increasing. We need to maintain our existing roads and address the needs of our growing population.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 17,000 vehicles per day, including 2,800 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.
- **Asset Management:** Low drivability life.

## Benefits If Funded

- **Mobility:** Reconstruction and interchange improvements enhance mobility for all highway users, specifically the freight industry.
- **Safety:** Corridor improvements increase traveler safety for all users.
- **Asset Management:** Reconstruction improves drivability life and enhances economic vitality for this Colorado Freight Corridor.



# US 85 Frontage Road Improvements



## Location

US 85 in Platteville and Gilcrest

- Weld County
- Upper Front Range Transportation Planning Region
- CDOT Region 4

## Description

This project relocates and realigns the US 85 Frontage Road and intersections in Platteville and Gilcrest.

## Project Cost

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

## What We Heard

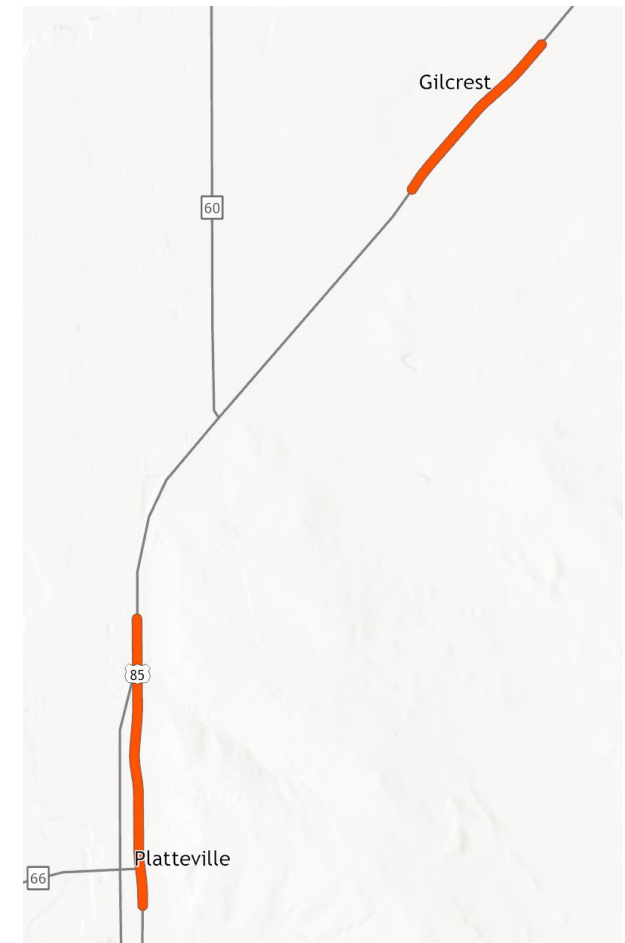
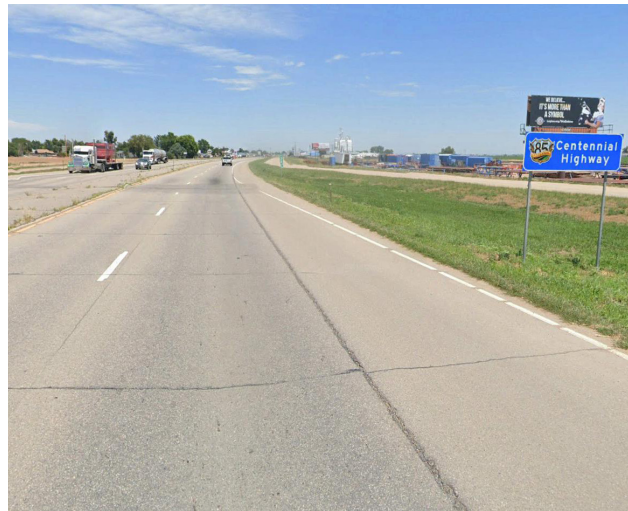
“Safety improvements needed for intersection.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 23,400 vehicles per day, including over 1,800 trucks.
- **Safety:** Skewed alignment of frontage roads along US 85 creates unsafe intersection.

## Benefits If Funded

- **Mobility:** The improvements enhance economic vitality and mobility by reducing travel delays for all users.
- **Safety:** Frontage road realignment increases traveler safety for all users, particularly freight vehicles.





# US 287 Passing Lanes and Safety Improvements



## Location

US 287 between Ted's Place and the Wyoming State Line

- Larimer County
- Upper Front Range Transportation Planning Region
- CDOT Region 4

## Description

This project includes the construction of passing lanes and other safety improvements.

## Project Cost

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

## What We Heard

“People are frustrated on 287. Truck bunching is causing people to make poor decisions, and a passing lane is needed.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 5,300 vehicles per day, including nearly 900 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways (including wildlife crashes), indicating a high potential for crash reduction.

## Benefits If Funded

- **Mobility:** Passing lane improvements enhance economic vitality by reducing travel delays caused by slower moving vehicles and increase mobility for all users, particularly freight.
- **Safety:** Corridor improvements like passing lanes increase traveler safety by minimizing unsafe passing maneuvers.



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# I-70 Arriba Rest Area

## Location

I-70 at Exit 383 (Arriba)

- Lincoln County
- Eastern Transportation Planning Region
- CDOT Region 4

## Description

This project expands rest area parking in Arriba for commercial and private vehicles.

## Project Cost

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

## What We Heard

“There is a lack of rest areas in the Eastern TPR. The existing rest areas and truck parking are problematic.”

## Urgent Need

- **Asset Management:** Lack of adequate rest areas in eastern Colorado makes long distance travel difficult.

## Benefits If Funded

- **Asset Management:** Rest areas provide relief for long distance travelers, particularly freight vehicles, passing through eastern Colorado.



# North I-25 Transit Service

## Location

I-25 between SH 14 in Fort Collins and Cheyenne, Wyoming

- Larimer County
- Upper Front Range Transportation Planning Region
- CDOT Region 4

## Description

This project includes the purchase of one vehicle and operating costs to provide interregional bus service between Fort Collins and Cheyenne with one round trip per day, 365 days a year.

## Project Cost

- \$1.55 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

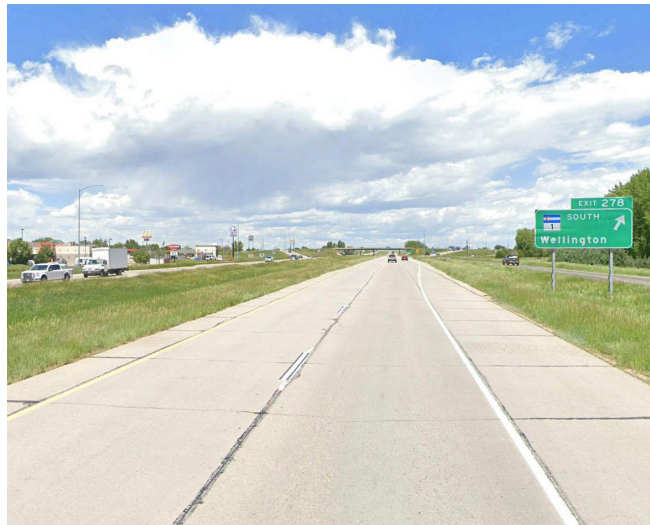
“Keep expanding bus and exploring rail options all along the Greater Front Range (e.g., Cheyenne, WY, to El Paso, TX).”

## Urgent Need

- **Mobility:** Many residents and commuters travel to and from Cheyenne from Larimer County and Fort Collins every day. Additional mobility options are needed to support commuters and vulnerable populations.

## Benefits If Funded

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



# SH 86 Corridor Improvements



## Location

SH 86 between I-25 and I-70

- Douglas and Elbert counties
- Eastern Transportation Planning Region, Greater Denver Area Transportation Planning Region
- CDOT Regions 1 and 4

## Description

This project includes pavement, safety, and operation improvements on SH 86 between I-25 and I-70.

## Project Cost

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

## What We Heard

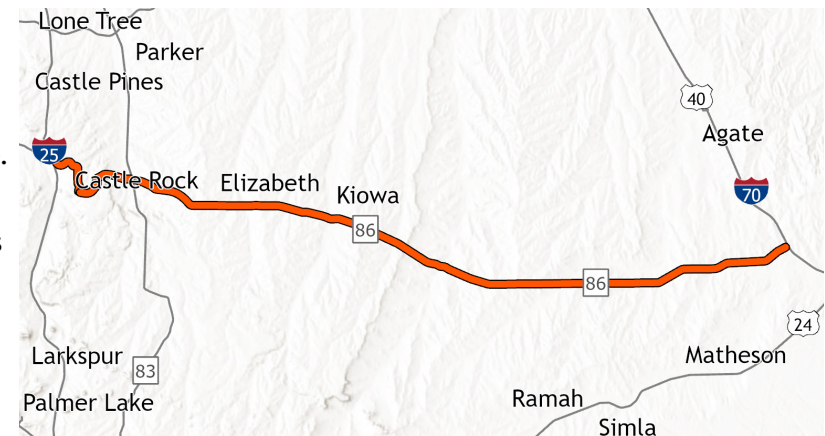
“The pavement here is deteriorating due to increased traffic. The road is continually getting deep pot holes. Safety needs to always be a priority.”

## Urgent Need

- **Mobility:** Carries approximately 11,600 vehicles per day, including over 400 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.
- **Asset Management:** Low drivability live.

## Benefits If Funded

- **Mobility:** The improvements enhance mobility by reducing travel delays for all users, including the freight industry.
- **Safety:** Corridor improvements like passing lanes increase traveler safety by minimizing unsafe passing maneuvers. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance, crash avoidance and/or recovery. Shoulders can also improve sight distance and drainage.
- **Asset Management:** Improved drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



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(October 2020)



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# US 385 Corridor Study Improvements



## Location

US 385 between Cheyenne Wells and Julesburg

- Cheyenne, Kit Carson, Phillips, Sedgwick, and Yuma counties
- Eastern Transportation Planning Region
- CDOT Region 4

## Description

This project implements US 385 Corridor Study priorities, such as passing lanes, operational, and safety improvements

## Project Cost

- \$35.28 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

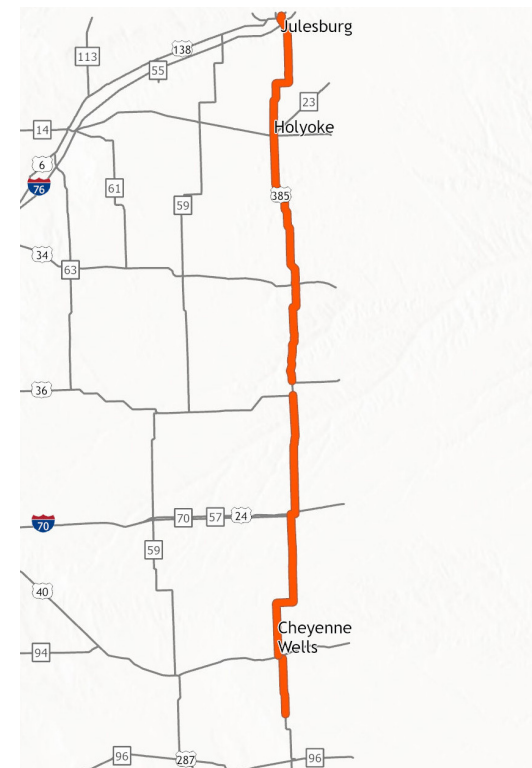
“There is a large amount of truck freight on this road, and there needs to be more passing lanes.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries over 2,400 vehicles a day, including over 400 trucks.
- **Safety:** This is a highly used route for oversized/overweight vehicles. These vehicles may require both travel lanes, requiring on-coming traffic to move completely off the highway. Significantly higher crash rate compared to similar highways, indicating a high potential for crash reduction. Most frequent crash type is overturning. Shoulders are narrow or nonexistent in some sections.
- **Asset Management:** Low drivability life.

## Benefits If Funded

- **Mobility:** The improvements enhance economic vitality and mobility by reducing travel delays for all users, including the freight industry.
- **Safety:** Corridor improvements like passing lanes increase traveler safety by minimizing unsafe passing maneuvers. 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:** Improved drivability life. Making minor repairs to highways (i.e., resurfacing) before major repairs are required is more cost-effective.



# SH 59 Safety Improvements

## Location

SH 59 between Kit Carson and I-76 (Sedgwick)

- Cheyenne, Kit Carson, Phillips, Sedgwick, and Yuma counties
- Eastern Transportation Planning Region
- CDOT Region 4

## Description

This project implements the SH 59 Shoulders and Safety Study priority projects.

## Project Cost

- \$29.26 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

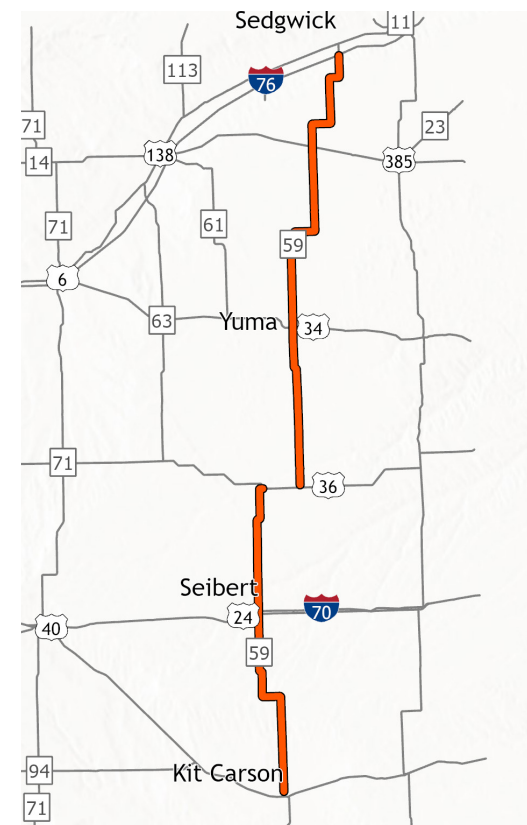
“Snow and ice blow this road frequently during the winter. Being caught on this road in these conditions is extremely dangerous with no shoulders. Shoulders must be included in road improvement projects.”

## Urgent Need

- **Mobility:** The lack of shoulders creates a stressful traveling environment for all users.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is overturning. Shoulders are narrow or nonexistent in some sections.
- **Asset Management:** Low drivability life.

## Benefits If Funded

- **Mobility:** Shoulders provide a relief space for travelers, reducing the level of stress for all travelers.
- **Safety:** Corridor improvements such as shoulder widening improvements increase traveler safety for all users. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance, crash avoidance and/or recovery. Shoulders can also improve sight distance and drainage.
- **Asset Management:** Improved drivability life.



# Estes Park Transit Electric Trolley Bus Barn



## Location

US 36 and US 34 in Estes Park

- Larimer County
- Upper Front Range Transportation Planning Region
- CDOT Region 4

## Description

This project includes the installation of a charging station and metal storage building for an electric trolley received in January 2020, with plans for adding another electric trolley late in 2020. This project assumes that this building will go within the Town owned Elm Road property, with no land acquisition costs.

## Project Cost

- \$320,000
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Excited to know Estes Park is in process of getting two new electric trolleys.”

## Urgent Need

- **Mobility:** Many residents and millions of visitors who come to Estes Park each year rely on the transit system to get around.

## Benefits If Funded

- **Mobility:** The electric trolley bus barn adequately protects the vehicles and extends their useful lives. Transit options also provide residents and visitors with mobility options, minimizing congestion in town.



# Estes Park Transit Electric Trolley Charging Station



## Location

US 36 and US 34 in Estes Park

- Larimer County
- Upper Front Range Transportation Planning Region
- CDOT Region 4

## Description

Estes Park received federal grants for two electric trolleys. The Town asked for only one charging station through these grants but will need two to adequately charge the vehicles. The first charging station has been received and is in the process of being installed. This project is for a second charging station to serve the second vehicle, which should be delivered in late 2020. Project costs include the charging station and cost for installation.

## Project Cost

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

## What We Heard

“Technology has be part of the solution. Need for charging stations”

## Urgent Need

- **Mobility:** Many residents and millions of visitors who come to Estes Park each year rely on the transit system to get around.

## Benefits If Funded

- **Mobility:** New electric trolley charging infrastructure supports the movement to zero emission vehicles and minimizes environmental impacts.





# Estes Park Transit Stop Improvements



## Location

US 34 and US 36 in Estes Park

- Larimer County
- Upper Front Range Transportation Planning Region
- CDOT Region 4

## Description

This project includes the design, production, and installation of semi-permanent signage and bus shelters to support its seasonal shuttle program. Project costs include design and production of new stop signs for approximately 55 bus stops and temporary/semi-permanent stop shelters for 55 locations.

## Project Cost

- \$150,000
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Estes Park has international visitors who have no way to get around other than express service, which currently only provides summer service. Need better local transit service.”

## Urgent Need

- **Mobility:** Many residents and millions of visitors who come to Estes Park each year rely on the transit system to get around and need transit amenities to improve the customer experience when using transit.

## Benefits If Funded

- **Mobility:** Bus stop and signage improvements enhance transit options for people who live, work, and visit Estes Park to access jobs, goods, recreation, and services, which often positively influences public health and quality of life.



# Public Restrooms at the Transit Hub and Events Complex Park-n-Ride in Estes Park

## Location

US 34 and US 36 in Estes Park

- Larimer County
- Upper Front Range Transportation Planning Region
- CDOT Region 4

## Description

The project includes the installation of public restrooms near the bus pull-out and shelter on Manford Avenue. Project costs are based on a \$450/square-foot construction cost with a proposed 600-square-foot facility. Water is on site, but access to sanitary sewer will require crossing Manford Avenue.

## Project Cost

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

## What We Heard

“Estes Park has international visitors who have no way to get around other than express service, which currently only provides summer service. Need better local transit service.”

## Urgent Need

- **Mobility:** Millions of visitors come to Estes Park each year who could use additional mobility options like walking, biking, and transit if supporting facilities were provided. The lack of public restrooms is the second most frequent reason stated by riders as a reason that they do not park in this location.
- **Asset Management:** Park-n-Ride and transit hub are underused because of the lack of supporting facilities.



## Benefits If Funded

- **Mobility:** The improvements enhance mobility options and tourism by providing amenities at the transportation facilities. Mobility hubs can encourage the adjacent development of retail, such as restaurants and coffee shops, and services frequented by transit users.
- **Asset Management:** Improved Park-n-Ride and transit hub.



# Parking Lot Reconfiguration at the Visitor Center and Transit Transfer Center in Estes Park



## Location

US 34 and US 36 in Estes Park

- Larimer County
- Upper Front Range Transportation Planning Region
- CDOT Region 4

## Description

This project includes a new layout for the Visitor Center parking lot that emphasizes shuttle, car, and pedestrian separation and safety. The project also includes the addition of a frontage road connection for safer access. The project cost estimate includes paving, striping, island reconfiguration, walkways, curb and gutter, and some sidewalks and landscaping.

## Project Cost

- \$1.04 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Incentivize different types of multimodal systems. Transit infrastructure thru downtown corridor.”

## Urgent Need

- **Mobility:** The Estes Park Visitor Center parking lot is one of the busiest parking lots in town during the summer. The lot is laid out in a manner that underuses the parking spaces, creates safety concerns, and confuses drivers.

## Benefits If Funded

- **Mobility:** The improvements enhance mobility by streamlining access to and from one of the busiest parking lots in Estes Park, reducing delay for all users and by improving safety. Making transit access easier positively influences tourism and quality of life.



# SH 7 Corridor Improvements



## Location

SH 7 between Boulder and Brighton

- Boulder and Weld counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 4

## Description

This project includes the construction of operational, intersection, transit, and safety improvements.

## Project Cost

- \$15.3 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Build transit infrastructure along Hwy 7 corridor. Also, traffic needs calming! There are more users in the area, impacting safety. A complete streets design is needed on Hwy 7 corridor!”

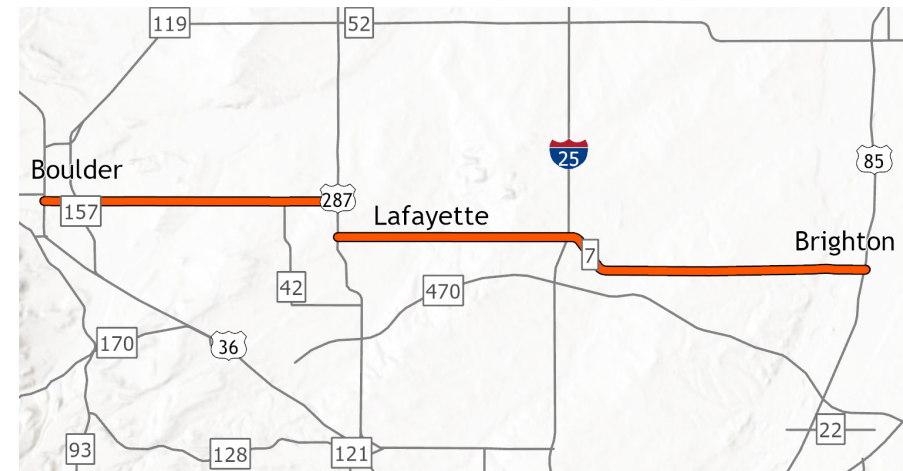
## Urgent Need

- **Mobility:** This corridor carries nearly 26,000 vehicles per day and is experiencing significant growth as the northern Denver metro area continues to develop. The communities along the corridor desire multimodal solutions, including bus rapid transit (BRT).
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is rear-end, which is common for congested corridors.



## Benefits If Funded

- **Mobility:** The improvements enhance economic vitality and mobility by reducing travel delays. Multimodal facilities increase mobility for bicycles and pedestrians. New transit infrastructure supports future transit service, providing 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.
- **Safety:** Corridor improvements increase traveler safety for all users.



# US 36/28th Street and SH 93/Broadway Intersection Improvements



## Location

US 36/28th Street and SH 93/Broadway in Boulder

- Boulder County
- Greater Denver Area Transportation Planning Region
- CDOT Region 4

## Description

This project constructs operational improvements to improve mobility and transit operations.

## Project Cost

- \$15.12 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

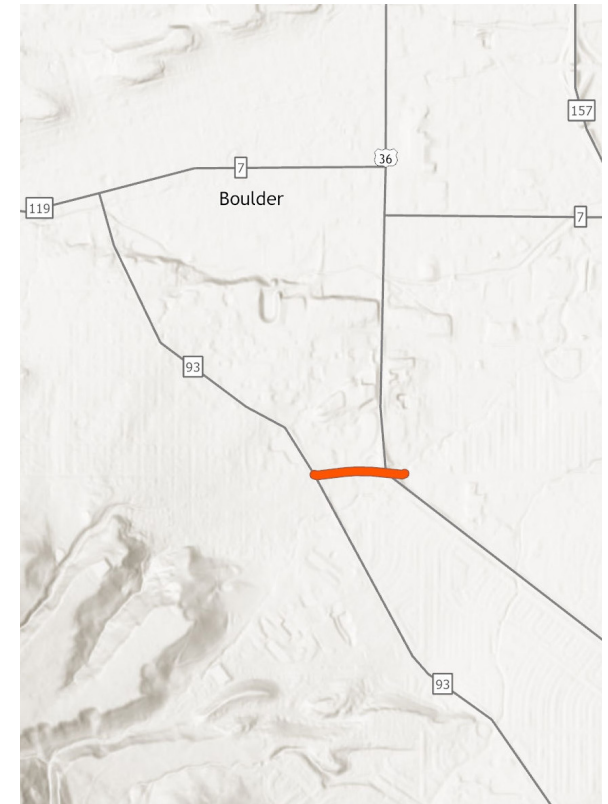
“Transportation mobility is a priority. Provide better and more accessible transit and rail connections.”

## Urgent Need

- **Mobility:** This highly traveled corridor carries approximately 36,000 vehicles per day and many transit vehicles with regional connections.

## Benefits If Funded

- **Mobility:** Improving intersections supports transit service, providing additional options for people who live and work in the Region to access jobs, goods, education, and services.



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(October 2020)



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# SH 42 Safety and Intersection Improvements



## Location

SH 42 in Louisville

- Boulder County
- Greater Denver Area Transportation Planning Region
- CDOT Region 4

## Description

This project constructs operational, intersection, and safety improvements.

## Project Cost

- \$14 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

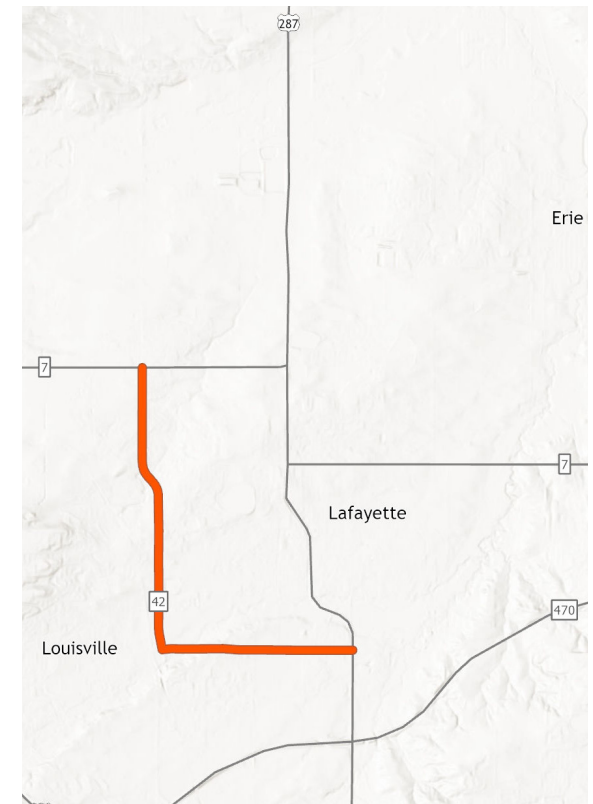
“SH 42 congestion, no shoulders. Needs separated mode facilities.”

## Urgent Need

- **Mobility:** A highly traveled corridor carrying nearly 21,000 vehicles per day.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is rear-end, which is common for congested corridors.

## Benefits If Funded

- **Mobility:** The improvements enhance mobility by reducing travel delays caused by congestion.
- **Safety:** Operational and intersection improvements increase traveler safety.



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

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(October 2020)



**COLORADO**  
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# SH 66 Corridor Improvements



## Location

SH 66 between Lyons and Platteville

- Boulder and Weld counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 4

## Description

This project constructs operational, intersection, and safety improvements.

## Project Cost

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

## What We Heard

“Separate modes on US 36, SH 119, and SH 66 to increase safety.”

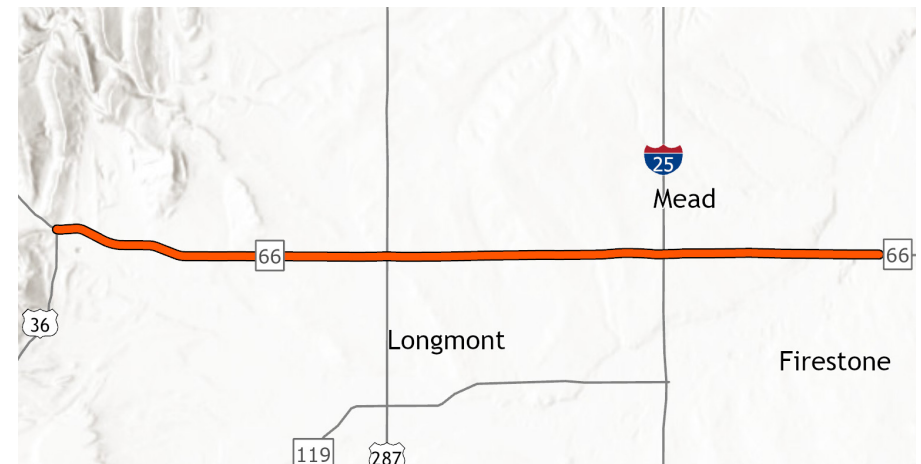
## Urgent Need

- **Mobility:** A highly traveled corridor carrying over 23,000 vehicles per day, including over 1,300 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways (including some wildlife crashes), indicating a high potential for crash reduction. Most frequent crash type is rear-end, which is common for congested corridors.



## Benefits If Funded

- **Mobility:** The improvements enhance mobility by reducing travel delays caused by congestion and slower moving vehicles.
- **Safety:** Operational and intersection improvements increase traveler safety for all users, including freight vehicles.



# US 85 Corridor Improvements, Brighton to Fort Lupton

## Location

US 85 between Brighton and Fort Lupton

- Adams and Weld counties
- Greater Denver Area Transportation Planning Region
- CDOT Region 4

## Description

This project constructs operational, intersection, and safety improvements.

## Project Cost

- \$6.1 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Too many accidents are happening on Highway 85 because of heavy truck traffic, and failure to obey speed limits and other traffic laws.”

## Urgent Need

- **Mobility:** This highly traveled Colorado Freight Corridor carries over 31,000 vehicles per day, including nearly 2,300 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.

## Benefits If Funded

- **Mobility:** The improvements enhance mobility by reducing travel delays caused by congestion and slower moving vehicles.
- **Safety:** Operational and intersection improvements increase traveler safety for all users, particularly freight vehicles.





# SH 119: Safety and Mobility Improvements

Continuation of Planning Project ID 0057



## Location

SH 119 between Boulder and Longmont

- Boulder County
- Greater Denver Area Transportation Planning Region
- CDOT Region 4

## Description

This project includes operational, intersection, safety, and transit improvements including BRT facilities.

## Project Cost

- \$24.88 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

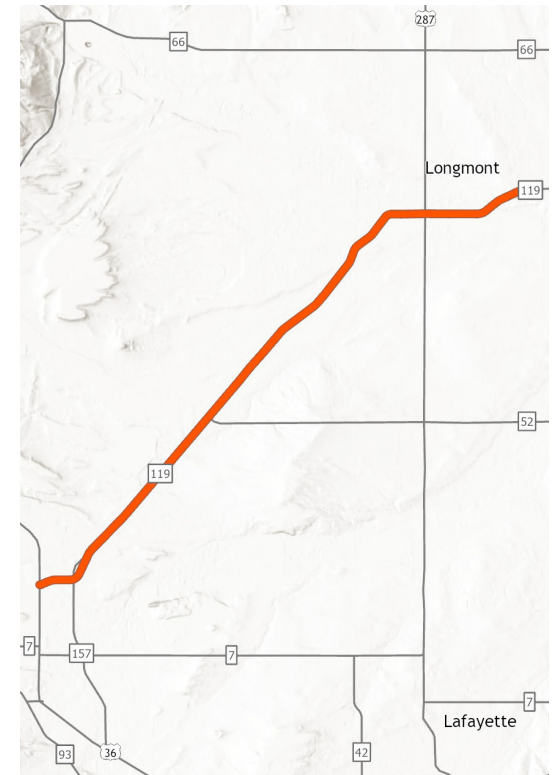
“SH 119 should be multi-modal.”

## Urgent Need

- **Mobility:** Heavy traffic congestion along SH 119 reduces corridor reliability and increases total travel time.
- **Safety:** Severe commuter congestion creates significant delays for drivers at key locations, including the intersection of SH 52 and SH 119. Operational deficiencies contribute to unsafe conditions for all users, including transit users, bicyclists, pedestrians, and motor vehicle users.

## Benefits If Funded

- **Mobility:** Improve safety and mobility for all modes of travel and provide greater trip reliability.
- **Safety:** Driver safety increases with additional infrastructure improvements at strategic intersections.



For more information, visit [codot.gov/programs/your-transportation-priorities](https://codot.gov/programs/your-transportation-priorities)  
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<https://drcog.org/planning-great-region/transportation-planning/regional-transportation-plan>  
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# US 287 Corridor Improvements: US 36 to SH 66



## Location

US 287 between US 36 and SH 66

- Boulder County
- Greater Denver Area Transportation Planning Region
- CDOT Region 4

## Description

This project constructs operational, intersection, and safety improvements.

## Project Cost

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

## What We Heard

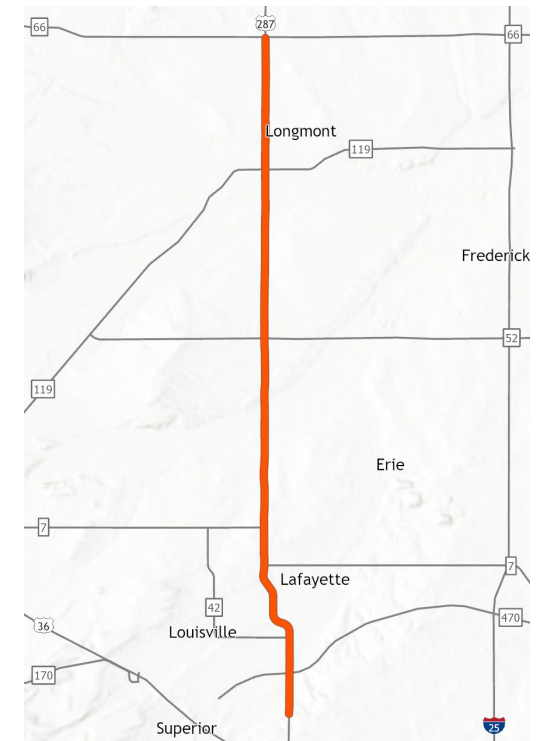
“Intersection improvements and ADA upgrades are needed throughout the corridor.”

## Urgent Need

- **Mobility:** This highly traveled Colorado Freight Corridor carries nearly 30,000 vehicles per day, including over 1,100 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is rear-end, which is common for congested corridors.

## Benefits If Funded

- **Mobility:** The improvements enhance mobility by reducing travel delays caused by congestion and slower moving vehicles.
- **Safety:** Operational and intersection improvements increase traveler safety for all users, particularly freight vehicles.



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

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(October 2020)



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# North I-25 Express Lanes from SH 56 to SH 66

## Location

I-25 between SH 56 and SH 66

- Weld County
- Greater Denver Area Transportation Planning Region
- CDOT Region 4

## Description

This project adds express lanes, replaces substandard structures and interchanges, adds transit hubs, as well as bicycle and pedestrian improvements in partnership with local agencies. This project is supported by all three regions that North I-25 passes through.

## Project Cost

- \$196.4 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

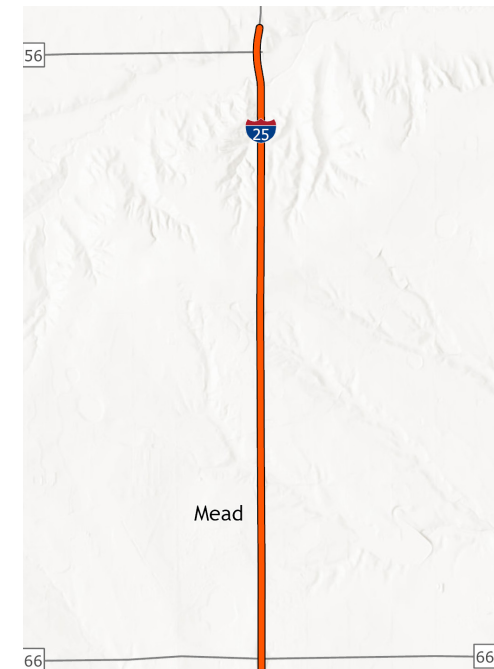
“Maintain existing structures over building new structures and auxiliary lanes between 1-mile interchanges should exist to improve safety.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor is one of the highest traveled corridors in the state, carrying 71,000 vehicles per day, including over 7,000 trucks. I-25 is the primary corridor for Bustang transit service.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is rear-end, which is common for congested corridors.
- **Asset Management:** I-25 is the primary corridor serving northern Colorado and is the most critical highway in the Region.

## Benefits If Funded

- **Mobility:** Express lanes enhance economic vitality and mobility by reducing travel delays for all users, particularly the freight industry. Express lanes also support reliable transit service. New bicycle and pedestrian facilities enhance regional connectivity.
- **Safety:** Interchange improvements increase traveler safety for all users, including freight vehicles.
- **Asset Management:** Resurfacing the highway and reconstructing substandard bridges and culverts improve drivability life.



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

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<https://drcog.org/planning-great-region/transportation-planning/regional-transportation-plan>

(October 2020)



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# I-25 and SH 14 Interchange Improvements



## Location

I-25 at SH 14 in Fort Collins

- Larimer County
- North Front Range Metropolitan Planning Organization
- CDOT Region 4

## Description

This project includes interchange reconstruction and safety improvements.

## Project Cost

- \$30.5 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

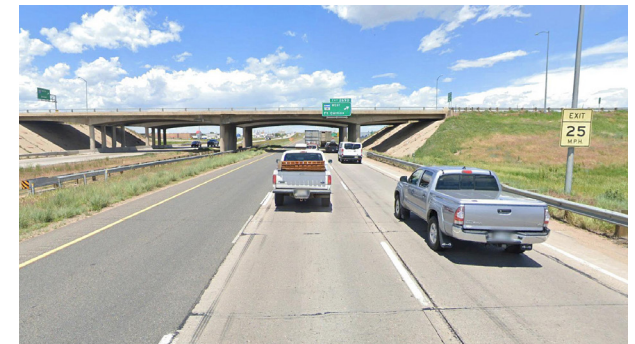
“If assets are maintained properly, the assets will last longer. Bridges seem to be the largest problem.”

## Urgent Need

- **Mobility:** This highly traveled Colorado Freight Corridor carries approximately 52,000 vehicles per day, including over 5,900 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.

## Benefits If Funded

- **Mobility:** The improvements enhance mobility by reducing travel delays for all users, including the freight industry.
- **Safety:** Interchange improvements increase traveler safety for all users, including freight vehicles.
- **Asset Management:** Resurfacing the highway improves drivability life.



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

In collaboration with North Front Range Metropolitan Planning Organization | Learn more at <https://nfrmpo.org/rtp/> (October 2020)



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# Transit Service between Loveland and Greeley



## Location

US 34 between Loveland and Greeley

- Larimer and Weld counties
- North Front Range Metropolitan Planning Organization
- CDOT Region 4

## Description

This project provides new transit service between Loveland and Greeley. Project costs include needed upfront capital investments, as well as the ongoing annual operating costs.

## Project Cost

- \$13.2 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Expand Intercity Bus throughout the state to connect rural areas to services and amenities.”

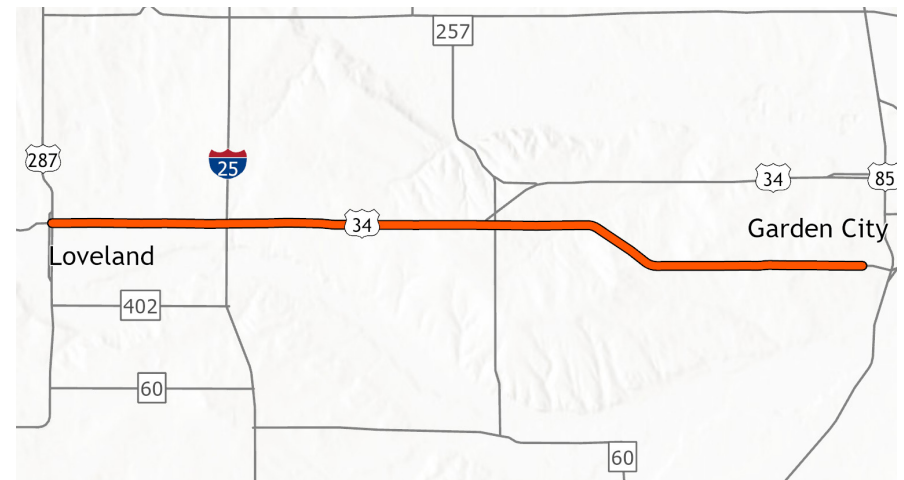
## Urgent Need

- **Mobility:** A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, low-income residents, and communities of color, reside in Larimer and Weld Counties and may require additional mobility options supported by this transit service. A high number of commuters also travel between Loveland and Greeley who need transit options.



## Benefits If Funded

- **Mobility:** New transit service provides additional options for people who live and work in the Northern Colorado Region to access 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://codot.gov/programs/your-transportation-priorities)

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(October 2020)



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# Mobility Hubs in CDOT Region 4



## Location

Various

- Larimer and Weld counties
- Greater Denver Area Transportation Planning Region and North Front Range Metropolitan Planning Organization (NFRMPO)
- CDOT Region 4

## Description

This project includes new mobility hubs in CDOT Region 4 to supporting existing and future transit operations, while making critical bicycle and pedestrian connections.

## Project Cost

- \$6 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“Our east-west routes need more transit. Could be an RTD issue and there are physical barriers as well. Need mobility hubs.”

## 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 CDOT’s Region 4 and may require additional mobility options supported by mobility hubs.

## Benefits If Funded

- **Mobility:** Mobility hubs provide streamlined transit service for people who live and work in the Region to access jobs, goods, education, and services, which often positively influences personal health and quality of life. Mobility hubs can also encourage the adjacent development of retail, such as restaurants and coffee shops, and services frequented by transit users.



# Bustang Service in Region 4



## Location

Major corridors in CDOT Region 4 such as I-25, I-76, and I-70

- Boulder, Cheyenne, Elbert, Kit Carson, Larimer, Lincoln, Logan, Morgan, Phillips, Sedgwick, Washington, Weld, and Yuma counties
- Greater Denver Area Transportation Planning Region and North Front Range Metropolitan Planning Organization (NFRMPO)
- CDOT Region 4

## Description

This project includes capital and operational costs to expand CDOT's Bustang interregional transit service in Region 4.

## Project Cost

- \$5.4 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

"Not just capital. Operations can improve safety. Bustang expands service as a reliable, dependable cooperation with local transit agencies and is really starting to have impacts."

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

In collaboration with NFRMPO and DRCOG | Learn more at <https://nfrmpo.org/rtp/> and <https://drcog.org/planning-great-region/transportation-planning/regional-transportation-plan> (October 2020)

## 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 CDOT Region 4 and may require additional mobility options. High commuter patterns along this corridor support the need for additional mobility options for those who live and work in the Region.

## Benefits If Funded

- **Mobility:** New transit service provides additional mobility 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.



# US 85 and US 34 Interchange



## Location

US 85 at US 34 in Greeley

- Weld County
- North Front Range Metropolitan Planning Organization
- CDOT Region 4

## Description

This project includes interchange reconstruction at the US 85 and US 34 interchange in Weld County.

## Project Cost

- \$33 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

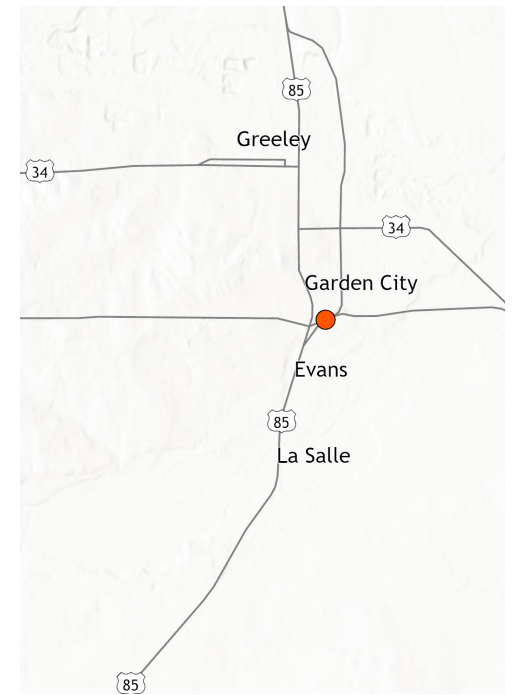
“The turns are tight for large, oversize trucks. Needs to be replaced!”

## Urgent Need

- **Mobility:** Turn lanes and highway ramps are narrow, slowing trucks and heavy vehicles on two major Colorado Freight Corridors. The current interchange configuration is atypical and causes driver confusion.
- **Safety:** Higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Bridges within this area are deteriorating, requiring large scale improvements.
- **Asset Management:** Low drivability life.

## Benefits If Funded

- **Mobility:** Interchange improvements enhance economic vitality and mobility by reducing travel delays for all users, particularly the freight industry.
- **Safety:** Interchange improvements increase traveler safety for all users.
- **Asset Management:** Reconstructing sections of the highway and bridges improves drivability life.



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

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# Northeast Bridge Rehabilitation and Repair

## Location

- Logan, Sedgwick, Phillips, Washington, Yuma, Elbert, Lincoln, Kit Carson, Cheyenne, and Weld counties
- Eastern and Upper Front Range Transportation Planning Regions
- CDOT Region 4

## Description

Bridge rehabilitation and/or repair in the Eastern and Upper Front Range Transportation Planning Regions.

## Project Cost

- \$21.04 million
- Projects ranging from \$10,000 to \$5 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“If assets are maintained properly, the assets will last longer.”

“Culvert and bridge improvements are a need.”

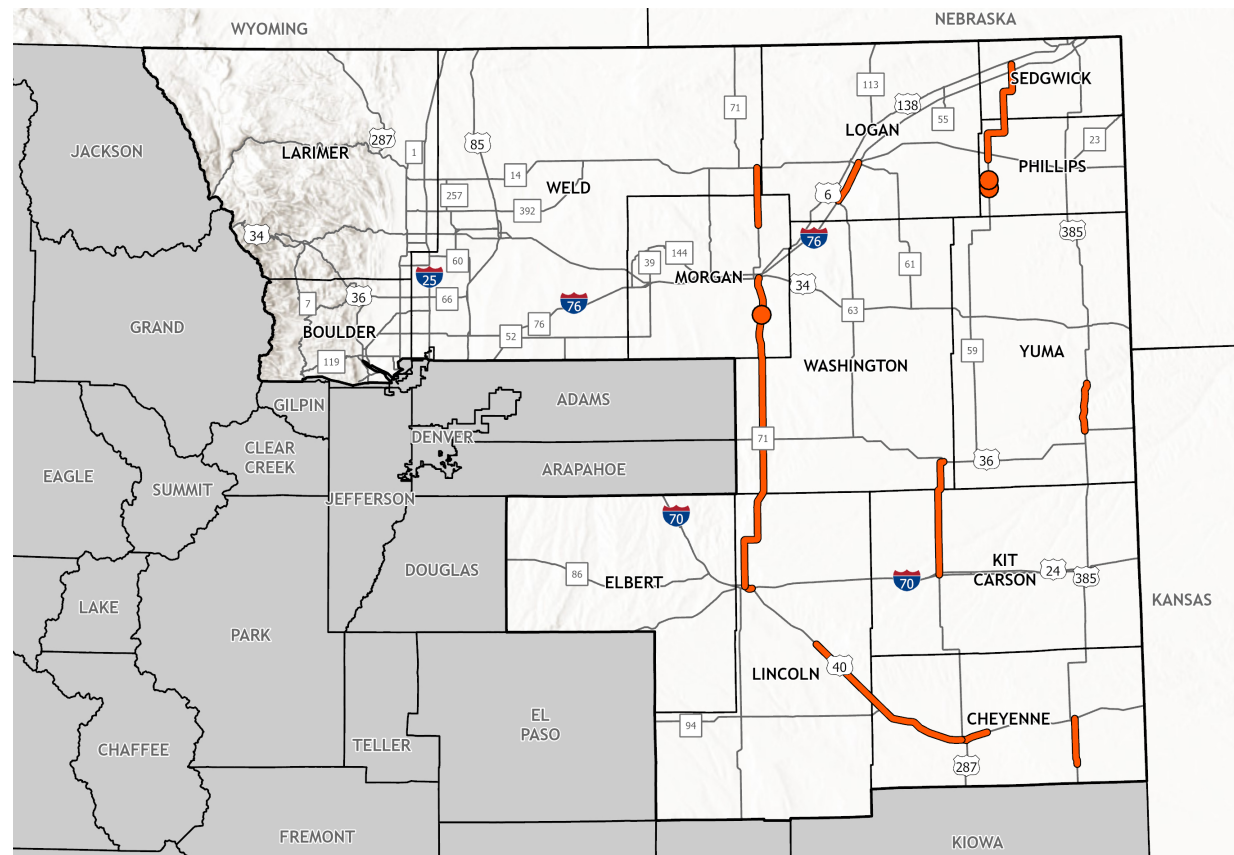
“Bridges seem to be the largest problem. The asphalt never seems to be finished correctly.”

## Urgent Need

- **Asset Management:** Many bridges are structurally deficient and/or functionally obsolete in Region 4 and in need of repair.

## Benefits If Funded

- **Asset Management:** Bridge repairs and/or replacements are one way to maintain a reliable transportation system in Region 4.



See next page for a list of bridge rehabilitation and repair projects

# Northeast Bridge Rehabilitation and Repair (Continued)

Planning Project ID	Transportation Planning Region	County	Bridge Locations
2670	Eastern	Lincoln	I-70: Bridges near Limon
2671	Eastern	Logan	I-76: Atwood
2672	Eastern	Cheyenne, Lincoln	US 40: Wild Horse
2673	Eastern	Cheyenne	287/40/94
2674	Eastern	Phillips	CO 59: Sandy Creek Bridge
2675	Eastern	Phillips, Sedgwick, Yuma	SH 59 Bridges
2676	Eastern	Phillips	Six Mile Creek
2677	Eastern	Kit Carson, Washington	SH 59: Siebert to Cope
2678	Eastern	Cheyenne	US 385: Burlington
2679	Eastern	Yuma	US 385: Idalia North
2680	Eastern	Lincoln, Washington	SH 71: Limon Structures
2681	Upper Front Range	Morgan	SH 71: Big Beaver Creek
2682	Upper Front Range	Morgan, Weld	SH 71: Stoneham



# Northeast Rural Road Resurfacing Projects

## Location

- Select locations throughout Region 4 (refer to map)
- Cheyenne, Lincoln, Morgan, Sedgwick, Weld, and Yuma counties
- Eastern and Upper Front Range Transportation Planning Regions

## Description

Resurfacing of over 72 miles of highway in Region 4. Reconstruction of 12 miles of I-70 and I-76.

## Project Cost

- \$122.81 million total
- Projects range from \$3 million to \$29 million
- Priority project for years 5-10 of 10-Year Strategic Project Pipeline

## What We Heard

“The condition of the pavements on 71 need to be addressed. They are to the point where there are considered unsafe.”

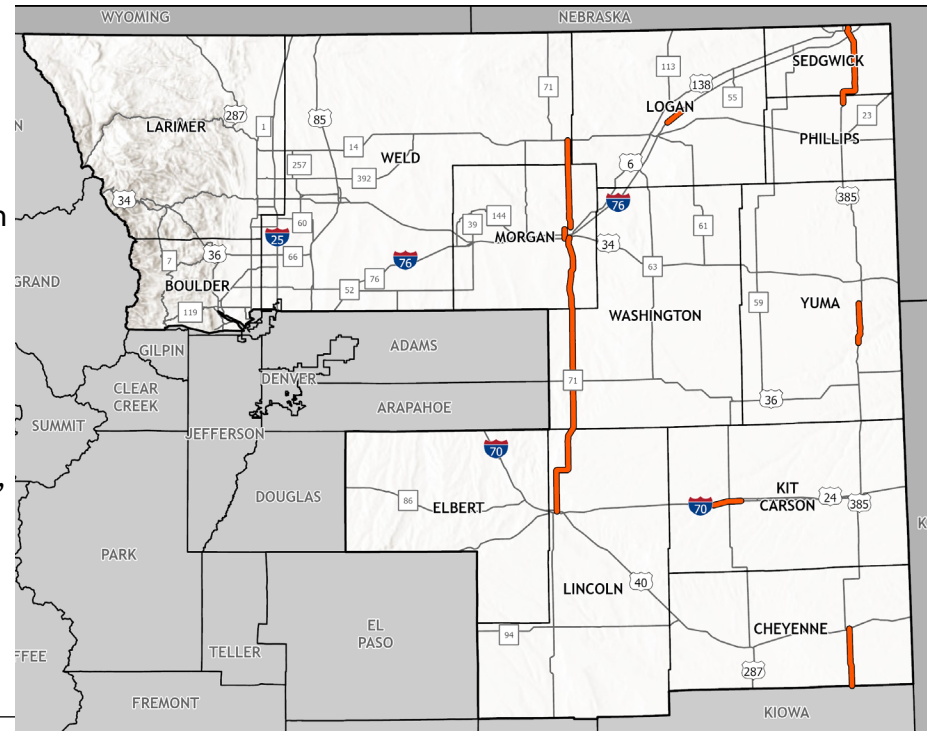
“The pavement here is deteriorating due to increased traffic. The road is continually getting deep pot holes. Safety needs to always be a priority.”

## Urgent Need

Many corridors in Region 4 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.



See next page for a list of rural road resurfacing projects

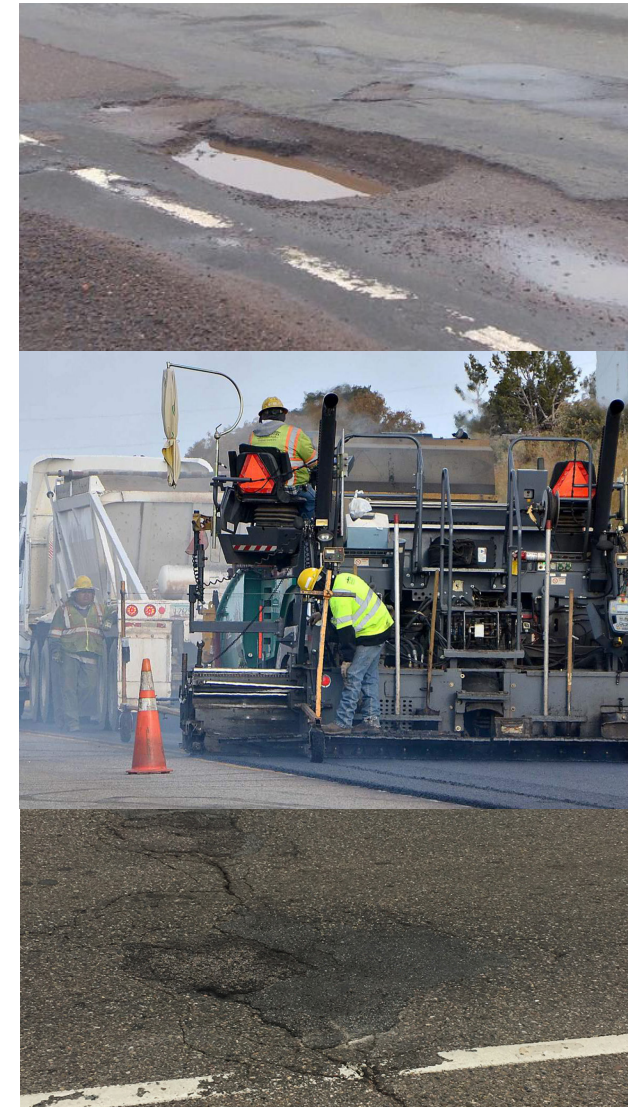


# Northeast Rural Road Resurfacing Projects (Continued)

Planning Project ID	TPR	County	Highway	Location
2683*	EA	Logan	I-76	I-76 east of Sterling (Part 2 Slabs and Diamond Grind)
2684*	EA	Kit Carson	I-70	Resurfacing select segments of I-70 between Seibert and Stratton
2685	EA	Yuma	US 385	US 385 between Sand Creek and County Road 29
2686	EA	Cheyenne	US 385	US 385 south of Cheyenne Wells
2687	EA	Sedgwick	US 385	US 385 south of Julesburg
2688	UFR	Morgan, Weld	SH 71	SH 71 south of SH 14
2689	UFR	Morgan	SH 71	SH 71 north of Brush

TPR = Transportation Planning Region EA = Eastern UFR = Upper Front Range

\*Interstate Reconstruction Projects



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