



COLORADO

Department of Transportation

Improvements to Travel
for Coloradans in 2021



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EXECUTIVE SUMMARY

With the end of 2021, CDOT marked significant progress delivering the department's 10-Year Plan as well as two back-to-back years of paving more rural roads than in any years prior. Meanwhile, the department completed a slew of projects — including some major jobs — ahead of schedule and under budget.

Across the state, CDOT is putting new legislative funding to good use as it catches up on road and bridge repairs, adds travel options, relieves traffic choke points in metropolitan areas, makes safety improvements systemwide and brings transit to new corners of the state.

CDOT completed 117 projects total in 2021, including paving 622 miles of rural roads. Separately, the department put 101 projects out for bid. The department completed 10 projects from its 10-Year Plan in 2021 and put out 19 projects from the plan for bid. Going into the fourth year of CDOT's current 10-Year Plan, 85.4% of the projects in the first four years of the plan are complete or underway, and 41.4% of the full 10-Year Plan is now complete or in progress.

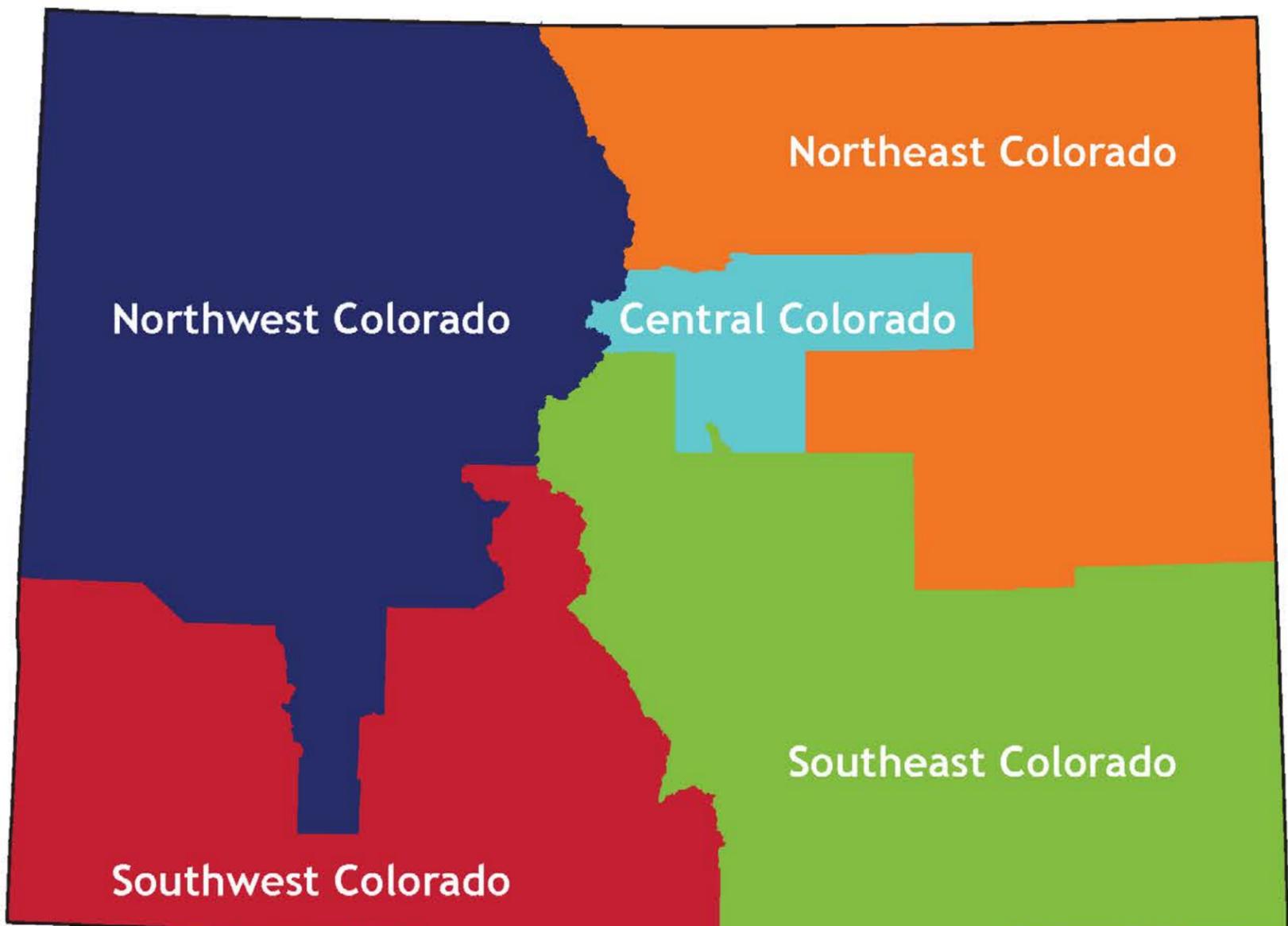
CDOT worked on seven major transportation projects in 2021, including the expansion of the central portion of Interstate 70 through Denver and the early opening of Express Lanes on the Interstate 25 South Gap Project between Castle Rock and Monument, a project that is part of the 10-Year Plan.

In all, CDOT delivered 50 projects ahead of schedule in 2021, or 76% of all projects — representing a 61% increase in early delivery from the year prior. Express Lanes on the I-25 South Gap project opened a full year ahead of schedule. Similarly, CDOT delivered 58 projects under budget.

And to help bring our communities back from the economic challenges of COVID, CDOT expanded its Revitalizing Main Streets program to expand active transportation and improve quality of place in downtowns large and small across the state, including facilitating safe outdoor commerce. In 2021, the department awarded 81 small grants worth about \$8.1 million and 16 larger grants worth about \$22 million across Colorado for projects such as sidewalk improvements, street enhancements to allow for outdoor dining, outdoor lighting, safer accessibility for all modes of transportation and micromobility support programs like e-bikes.

CDOT did these things while dealing with the usual winter storms it faces and with a devastating series of mudslides that damaged and shut down Interstate 70 through Glenwood Canyon — a stretch of road that, with Herculean efforts, the department was able to reopen in two weeks. Somewhat overshadowed by the Glenwood disaster, Highway 14 in Larimer County faced similar challenges as a result of watershed damage caused by the Cameron Peak fire, the largest forest fire in Colorado's history.

CDOT will top itself yet again as it increases construction spending in 2022 vs. 2021, the result of multiple infusions of funding including through Senate Bill 21-260 and federal stimulus, combined with years of critical project planning coming to fruition on a timeline optimized to use these dollars efficiently and effectively.



CDOT PROGRAM IN BRIEF: DELIVERING A STRONG PROGRAM IN 2021

2021 was a year that the University of Colorado Leeds School of Business described as “surprisingly robust and stable” for the construction industry in its 2022 Business Economic Outlook. Public works construction accounted for 12.8% of the total amount spent on all construction in 2021 in Colorado. CDOT continued to work closely with its contracting partners to establish and adapt industry COVID protocols to protect workers, while still delivering projects.

CDOT’s construction program delivered critical progress across the state, completing 117 projects and preparing another 101 projects to go to bid in 2022. Construction spending came in at \$694.2 million, marking it as the second-highest year for construction spending in the prior four years and overall one of the strongest years in recent history. Fifty-eight projects came in under budget.

This includes critical projects from CDOT’s 10-Year Plan of capital projects, as well as “asset management,” or repairs and replacement of pavement, bridges, tunnels, rockfall and buildings – which encumbers most of CDOT’s annual formula funds from the Federal Highway Administration. Based on specialized modeling, and in accordance with federal guidance and regulation, CDOT technical experts predict how long these elements will last in order to prioritize repairs and replacement. For example, each bridge in the department’s statewide inventory is inspected every two years, and its deterioration is documented. With this information, CDOT asset managers predict when the bridge will reach the end of its useful life and can either rehabilitate or replace it.

This approach ensures CDOT’s limited funds are focused on items that are on the verge of wearing out and also ensures that critically important bridges receive the rehabilitation or reconstruction needed for a reliable transportation system. Similar approaches are taken with tunnels, paving, rockfall chutes and our building inventory.

Central 70 Eastbound Lanes under Construction



ADVANCING CDOT'S 10-YEAR PLAN PUTTING SB 260 DOLLARS TO WORK

In 2019, CDOT began the process to build a 10-year vision for the state's transportation system, meeting with citizens in each of Colorado's 64 counties to learn about their mobility needs, challenges and goals. Thousands of comments and conversations became the basis for a prioritized list of projects that range from long-deferred resurfacing and safety projects on rural roads to major projects to meet the demands of growth in metropolitan areas. Since the completion of the 10-Year Plan, CDOT has been hard at work delivering and planning the projects that our neighbors helped identify and made possible by legislative funding initially provided in SB 267. Indeed, 2021 was a year of significant progress delivering the 10-Year Plan.

The department completed 10 projects from its 10-Year Plan in 2021 and put out 19 projects from the plan for bid. Forty-three projects are underway. One major project in the plan – Express Lanes on the I-25 South Gap – was placed into functional service a year ahead of schedule. In addition to this major milestone, important progress can be seen across the state.

Express Lanes open on the I-25 South Gap Project, December 2021



GREATER DENVER METROPOLITAN AREA | CDOT REGION 1

In the Denver metro area, the 10-Year Plan identified a host of challenges related to life in a growing and thriving metropolitan area, home to both an expanding population and one that relies both on choice and options for commuting and quality of place within and between urban centers and the need to move efficiently to Colorado's beautiful places, especially via the I-70 mountain corridor.

Completed Projects

I-25 South Gap Express Lanes

Colorado's longest construction zone, the I-25 South Gap project encompasses an 18-mile stretch of I-25 from south of Castle Rock to Monument. It was the only remaining four-lane section of I-25 connecting Colorado's two largest cities, Denver and Colorado Springs, creating a pinch point between the metro areas.

Over the years, population growth has driven an increase in congestion, crashes and delays in this corridor. Following more than a year of study, improvements got underway in September 2018. The nearly complete project widens I-25 from two to three lanes in each direction. The Express Lanes were successfully opened a year early in December 2021, and remain free to the public during the testing period. The project also included wider shoulders, rebuilt bridges, new wildlife crossings, a truck climbing lane, a chain-up station, resurfacing and modernized technology. Final repaving and tolling installation will wrap up by fall of 2022, but the project is now fully open to the public and functional.

Westbound I-70 Mountain Express Lane | I-70 Peak Period Shoulder Lane

Opened to traffic in July 2021, the Westbound I-70 Mountain Express Lane is used by traffic during peak travel times to reduce congestion in the area. The lane extends westbound from Veterans Memorial Tunnels to Empire Junction. When not in use as an Express Lane, this inside lane is used for vehicle pull-off and emergency response, improving incident response times and the amount of time disabled vehicles remain in the roadway.

Other CDOT projects in Clear Creek County include a new bridge at Fall River Road, which has been completed. Projects underway include the reconstruction of the County Line 314 frontage road near the Veterans Memorial Tunnels, and new sections of the greenway multi-use path adjacent to I-70. The frontage road improvements and new bridge provide alternatives to using I-70 during emergencies and improve community access.

Burnham Yard Acquisition

In May of 2021, CDOT acquired the Burnham Yard property – a historic rail yard in central Denver dating back to 1871.

The purchase of Burnham Yard allows CDOT room for the construction of Front Range Passenger Rail tracks, more freight train traffic and the expansion of RTD light rail tracks.

Once CDOT has identified parcels needed for transportation projects through the National Environmental Policy Act process, remnant property can be sold and will provide many benefits to Coloradans, including the creation of new jobs, lowered housing costs, shortened commutes and a decrease in greenhouse gas emissions.



REGION 1 Projects Underway

I-70 Noise Wall Replacement from Wadsworth to Pecos

This project includes the replacement of decrepit timber noise walls along I-70, from Wadsworth to Pecos, with modern concrete barriers. There has been a strong community desire for replacing the walls and reducing the noise that I-70 creates in the neighborhood. In response to these requests and in an effort to address environmental justice concerns for the community, this project will reduce noise in the neighborhoods adjacent to it. Construction has started to replace the noise wall between Tennyson and Lowell.

I-70 West: Floyd Hill

The I-70 Floyd Hill to Veterans Memorial Tunnel Project will make much-needed improvements along eight miles of I-70. This stretch has not seen significant improvements since its original construction in the 1960s. Today, maintaining the corridor's aging infrastructure is increasingly expensive and time-consuming and disrupts travel for communities and the public.

I-70 is the lifeline for commerce and tourism that supports rural mountain town economies, and the improvements brought by this project are essential to everyone who relies on I-70. Major elements of the project include adding a third westbound travel lane on I-70, constructing a missing frontage road connection, adding an eastbound auxiliary lane to the uphill section of Floyd Hill, improving interchanges and intersections, improving design speeds and stopping sight distance on horizontal curves and improving the Clear Creek Greenway. Improvements also include environmental mitigation for wildlife connectivity, air and water quality, stream conditions and recreation.

Early action projects are underway, and these improvements will save users travel time for weekend trips and decrease the number and severity of crashes through more consistent traffic flow and speeds.

Pegasus Microtransit Service

The new Pegasus shuttle service will be a speedy and affordable transportation option for those who are traveling to the I-70 Mountain Corridor and will include mobility hub facilities that will anchor transit operations and spur economic development in communities like Idaho Springs. Because the Pegasus shuttles are small enough to operate in the Mountain Express Lanes, they can bypass traffic on I-70 and zip travelers straight to mountain towns.

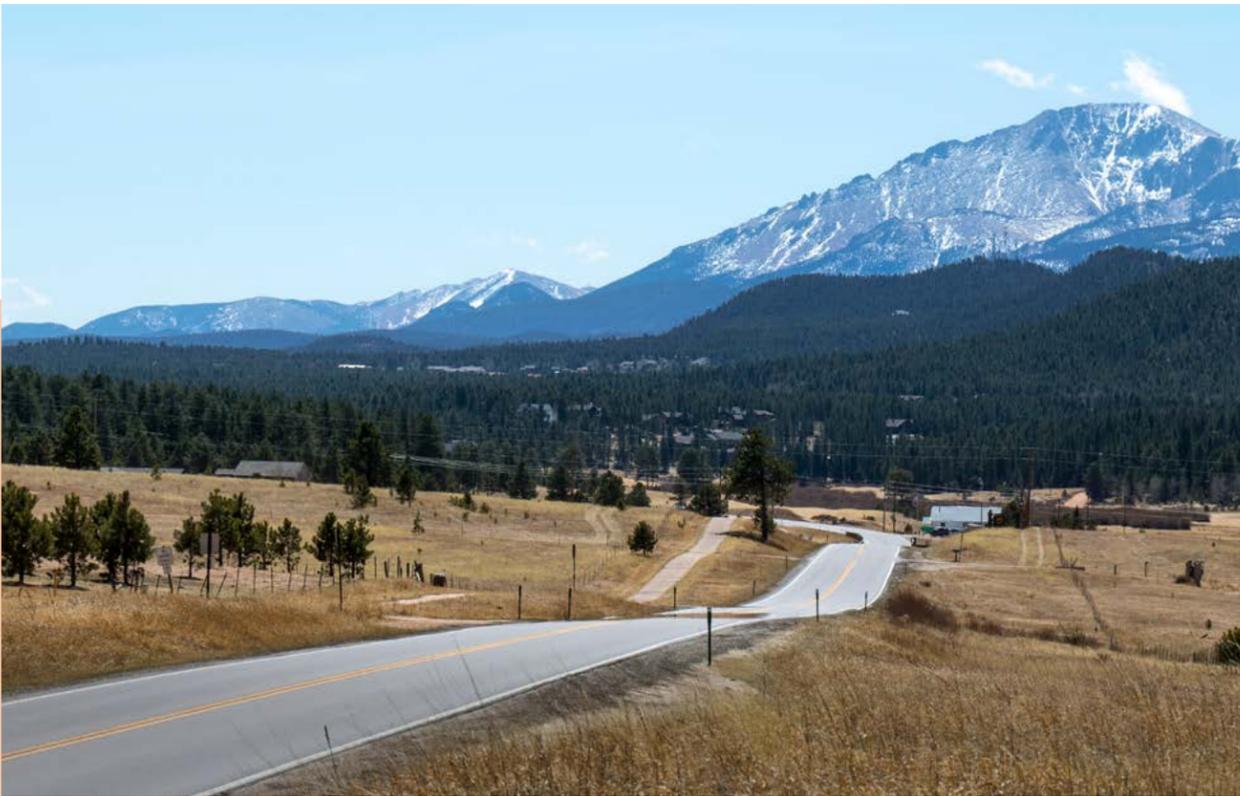
The shuttle service is set to launch in spring 2022 and will initially provide service from Denver Union Station to Avon or Eagle with more routes planned in the future, reducing reliance on private automobiles on I-70 and decreasing emissions. Future plans for this service entail transitioning to electric vehicles for the shuttle service, further decreasing emissions.



Rendering of Future Improvements to I-70 at Floyd Hill

SOUTHEAST COLORADO | CDOT REGION 2

CDOT's Region 2 encompasses southeastern Colorado, including Colorado Springs and the southern Front Range, Pueblo, Trinidad and Walsenburg and communities eastward such as Rocky Ford, Lamar, La Junta and Eads. Development of the 10-Year Plan made clear the need to support growth in this region's cities, focus on key economic drivers and on the strong national defense presence in the Pike's Peak area. The plan also identified the need to help communities like Trinidad achieve intentional connection to beautiful places and ecotourism and take care of the vast network of rural roads within this region and connect it to others.



Completed Projects

Rural Roads

These recently completed projects resurfaced rural roadways to increase safety and improve travel times.

- CO 69 between Westcliffe and Fremont County Line (MP 58.7 to MP 71.5)
- CO 109 between US 160 and Otero County Line (From MP 0 to MP 31)
- US 50 in Las Animas County (MP 387 to 397) was completed under budget and ahead of schedule



I-25 Rehab for MAMSIP

Region 2 Projects Underway

I-25 Colorado Springs Ramp Metering - Phase 2

This project is working to install ramp-metering devices at multiple locations along the I-25 corridor in Colorado Springs to help ease traffic flow. The improvements will improve merging and traffic flow along I-25.

Bijou Street Storage and Maintenance Facility

This project includes the design and construction of a new 10-bay Bustang facility and shared vehicle wash located at the Region 2 Vehicle Storage Facility in central Colorado Springs. This new bus storage facility will allow for the 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.

I-25 and CO 94 Military Access, Mobility and Safety Improvement Project (MAMSIP)

National defense is part of the original mission of our nation's interstate system, and CDOT places a high priority on executing this responsibility in and around our defense installations, which are also economic anchors in the Pikes Peak region. This project will complete concrete paving, a median barrier and bridge replacements and widened shoulders to 12 feet along a 7.5-mile segment of I-25 from South Academy Boulevard to the Santa Fe Avenue (CO 85/87) exit at Fountain (MP 128). On CO 94, the project constructs westbound passing lanes and a new turning area with a signal at Blaney Road, and it installs fiber optic cable from US 24 to Enoch.

The Military Access, Mobility and Safety Improvement Project has received \$44 million in strategic funding, including more than \$18 million from a USDOT BUILD Grant. The project comprises four discrete road projects in the Pikes Peak region, all of which are strategically important in the movement of personnel and equipment between nationally significant military facilities. When complete, the project will improve safety and mobility by allowing more space for incident response, reducing collisions between traffic moving in opposite directions, replacing structurally deficient bridges and reducing travel times with the addition of passing lanes.

REGION 2 Projects Underway - Continued

I-25 Raton Pass Safety and Interchange Improvements - Exit 11

This project entails upgrading the infrastructure and making safety, traffic flow and aesthetic improvements at I-25/Exit 11 just south of the City of Trinidad. The project is designed to improve infrastructure, upgrade facilities, add safety features and improve access to the new Fishers Peak State Park and area destinations. Work includes replacing the bridge, building ramp crossovers, constructing new roundabouts at the east and west sides of the interchange to improve traffic flow, adding pedestrian facilities and improving access to the Port of Entry. Work is being performed in four phases with an expected completion date of late December 2022.

US 50 and Purcell Boulevard Interchange

CDOT began construction in July 2020 on a new interchange at US Highway 50 and Purcell Boulevard in Pueblo West. The project design includes lengthening the third westbound travel lane of US 50 between Pueblo Boulevard and Purcell Boulevard and the addition of sidewalks, curbs and gutters along Purcell Boulevard between Spaulding Avenue and Industrial Boulevard. These improvements will significantly increase safety on a roadway that carries a high volume of traffic, reduce commuting times for area residents and allowing pedestrians to safely navigate the intersection. This project is expected to be completed in summer 2022.

US 287 (Savage South) Lamar Downtown - Phase 1

Project construction began in March 2021 on the improvements on US 287 in Lamar. The project includes concrete pavement overlay, relocating roadway lighting, removing and replacing raised medians, storm sewer improvements, new signing and lighting and ADA curb ramp improvements. US 287 is heavily used by motorists and freight drivers and has not been repaved since 2004. This project will improve safety by replacing crumbling roadway and raised medians, improving lighting, replacing aging signage, improving ADA curb ramps and widening shoulders in some areas. This project is expected to wrap up significantly earlier than expected. Originally, this project was due for completion in May of 2022.

US 287 Bridge Preventative Maintenance Phases 1 and 2

CDOT began the second phase of bridge maintenance in southeast Colorado in the spring of 2021. The project took place in Kiowa and Baca Counties at several locations and included repairs to nine bridges on the Ports to Plains freight corridor. This maintenance project consisted of the removal of concrete pavement, asphalt mat and portions of the present bridge structures. Construction also included laying concrete pavement, resetting the bridge rail and sealing and waterproofing the bridge.

CO 21 and Research Parkway Interchange

Work began in June 2021 to improve the safety and accessibility of Powers Boulevard (CO 21) between Mile Points 149 and 151 at Research Parkway.

The work consists of replacing the current at-grade intersection with an innovative Diverging Diamond Interchange and constructing an overpass for Powers Boulevard traffic to move continuously through the intersection over Research Parkway. In addition to building the new Diverging Diamond Interchange structure, with Powers Boulevard going over Research Parkway, the project will include new pavement to three miles of Powers and add pedestrian/bicycle enhancements to improve access to schools in the area.

The project is in response to the growth in the northeastern area of Colorado Springs along the Powers Boulevard corridor and is part of CDOT's ongoing effort to improve interchanges along the corridor. This project is scheduled to be completed by fall 2022.



REGION 2 Projects Underway - Continued

Bridge Preventative Maintenance of I-25, CO 16 and US 24 in Colorado Springs

This project repairs four bridges in Colorado Springs, one of the most populous cities in the state. Maintaining the condition of our bridges and performing regular maintenance creates safer road surface conditions and allows them to last longer, creating cost savings in the end. The I-25 and CO 16 bridges have concrete decks that need to be sealed to extend their lives and the US 24 bridge is in poor condition. The bridge repairs will improve the road surface, allowing safer vehicle operation and extending the life of the bridges.

Rural Roads

These projects will resurface rural roadways to increase safety, improve travel and extend the drivability of the road.

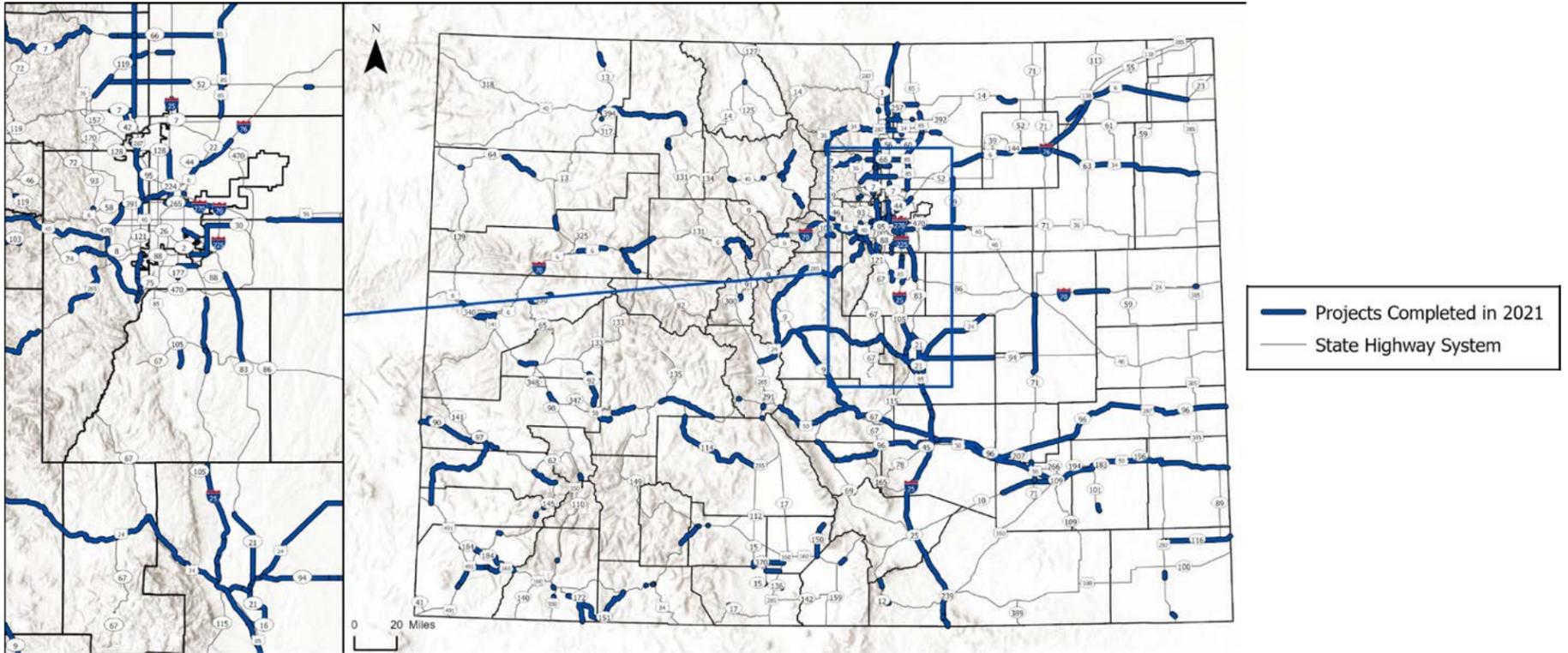
- CO 96 East of Ordway to Arlington (From MP 106 to 131.75)
- CO 69 between Westcliffe and Fremont County Line (From MP 58.7 to MP 71.5)

CO 109 Resurfacing Project

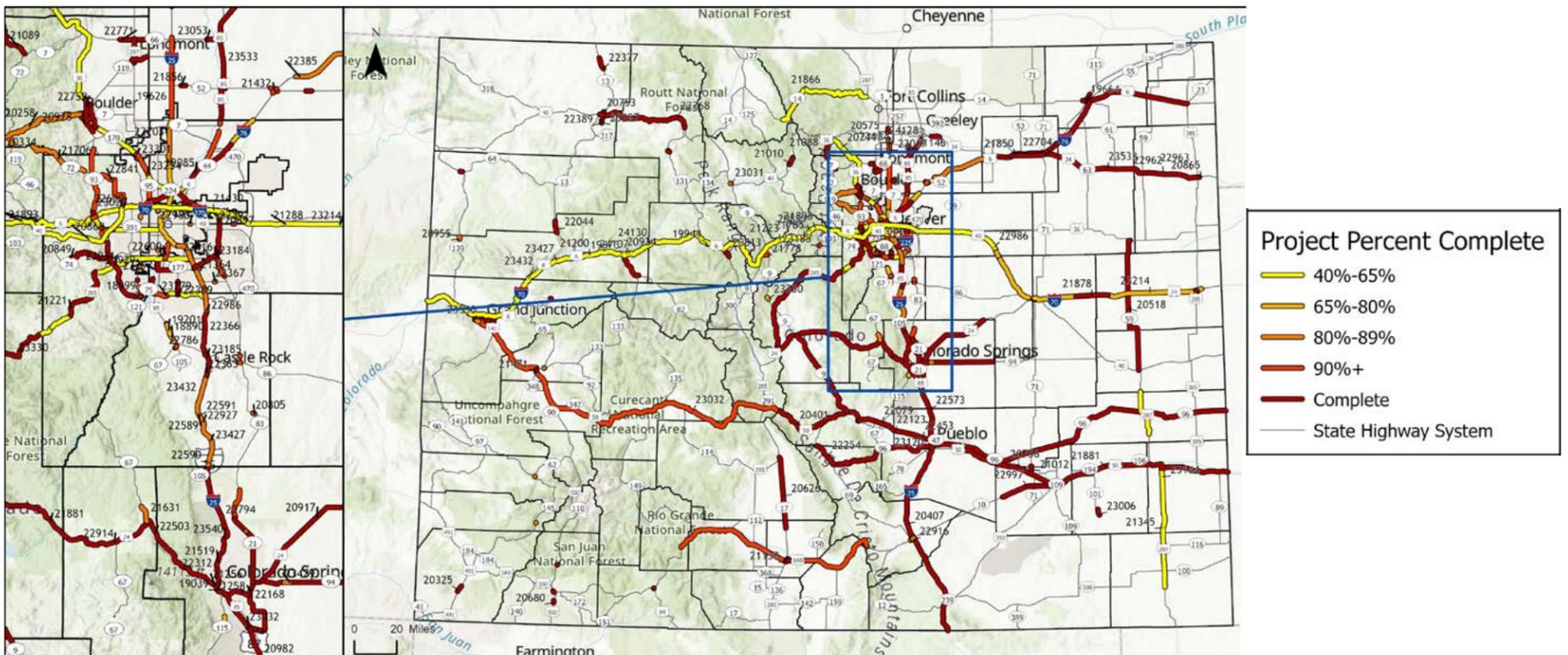


ADVANCING CDOT'S 10-YEAR PLAN PUTTING SB 260 DOLLARS TO WORK

CDOT PROJECTS COMPLETED IN 2021



CDOT'S \$100M+ AND MULTIYEAR PROJECTS IN 2021



NORTHWEST COLORADO | CDOT REGION 3

CDOT Region 3 spans a vast scope of communities west of the Continental Divide, ranging from the mountain communities of Summit and Eagle counties to Steamboat Springs, to the growing areas around Grand Junction and across Mesa County, to the Roaring Fork Valley. Home to a stunning span of urban and rural places, small towns, agricultural communities, ecotourism and more, the infrastructure needs across this planning region are as diverse as its people and economy.

The projects in the 10-Year Plan reflect this range of needs, balancing a focus on helping increasingly busy places manage more traffic safely to helping communities like Grand Junction strengthen their urban core to making significant repairs to rural roads and secondary arterials like Highway 50 – which serves as one of the state's most significant east-west corridors between communities and is particularly vital for the supply chain and the movement of agricultural goods.

Completed Projects

US 24 and CO 300 Leadville South

This completed resurfacing project included shoulder widening on roadway curves with a history of high crash rates. This safety improvement will allow time for drivers to safely correct their speed and direction on these curves sections of roadway. The project included guardrail replacement as well.

CO 9 Frisco to Breckenridge

The final stretch of the Colorado Highway 9 “Gap Project” is now complete. The goal of the 20-year effort was to modernize the busy route between Frisco and Breckenridge to move vehicles through the area efficiently, as well as improve access and safety for pedestrians and bicyclists. As a result, CO 9 is positioned to better accommodate the transportation and recreation needs of growing mountain communities and increasing tourism.

Improvements include widening CO 9 to four lanes, constructing a pedestrian underpass between the Peninsula Recreation Area and the County Commons on the south side of Frisco, as well as installing noise walls along Water Dance and Frisco Bay Townhomes, new roundabouts at the Water Dance Drive and 8th Avenue intersections, rebuilding the CO 9 southbound right turn lane onto Main Street, replacing traffic signals at Recreation Way and Main Street and drainage improvements throughout the corridor.

I-70 Frisco to Silverthorne Surface Treatment

This completed repaving project significantly improved I-70 westbound lanes on an increasingly popular stretch of roadway in Summit County. Repaving took place between the growing mountain communities of Silverthorne and Frisco, creating a safer, smoother driving surface for locals and through traffic. Large potholes were repaired on the westbound on-ramp at Silverthorne and on the I-70 bridge deck that crosses over the Blue River. The bridge deck saw significant repairs, including a new class of concrete. This upgrade will provide better bonding strength to lessen future road damage and overall maintenance on the busy stretch of highway.



NORTHWEST COLORADO | CDOT REGION 3 - Continued

Projects Underway

US 50 Grand Junction to Delta Repairs

This section of roadway between Grand Junction and Delta receives numerous complaints regarding drivability. The stretch was often referred to as the “Delta Dips” or the “roller coaster.” Underway, this project is repairing deficiencies in the roadway, like dips and bumps, and providing a new asphalt surface along with guardrail and striping improvements. When completed, this project will result in smoother travel on a rural highway and increased safety for vehicles, resulting in smoother travel, lowered risk of weaving and leaving lane, as well as load shift.

US 50 Windy Point/Blue Creek Canyon

This project will complete the final connection on US 50, improving geometric alignment, adding shoulders and building a passing lane. This project also includes new drainage culverts, rockfall mitigation, snow fences, signing and striping. Despite losing valuable time due to the emergency in Glenwood Canyon in the summer of 2021, this project is underway and making good progress. US 50 through Blue Creek Canyon is a steep, curvy and very narrow section of roadway between Montrose and Gunnison. Widened roadway width and non-paved shoulders will allow opposing drivers to safely navigate curves while towing recreational vehicles, trailers and boats and reducing incidents and potential highway closures.

I-70B East of 1st to 15th Street - Grand Junction

This project will make improvements to three lanes of traffic on I-70B, with one lane reserved for future transit improvements. This project will also build new bus stop locations, a new mobility hub and improve a bicycle and pedestrian path that will connect multiple trails with city bicycle corridors. Currently, cyclists and pedestrians looking to access local trails do not have a designated path. CDOT and the City of Grand Junction reached an agreement to design the project with these multimodal improvements, with the city passing a resolution in September 2021 in favor of the project.

The additional highway lane will increase safety, providing extra space for safe passing, vehicle pull-off and emergency response. This project will dramatically improve mobility in the area as the current capacity of I-70B is too small for the volume of traffic using it. The new lane will reduce travel time along this section of I-70B. Safe, clear connections between recreation resources and the city will make walking and cycling more attractive options, and as more residents adopt these transportation modes, drivers benefit from fewer cars on the road.



US 50 Settlement Groundbreaking

NORTHEAST COLORADO | CDOT REGION 4

The north Front Range is one of the most rapidly growing areas of Colorado, with population centers and residential neighborhoods proliferating on the northern stretch of the I-25 corridor – inclusive of large stretches of Larimer and Weld Counties – as well as Superior, Louisville, Firestone, Fredrick, Mead, Longmont and Boulder. CDOT Region 4 also includes multiple counties on the Eastern Plains, home to I-76, I-70E and a network of roads that provide a critical link between the region's farms and ranches to the Front Range population centers.

Completed Projects

Rural Roads

These projects resurface rural roadways to increase safety and improve travel times.

- CO 59 South of Cope to I-70 from MP 41.071 to MP 67.14

Projects Underway

I-25 North Express Lanes: Segments 7 and 8 (CO 402 to CO 14)

The North I-25 Express Lanes Project (Segments 7 and 8) is a 14-mile stretch of interstate upgrades that will support the rapidly expanding communities along the corridor and bring critically important benefits to the economy, the environment and quality of life of Coloradans. These upgrades consist of adding an Express Lane in each direction, reconstruction of three interchanges, 10 bridge replacements, five overpass bridge replacements, four railroad bridge replacements and 14 miles of full-depth pavement reconstruction.

I-25 North Express Lanes: Segment 6 (CO 56 to CO 402)

The North I-25 Express Lanes Project (Segment 6) will deliver interstate upgrades that support the rapidly expanding communities along the corridor by bringing critically important safety and capacity improvements that will benefit the economy, environment and quality of life for Coloradans. These upgrades include adding a tolled Express Lane in each direction, 5.5 miles of pavement reconstruction, additional shoulder width with geometric improvements, two reconfigured interchanges, 10 new bridges, two widened bridges and a transit mobility hub/carpool lot at CO 56 and I-25. Once more funding is identified and secured, construction will begin from CO 66 to CO 56.

Centerra-Loveland Mobility Hub

The Centerra-Loveland Mobility Hub will serve Bustang's Fort Collins-to-Denver route, City of Loveland Transit (COLT) buses and other local transit providers while encouraging multimodal transportation and reducing greenhouse gas emissions. Part of the North I-25 Express Lanes (Segment 7) project, the Centerra-Loveland Mobility Hub project will be located along a new section of Kendall Parkway, north of US Highway 34, in the heart of the Transit-Oriented Development, and will include construction of a center-loading express Bustang station and park-n-ride with electric vehicle charging stations.



REGION 4 Projects Underway - Continued

Berthoud Mobility Hub

This project includes the design and construction of a center-loading express Bustang station constructed as part of the North I-25 Express Lanes (Segment 6) project. The Berthoud Mobility Hub will improve the efficiency of Bustang's existing service from Fort Collins to Denver while encouraging multimodal transportation and reducing greenhouse gas emissions.

Rendering of I-25 Mobility Hub Project



Rural Roads

These projects will resurface rural roadways to increase safety, improve travel and extend the drivability of the road.

- I-76 CO 144 West, Westbound Diamond Grind and Slabs MP 55.1 to MP 61.9
- US 385 Phillips/Yuma County Line South from MP 263.06 to MP 269.35

SOUTHWEST COLORADO | CDOT REGION 5

Region 5 is known for its scenic beauty, diverse landscapes and cultural resources. The southwest and south-central Colorado region encompasses river valleys, high-plains desert and rugged mountains. The geography and climate of the region are important factors that can impact travel. Region 5 includes 15 counties in southwest and south-central Colorado: Alamosa, Archuleta, Chaffee, Conejos, Costilla, Dolores, La Plata, Ouray, Mineral, Montezuma, Montrose, Rio Grande, Saguache, San Juan and San Miguel. R5 also serves two Indian Tribal Nations: the Southern Ute Indian Tribe and the Ute Mountain Ute Indian Tribe.



Completed Projects

Rural Roads

These recently completed projects resurfaced rural roadways to increase safety, improve travel and extend the drivability of the road.

CO 141 North of Naturita

This project consisted of roadway improvements on CO 141 from Naturita north for 35 miles. The project included asphalt milling and paving, shouldering, upgrading guardrails, sign replacement and culvert repair. The new paving created smoother roads and improved driving conditions, which in turn enhanced safety for the traveling public along this rural corridor.

CO 141 Slickrock and CO 145 Redvale

This project improved the surface and made safety improvements on CO 141 over Slick Rock and CO 145 between Redvale and Naturita. The work consisted of full-depth asphalt removal and repair in some sections; and an asphalt leveling and overlay of the entire two stretches. Work also included minor shouldering, guardrail replacement, centerline rumble strips and new pavement markings.

US 160 Towaoc Passing Lanes

The project constructed passing lanes, shoulder improvements, vehicle turnouts and access improvements on U.S. 160/491 north of Towaoc.

SOUTHWEST COLORADO | CDOT REGION 5 - Continued

Projects Underway

US 550-US 160 Connection South

This project, currently under construction, eliminates the existing Farmington Hill signalized intersection by relocating US 550 to the now completed, grade-separated Grandview Interchange. US 550 will be widened to four lanes with a new median and added shoulders. The project also improves the intersections of CR 219 and CR 220 with turn lanes. Wildlife fencing and underpasses will be installed along the corridor. Project benefits include increased safety for drivers and wildlife as well as increased mobility in the area, improving travel times and decreasing necessary incident response time.

US 160 McCabe Creek Culvert

This project will involve replacing twin 84-inch culverts with triple-cell precast concrete box culverts. The work will establish a new downstream channel allowing for better drainage along and underneath the highway. Other work will include updating the guardrail and bridge rail, erosion control, sidewalk work and fencing along the corridor.

US 160 Wolf Creek Fiber

The project, on US 160 from Pagosa Springs to the east side of Wolf Creek Pass, installs conduit between the highway's outer white line and the shoulder of the road with 20,000 linear feet of fiber optic cable. In addition, the work upgrades the US 160 downhill speed warning system on the west side of the pass; installs a new variable message sign on the west side; six variable speed limit signs; and seven CCTV poles with cameras and weather monitoring stations, which will be accessible via CDOT's traveler information site at www.cotrip.org. Weather and vehicle monitoring equipment is included.

Rural Roads

These projects will resurface rural roadways to increase safety, improve travel and extend the drivability of the road.

- US 550 Billy Creek Resurfacing, Wildlife Underpass
- CO 149 Resurfacing North of Creede
- CO 172 Resurfacing New Mexico to Ignacio
- CO 370 Resurfacing between CO 15 and CO 285



US 550 - US 160 Gulch A Bridge

BUILDING ON PROGRESS FIXING OUR STATE'S RURAL ROADS

CDOT is responsible for maintaining and repairing a transportation network that contains more than 23,000 miles of roads across Colorado's 100,000 square miles. The rural road network throughout the state connects small communities and makes it possible for critical goods to make it to market. CDOT put renewed focus on these roads as part of its 10-Year Plan with a focused rural paving program. In total, CDOT contracted projects and maintenance activity improved the road conditions along 622 miles of rural roads, with rural projects in the 10-Year Plan contributing 201 miles to that total.

Ongoing maintenance of the state's infrastructure is a major part of CDOT's work, and a legislative change this year – negotiated collaboratively with Colorado contractors, made it easier for CDOT maintenance forces to fix rural roads while also protecting opportunities for small businesses to bid on smaller projects.

Historically under state statute, if the scope of a maintenance project totaled less than \$150,000, CDOT crews performed the work, and if the project cost exceeded \$150,000, private contractors bid on and managed the project. Over the years, especially in rural parts of the state, it did not make financial sense for contractors to bid on these small jobs, leaving problems to worsen before they could be dealt with as a larger project – leaving travelers with poor road conditions in the meantime.

To remedy this gap in CDOT's authority to do maintenance work, HB 21-1056 increased the project limit up to \$250,000. This allows CDOT crews to expand the scope of some maintenance projects, which in turn lets CDOT address road condition problems sooner.

CO 109 Resurfacing



**SOUTHWEST COLORADO PROJECT SPOTLIGHT:
CO 17 WIDENING AND RESURFACING (10-YEAR PLAN PROJECT)**

CO 17 Widening



Colorado Highway 17 is an important corridor for the San Luis Valley. The route runs north-south and provides essential travel for freight, agriculture, tourism and local commuters. In the spring of 2021, improvements to a 36-mile stretch of CO 17 were completed, providing enhanced safety for motorists while completing construction on time and under budget.

CO 17 highway improvements have been a priority for the San Luis Valley Transportation Planning Region for many years. This two-season project was located on CO 17 from Hooper to the US 285 junction, between mile points 84.5 and 118.4. The work consisted of widening the existing roadway and constructing shoulder area along both sides of the highway, a resurfacing overlay along 36 miles, constructing culvert extensions and erosion control and new signing, striping and rumble strips.



**SOUTHEAST COLORADO PROJECT SPOTLIGHT:
US 287 LAMAR DOWNTOWN PAVING (10-YEAR PLAN PROJECT)**



US 287 Lamar Phase II

Construction on Phase II of the US 287 and US 50 Concrete Resurfacing project started in March of 2021. The nearly \$10 million project removed aging asphalt and replaced it with concrete pavement overlay, beginning just south of Lamar and ending north of the railroad tracks and US 50 intersection.

The project also relocated roadway lighting, removed and replaced raised medians, made storm sewer improvements, added new signing and lighting and made ADA curb ramp improvements. US 287 is heavily used by motorists as well as freight drivers delivering the area's agricultural products.

The route, which is part of a multi-state freight network to distribute goods throughout the nation, has not been repaved since 2004. This project improves safety by replacing crumbling roadway and adding raised medians, improving lighting, replacing aging signs, improving ADA curb ramps and widening shoulders in some areas.

Work was originally planned to be completed in spring of 2022 but will be completed in the first few weeks of the new year. Phase III, the final portion of the corridor, will start construction in summer 2022.

CRACK SEALING: AN IMPORTANT PREVENTION MEASURE



Crack Sealing on US 160

Maintenance patrols across the state take advantage of the favorable weather, before winter storms arrive, and can be found sealing cracks on our US and state highways. The photo above comes from Section 3, King Area patrols working along US 160 west of Durango.

Asphalt crack sealing is an important step for the maintenance of our highway surfaces. Hot sealant is applied to cracks in the road surface. The sealant fills the crack, preventing water and moisture from seeping into and under the road. This measure helps maintain the quality of the road and can prevent larger maintenance projects down the line. Even the smallest cracks, untreated, can easily turn into larger cracks, craters and dangerous potholes. Crack sealing is a very cost-effective, preventive maintenance procedure and can easily extend the life of asphalt roads.



ADVANCING MAJOR PROGRESS ADDING RESILIENCY IN THE FACE OF NATURAL DISASTER

CDOT works to maintain a safe transportation system across the state at all times. While Coloradans are all familiar with common challenges like snow storms, the state has also experienced devastating and historic disasters that have affected significant pieces of our transportation infrastructure. CDOT has continued its efforts to respond to disasters while making our network more resilient.

RESPONDING TO HISTORIC FLOODS AND DAMAGE IN GLENWOOD CANYON



I-70 Glenwood Canyon Emergency Repairs

In the summer of 2021, Interstate 70 in Glenwood Canyon was impacted by numerous mudslides that deposited tremendous amounts of debris onto I-70 and into the Colorado River. Flows were caused by significant rainfall intensity on and near the Grizzly Creek burn scar area, notably on July 29 and 31. The ensuing damage required a Herculean effort by CDOT maintenance crews to reopen the road, with assistance from CDOT teams statewide.

In order to reopen the interstate, crews removed more than 3,300 loads of debris from the canyon and repaired a crater in the eastbound lanes at Mile Point 123.5/Blue Gulch. Most lanes reopened to motorists on August 14.

In the following days and months, engineering teams oversaw a marathon of repairs. First were critical eastbound and westbound roadway restoration at MP 123.5/Blue Gulch. Both eastbound lanes reopened on Dec. 24. Crews also tackled rockfall removal and mitigation above I-70, requiring helicopter operations.

Now, intensive material removal from the Colorado River is underway. 2022 in Glenwood Canyon began with Lawrence and another contractor, IHC Scott, hauling debris from four locations in the Colorado River. The contractors and CDOT will continue to work closely to remove the material as quickly as possible, to prepare the canyon for spring 2022 and the new flows it may bring.

US 36 FLOOD RECOVERY PROJECT

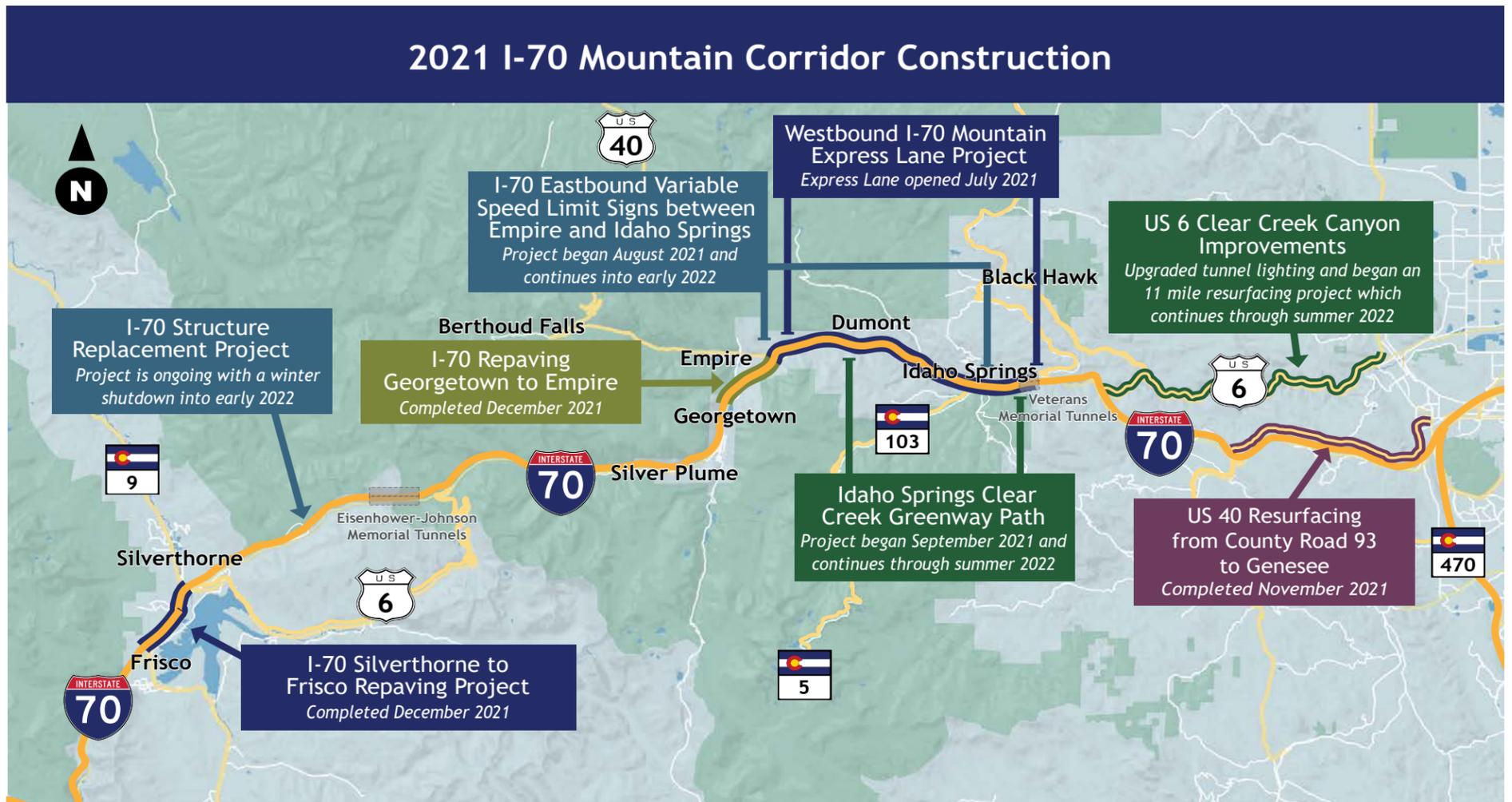


Culvert Install on US 36 near Lion Gulch

In May, CDOT completed the project that put water from the Little Thompson River back into its historic channel, added the first tunnel project for the organization since the Idaho Springs Veterans Memorial Tunnel improvements a decade ago and added a new wildlife crossing. The project team managed this unique work while also saving \$1.3 million – despite twice having to shut down due to the largest wildfire in Colorado’s history. The closure on US 36 was cut from 30 days to just 20 thanks to crews working 24/7 and dramatically reducing the most disruptive work for nearby residents.

With the cooperation of the US Forest Service, the project team was able to repurpose much of the material that was removed during this historic tunneling work. Some of the material was of good enough quality to work as anti-erosion rock and the rest was used to fill in the channel of the river that had previously caused all the damage in flooding. The result of this was a win-win for the organization and the environment. The project team saved \$1.3 million by doing this, allowing the team to save 54,000 miles of heavy truck travel that would have been needed to remove the rock from the area.

IMPROVEMENTS ALONG I-70 CORRIDOR THROUGH COLORADO'S HIGH COUNTRY



2021 was a big year for improvements along the heavily traveled I-70 mountain corridor. CDOT carefully coordinates its various projects along I-70, as this interstate is a critical connection point for the state and country, while extreme weather also limits the window of opportunity to complete construction work. Projects directly address the infrastructure and condition of I-70 as well as key parallel routes that offer critical local connections and resiliency for the interstate.

Along I-70, new westbound peak period shoulder Express Lanes opened to the public that offer consistent travel times when in operation. Along with new variable speed limit signs between Empire and Idaho Springs, travelers will have safer and more consistent trips to and from the Continental Divide. On the Western Slope, I-70 projects included important repaving of the road surface between Silverthorne and Frisco, significant progress on the replacement of a critical culvert structure between the Eisenhower-Johnson Memorial Tunnels and Silverthorne and the completion of a rebuilt truck escape ramp on Vail Pass.

Project Spotlight: US 6 Avon to Dowd

An example of the way CDOT strengthens key travel corridors and enhance travel options while improving roadways is the US 6 Avon to Dowd Junction resurfacing project, which included resurfacing a significant portion of the US 6 corridor in Eagle County as well as completing a crucial link in the increasingly popular Eagle valley recreation path.

Through a collaboration with the EagleVail Metro District and Eagle County, this project allowed CDOT to make improvements along US 6 as it runs parallel to I-70, while also meeting the needs of local communities, supporting multimodal transportation for valley locals and recreationalists, which fills a critical gap in the path connections and helps ensure safe travel for pedestrians and bicyclists when moving through the area. The majority of the project took place from Mile Points 170-175, between Avon and immediately west of Minturn.

ADVANCING MAJOR PROGRESS ADDING RESILIENCY IN THE FACE OF NATURAL DISASTER

PROJECT SPOTLIGHT: CENTRAL 70'S TRAFFIC SHIFT INTO THE NEW LOWERED SECTION AND THE DEMOLITION OF THE OLD VIADUCT



Mile High Shift Event

In May, CDOT's Central 70 Project underwent the "Mile High Shift," a historic traffic shift that moved traffic from the I-70 viaduct between Brighton and Colorado boulevards into the new lowered section. Prior to the shift, CDOT hosted the "More Than an Interstate: Inside Colorado's Largest Transportation Project" event that welcomed approximately 3,000 people to tour the new lowered section of the highway on foot while viewing museum-like exhibits focused on the history of Colorado and the Central 70 Project.

Media and tour activity was frenzied leading up to the shift and for the next few weeks as demolition began and the public started to say "bye-a-duct" to the 57-year old viaduct, which finished demolition in September 2021. Afterward, crews quickly began construction on the new eastbound lanes of I-70 in the lowered section. Traffic is scheduled to be in its final alignment by summer 2022, with the final completion of the project still on schedule for the end of 2022. Safe, successful and timely demolition of the aging I-70 viaduct was a priority. Demolition in such a confined area close to homes and businesses was a challenge, but with careful planning and execution, the team completed another major project milestone in four months, a full month ahead of schedule.



Demolition of Eastbound Lanes

REVITALIZING MAIN STREETS AND OUR ECONOMY

CDOT’s Revitalizing Main Streets Program provides two separate grant opportunities to support local communities as they find innovative ways to reuse public spaces and help businesses thrive, while improving multimodal safety and accessibility along urban arterials and downtowns across Colorado.



Grant Opportunity 1 - Larger Safety Infrastructure Projects

This grant opportunity supports transportation infrastructure projects (up to \$2 million) that improve safety and transform street spaces, especially for vulnerable users. The grant funded 16 projects in 2021 for a total of \$21.6 million.

Grant Opportunity 2 - Small Multimodal and Economic Resiliency Projects

This grant opportunity funds small projects (under \$150,000) for rapid implementation that activate downtowns, build multimodal transportation infrastructure, support public health and improve access and safety for pedestrians, cyclists and other vulnerable users. The grant funded 81 projects for a total of \$8.1 million in 2021.

2021 Grant Awards

Region	Awardee	Project Name	Amount
1	Aurora	Northwest Aurora Intersection Pedestrian Safety Enhancement	\$1,600,000
1	Wheat Ridge	Wadsworth Boulevard (Pedestrian and Streetscape Facilities)	\$1,360,000
1	Edgewater	25th Ave. Streetscape Project	\$841,000
2	Colorado Springs	Tejon Street Improvements - Phase 1	\$1,600,000
2	Pueblo	Pueblo Downtown Multimodal Safety Improvements Project	\$2,000,000
3	RFTA	27th Street and CO 82 Pedestrian Underpass	\$1,000,000
3	Avon	US 6 Multimodal Safety and Mobility Improvements	\$2,000,000
3	Craig	Yampa Street Pedestrian Enhancements	\$480,000

REVITALIZING MAIN STREETS AND OUR ECONOMY

2021 Grant Awards - Continued

Region	Awardee	Project Name	Amount
1	Aurora	Northwest Aurora Intersection Pedestrian Safety Enhancement	\$1,600,000
1	Delta	Hillside Street Multimodal Corridor	\$2,000,000
3	Montrose	West Main Complete Streets	\$2,000,000
3	Berthoud	North Berthoud Parkway Trail Gap Closure	\$500,000
4	Fort Collins	Laporte Ave Improvements	\$1,437,500
4	CSU	Center Bikeway/Mountain Loop Trail Separation and Safety Enhancement	\$581,735
4	Greeley	16th Street Corridor Enhancement	\$2,000,000
4	Lyons	US 36 Broadway and Multimodal Improvements in Lyons	\$243,000
5	Salida	Oak Street Corridor, Gateway to Downtown Salida	\$2,000,000
Statewide	Opportunity 2 small grants	81 small grants were given to communities across the state in 2021	\$8,100,000



Main Street in Alamosa

REVITALIZING MAIN STREETS — PROJECTS UNDERWAY

Glenwood Springs - Devereux Pedestrian Passage Project

In late 2021, the City of Glenwood Springs broke ground on the Devereux Pedestrian Passage Project, which received a Revitalizing Main Streets grant award of \$149,999. Gov. Jared Polis and CDOT Executive Director Shoshana Lew were at the groundbreaking event alongside Glenwood Springs city officials. This project builds a pedestrian passage along Devereux Road along the western edge of Two Rivers Park in Glenwood Springs. This new trail section includes a 10-foot-wide concrete multi-use path, providing safe pedestrian connectivity to the Traver Trail Ride Glenwood bus stop and allowing non-vehicular access from all around town to the popular destinations near Two Rivers Park. Construction is anticipated to be complete in April of 2022.

“Improving pedestrian safety is so important, especially in areas like this where there is high usage, but no existing facilities connecting to major destinations,” said Glenwood Springs Mayor Jonathan Godes. “Glenwood Springs is grateful to CDOT for their crucial support in helping fund this multi-use trail connection that will provide a safe route for locals and visitors who walk or bike in the Devereux corridor.”

Pueblo: Rendering of Downtown Multimodal Safety Improvements Project



This project is one out of 16 selected across the state in August of 2021 for the first round of the Revitalizing Main Streets Larger Safety Infrastructure grants. The City of Pueblo received \$2 million for this project, which will implement a strong, community-developed vision for Union Avenue, including improved pedestrian access, parking options and streetscape improvements.

Senate Bill 260 is the largest and most significant transportation package in Colorado in more than a decade and its benefits will be felt by Coloradans for decades to come. It will allow CDOT to address important asset management and state of good repair needs while tackling congestion through transportation demand management strategies and increased funding for transit and micromobility. It will allow CDOT to balance regional transportation needs and make key investments in rural and disproportionately impacted communities while generating billions of dollars in economic activity going forward.

And last but certainly not least, Senate Bill 260 – in tandem with CDOT's recently adopted pollution reduction planning standards – will help move Colorado toward a cleaner, more sustainable path that will accommodate growth while giving our children and their children a future that will see dramatically lower emissions from transportation.

Senate Bill 260's funding, coupled with funding from the federal infrastructure bill, won't just have a dramatic effect on Colorado's transportation system in the coming years; it will also have far-reaching economic development impacts across the state for many years to come.

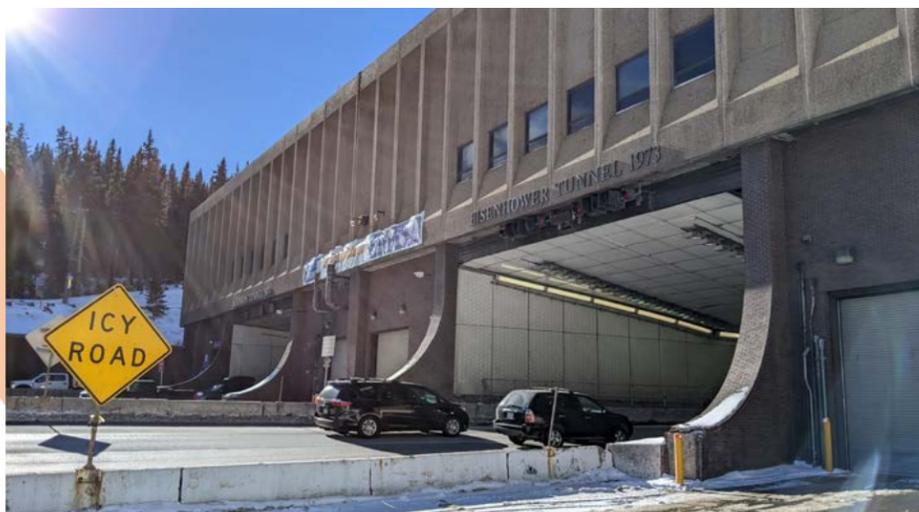
Projects that Will Happen Because of \$170 Million in Upfront Funding in SB 260

Denver Metro Region

- I-70 Eisenhower-Johnson Memorial Tunnels repairs and maintenance - \$50 million
- I-70 noise wall replacements (complete wall replacement from N. Pecos Street to I-76 in Denver) - \$20 million
- I-70 Bustang Pegasus/Floyd Hill (fund park-n-ride improvements along I-70 to support the launch of Pegasus and I-70 Floyd Hill traffic mitigation efforts, project connects with the I-70 Floyd Hill project) - \$2 million
- I-25 and CO 7 interchange mobility hub - \$12.5 million
- I-25 Valley Highway (Burnham Yard) - \$1.6 million
- Safer Main Streets (urban arterials study and implementation of pilot projects) - \$2.5 million
- Bustang fleet purchases - \$625,000

Southeast Colorado

- I-25 operational improvements (Fillmore to Garden of the Gods, Colorado Springs) - \$40 million
- I-25 South central storage maintenance facility - \$700,000
- CO 21 and Airport Road diverging diamond interchange design - \$4 million
- Colorado Springs downtown transit center design - \$1 million
- Pueblo downtown transit center - \$1 million
- Bustang fleet purchases - \$1.25 million



Senate Bill 260 - Continued

Northwestern Colorado

- CO 13 Garfield County Rio Blanco Hill - \$29 million
- I-70B multimodal improvements - \$8.6 million

Northeastern Colorado

- I-76 improvements east of Sterling - \$16.3 million
- I-25 Firestone-Longmont mobility hub - \$13 million
- CO 7 corridor improvements (95th and CO 7 and multimodal preconstruction) - \$13.4 million
- Bustang fleet purchases - \$625,000
- Northern Colorado Bustang maintenance facility - \$300,000

Southwestern Colorado

- US 160 Aztec Creek resurfacing - \$2 million
- US 160 Pagosa reconstruction and multimodal improvements - \$13.5 million
- US 160 Trinchera Ranch safety and wildlife mitigation - \$3.4 million
- US 24 Buena Vista Park-n-Ride and intermodal facility - \$440,000



Wildlife Crossing Underpassing US 160

In 2022, CDOT is projected to spend nearly \$1 billion on construction, a significant increase above the already-growing size of the department's construction program. CDOT's 10-Year Plan has provided a clear instruction on the priority projects that need to get built. Legislative funding from previous years enabled a fast start to this work, and the ongoing stability of funding and continued growth that Senate Bill 260 provided last year will provide critical help to complete the job.

Transformational projects that will start construction in 2022 include the reconstruction of I-70 at Floyd Hill, which will eliminate a serious bottleneck for motorists traveling into the mountains, and the reconstruction of two bridges on the west side of Vail Pass, with the ultimate addition of a climbing lane.

CDOT's rural resurfacing program will enter its fourth season, once again paving approximately 600 miles of rural highways this year. This program has directed over \$100 million per year of SB 267 funds to resurface rural roads in Regions 2, 3, 4 and 5.

CDOT advertised a record amount of work in 2021 but expects to shatter this record by nearly 30% in 2022. With progress well underway and more quickly coming, Coloradans should expect CDOT to continue building the connections we need to keep our state thriving.

GREATER DENVER METROPOLITAN AREA | CDOT REGION 1

I-70/32nd Avenue and I-70/Harlan Street Bridge Replacements

In 2022, CDOT will begin two projects to replace aging I-70 bridges in the western Denver Metro Area. The bridge locations are I-70 over 32nd Avenue and I-70 over Harlan Street. Due to age, heavy usage and seasonal weather, the bridges experience frequent deck and concrete cracking. The new bridges will include new pavement and wider shoulders which will increase safety and mobility along this busy stretch of I-70. The project at I-70 over 32nd Avenue kicks off in late February 2022, and the project at I-70 over Harlan Street is expected to begin construction in summer of 2022.

SOUTHEAST COLORADO | CDOT REGION 2

CO 139 Douglas Pass North

This rural paving project will resurface CO 139 in Rio Blanco and Garfield Counties, from MP 37.5 to MP 52.8 north of Douglas Pass, to increase safety, improve travel and extend the drivability of the road.

CO 115 Safety and Paving improvements

This project will replace the current bridge at Rock Creek on CO 115 with a wider bridge to accommodate passing lanes from MP 37 to 39 and resurface the existing pavement. In addition, CDOT will construct a paved shoulder for a mobile weight scale for freight. The mobile weight scale and paved shoulder will improve safety for both freight carriers and other vehicles sharing the road. New passing lanes will reduce collisions and increase safety for the traveling public. In addition, the new passing lanes in each direction on CO 115 will allow for faster vehicles, and as result, will reduce travel times.

Bridge Repair on CO 109 over US 50B in La Junta

Built in La Junta in 1967, this bridge is located in an important freight region in Colorado. Currently, the bridge poses a risk to residents traveling by any mode. However, repairs to the bridge will reduce the risk of potential incidents in a corridor with many heavy freight vehicles.



SOUTHEAST COLORADO | CDOT REGION 2 - Continued

US 160 Aztec Creek Resurfacing

This rural paving project will resurface US 160 from MP 0 to MP 8, near Aztec Creek, to increase safety, improve travel and extend the drivability of the road.

US 285 / CO 9 Intersection Improvement with Bridge Widening

This project will upgrade the intersection of US 285 and CO 9 in Fairplay with dual left-turn lanes, protected pedestrian crossings and new sidewalks. This project also includes a bridge widening and replacement along US 285. The improvements will improve driver and pedestrian safety while also reducing congestion and travel time.

US 160 between Springfield and CO 100 and CO 100 from MP 0 to MP 0.42

This rural paving project will resurface US 160 in Baca County from MP 464.4 to 473.7 and CO 100 from MP 0 to MP 0.42, to increase safety, improve travel and extend the drivability of the road.

NORTHWEST COLORADO | CDOT REGION 3

I-70 Auxiliary Lane Frisco East to Silverthorne

This project adds an auxiliary lane on a stretch of the eastbound I-70 corridor with a higher than average crash rate. The lane will connect interchanges with needed safety improvements, construct truck parking and both widen and improve critical bridges in Silverthorne.

CO 13 Garfield County Rio Blanco Hill - \$29 million

This project will reconstruct CO 13 to meet current design standards including wider shoulders, drainage improvements and a wildlife underpass. CO 13 has a high incidence of single-vehicle run-off crashes, head-on crashes and wildlife collisions. These high crash rates are directly related to the substandard roadway geometry, lack of shoulders and adequate recoverable slopes and lack of wildlife fencing. CO 13 is a key corridor connecting I-70 and I-80 on the Western Slope. It is a connection for the greater freight and roadway network, but also serves as a critical link to goods and services for local municipalities. Due to its substandard condition, CO 13 sees frequent closures in inclement weather and times of accidents. Alternative routes require several hours of out-of-direction travel. These improvements will reduce delays of passenger vehicle travelers and the number of accidents related to poor commercial vehicle traction, creating a safer and more efficient experience for the traveling public.

CO 92 Between Hotchkiss and Crawford

This project will add shoulders and provide turning lanes on CO 92 at county road intersections west of Hotchkiss. Improvements will also include new culvert drains, delineation, guardrails, signing and striping. These improvements will create a significantly safer and more efficient corridor.

CO 125 Walden North

This rural paving project will resurface CO 125 from MP 53.3 to 60, north of Walden, to increase safety, improve travel and extend the drivability of the road.

CO 149 Lake City North

This rural paving project will resurface CO 149 in Gunnison and Hinsdale Counties from MP 70 to MP 92 north of Lake City, to increase safety, improve travel and extend the drivability of the road.

NORTHEAST COLORADO | CDOT REGION 4

CO 71 Corridor Improvements

This project will reconstruct the corridor by widening the shoulders and adding passing lanes. This Colorado Freight Corridor carries approximately 2,400 vehicles per day, including nearly 500 trucks. Corridor improvements, like passing lanes, increase traveler safety by minimizing unsafe passing maneuvers.

I-25 Firestone-Longmont Mobility Hub

Construction of a mobility hub and the expansion of an existing park-n-ride (280 parking spaces/5% electric vehicle compatible) for increased access to Bustang and other local transit providers. The interim design improvements will include a center-loading station for northbound buses and a bus slip-ramp located on the on-ramp for southbound buses. A full movement intersection with safety improvements adjacent to the new mobility hub will allow for left turn lanes out of the park-n-ride. Improvements being constructed in this interim design will support the ultimate configuration when funding becomes available.

I-76 East of Sterling

This is a surface rehabilitation project from MP 125 to 149. The asphalt section will be overlaid, damaged concrete slabs in the concrete sections will be replaced, and the concrete surface will be diamond ground to improve smoothness. Lastly, two bridge decks along the section of road will be repaired.

I-76 Undergoing Road Repairs



SOUTHWEST COLORADO | CDOT REGION 5

US 550 Ouray to Colona Resurfacing and Shoulder Widening

The project, located in Ouray County, will include an overlay of 22 miles of US 550 from Ouray to Colona (MP 94 - 116). A two-mile stretch of the project will include the construction of shoulder widening (MP 98 -100). This rural paving project will provide enhanced safety to the traveling public on this narrow two-lane highway.

US 24 Johnson Village East Deer Fencing

This wildlife mitigation project is located on US 24 in Chaffee County, just east of Johnson Village. The project will install four miles of deer fencing, 13 deer escape ramps and 14 driveway deer guards from MP 212.5 - 218.5. These features will improve safety for drivers and wildlife by decreasing the number of wildlife vehicle collisions along this stretch of highway.

CO 149 Resurfacing North of Creede

This rural roads surface treatment project will resurface about 21 miles of CO 149 in Mineral County, just north of Creede, (MP 21 - 42).

US 160 Resurfacing West of Pagosa

This surface treatment project is located on US 160 in Archuleta County. Starting in the Town of Pagosa Springs, Work will include a surface treatment leveling course and overlay along nine miles of highway (MP 135 - 144), as well as curb and gutter construction at intersection locations. Additional work includes culvert and guardrail replacement and re-striping.

US 160 Monte Vista Resurfacing and ADA Ramps

This project will take place on US 160 in Rio Grande and Alamosa counties from Monte Vista to Alamosa, (MP 214 - 231). This 17-mile resurfacing project will improve and extend the life of the roadway. The project includes installation of rapid flashing signs and replacement of ADA ramps at locations in Alamosa and Monte Vista to enhance pedestrian safety. This project also includes the resurfacing of four miles of CO 370.

US 160 Four Corners to Aztec Creek Resurfacing

This eight-mile surface treatment project is located on US 160 in Montezuma County, (MP 0 - 8). Planned work includes a full-depth reclamation and widening of the roadway to accommodate northbound and southbound passing lanes. The project includes the construction of four-foot shoulders for the length of the project in Colorado. Culvert extensions and new guardrail will also be installed. NMDOT has partnered with CDOT to pave New Mexico's portion of US 160 for eight-tenths of a mile.



10-YEAR PLAN PROJECT PIPELINE YEARS 1-4

2021 ACCOMPLISHMENTS | UPDATED JANUARY 2022



CDOT's 10-Year Plan represents projects proposed for funding through SB 1, SB 267 and now SB 260. To date, CDOT has received three years of SB 267 revenue, plus one year of SB 260 revenue along with federal stimulus funding (2021). The following table shows the progress made on delivering the first four years of the plan in 2021.

***Please note:** Total Strategic Funding indicates how much has been proposed or planned for funding by SB 1, SB 267 and SB 260, including federal stimulus funds. Strategic Funding Allocated to Date includes funding that has been allocated in Years 1-3. To see the full list of 10-Year Plan Projects, along with a breakdown of strategic funding by year, please visit <https://www.codot.gov/programs/your-transportation-priorities/your-transportation-plan>.

CENTRAL PROJECTS		Strategic Funding Allocated To Date	Total Strategic Funding	Current Project Status
Highway and Transit– Region 1				
Interstate 25	I-25 Valley Highway (Including Burnham Yard Acquisition)	\$16.6 M	\$260 M	◆
	Castle Rock Mobility Hub	\$0.3 M	\$13.77 M	
	Lone Tree Mobility Hub	\$10 M	\$10 M	
	I-25 South Gap	\$278 M	\$278 M	✓
	I-25 and CO 7 Interchange Mobility Hub	\$14 M	\$10 M	
Interstate 70	I-70/Harlan Bridge Replacement	\$21.3 M	\$21.3 M	●
	I-70 Corridor-West Metro Bridges (Ward Rd)	\$33.4 M	\$35.2 M	
	I-70 Peak Period Shoulder Lanes	\$80 M	\$80 M	◆
	I-70 West: Floyd Hill	\$135 M	\$200 M	
	Idaho Springs Mobility Hub	\$4.43 M	\$4.43 M	
	Eisenhower-Johnson Memorial Tunnel Repairs and Maintenance (Advanced from Years 5-10)	\$50 M	\$50 M	
	I-70 Bustang Pegasus Park-n-Rides	\$2 M	\$2 M	
I-270	I-270 Improvements and Congestion Relief from I-76 to I-70	\$30 M	\$200 M	
Non Corridor Specific	Safer Main Streets Program	\$68.9 M	\$68.9 M	
	Bustang Heavy Maintenance Facility	\$0.5 M	\$5 M	
	Noise Wall Maintenance	\$29.7 M	\$29.7 M	◆
	Bustang Fleet Purchases	\$4.425 M	\$5.625 M	

SOUTHEAST PROJECTS		Strategic Funding Allocated To Date	Total Strategic Funding	Current Project Status	
Highway and Transit– Region 2					
Interstate 25	I-25 Paving and Mobility - Fillmore to Garden of the Gods	\$40 M	\$40 M		
	I-25 Colorado Springs Ramp Metering - Phase 2	\$6 M	\$6 M	◆	
	Outrider Improvements at Tejon Park-n-Ride	\$80 K	\$80 K		
	Woodmen Road Mobility Hub	\$0.6 M	\$6 M		
	Monument Park-n-Ride	\$0.1 M	\$0.5 M		
	Bijou Street Storage and Maintenance Facility	\$3 M	\$3 M	✓	
	I-25 through Pueblo New Freeway	\$14.5 M	\$88 M		
	I-25 and CO 94 Safety and Mobility Improvements (MAMSIP)	\$44 M	\$44.3 M	✓	
	I-25 Raton Pass Safety and Interchange Improvements	\$14 M	\$14 M	◆	
	I-25 at Exit 104 - Dillon Drive Improvements (Advanced from Years 5-10)	\$1.5 M	\$3 M		
	North Pueblo Mobility Hub	\$6 M	\$6 M		
	Pueblo Administrative and Maintenance Facility	\$2.18 M	\$2.18 M		
	Southwest Chief Thru-Car Study - CRISI Grant Match	\$0.5 M	\$0.5 M	✓	
	South Central Storage and Maintenance Facility	\$2.63 M	\$2.63 M		
	Outrider Improvements at Colorado City Corners, Walsenburg, and Aguilar	\$0.2 M	\$0.2 M		
	US 50	US 50 and Purcell Drive Interchange	\$38.6 M	\$38.6 M	◆
		US 50 Texas Creek East (Rural Paving)	\$8.5 M	\$9.8 M	✓✓
		Outrider Improvements at Pueblo West	\$80 K	\$80 K	
		Outrider Improvements at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, & Fowler	\$0.6 M	\$0.6 M	
Outrider Improvements at Cañon City and Cotopaxi		\$0.16 M	\$0.16 M		
Southwest Chief Track Improvements - RAISE Grant Match		\$1 M	\$1 M	◆	

US 160	US 160 between North La Veta Pass and Junction CO 12 (Rural Paving) (Advanced from Years 5-10)	\$9.9 M	\$9.9 M	
	US 160 between Springfield and CO 100 and CO 100 from MP 0 to MP 0.42 (Rural Paving)	\$6.6 M	\$6.6 M	●
US 285	US 285/CO 9 Intersection Improvement with Bridge Widening	\$7 M	\$7 M	●
	Fairplay Mobility Hub	\$0.5 M	\$4 M	
US 287	US 287 Lamar Downtown PCCP - Phase I (Under Construction) & Phase 2	\$18 M	\$18 M	◆
	US 287 Bridge Preventative Maintenance - Phases 1 and 2	\$5 M	\$5 M	◆
	Prowers County Bus Barn Office Extension	\$0.105 M	\$0.105 M	◆
	Kiowa County Bus Storage Facility (Advanced from Years 5-10)	--❖	\$0.35 M	
CO 12	CO 12 PEL Implementation - Shoulder Widening (Southern Mountain Loop Trail) (Advanced from Years 5-10)	\$4 M	\$10 M	
CO 21	CO 21 and Research Parkway Interchange	\$19.5 M	\$38 M	◆
	CO 21 and Airport Road DDI Interchange Construction (Advanced from Years 5-10)	\$4 M	\$45 M	
CO 67	Cripple Creek Administration and Operations Facility	\$0.12 M	\$2.17 M	
	CO 67 from CO 96 to Florence (Rural Paving)	\$5.8 M	\$5.8 M	
CO 69	CO 69 between Westcliffe and Fremont County Line (Rural Paving)	\$6.5 M	\$6.97 M	✓
CO 96	CO 96 East of Ordway to Arlington (Rural Paving)	\$0.18 M	\$0.18 M	◆
	CO 96 near Eads to Sheridan Lake (Rural Paving)	\$21.4 M	\$21.4 M	
CO 109	M-22-AY Bridge Repair on CO 109 over US 50B in La Junta	\$3 M	\$3 M	●
	CO 109 between US 160 and Otero County Line (Rural Paving)	\$5 M	\$5 M	✓
CO 115	CO 115 Safety and Paving Improvements	\$42 M	\$42 M	●
CO 116	CO 116 between US 287 and Kansas Border (Rural Paving)	\$13.8 M	\$12.5 M	✓✓
CO 194A	CO 194A Surface Treatment and Drainage Improvements (Rural Paving)	\$5.98 M	\$5.98 M	
Non Corridor Specific	Bridge Preventative Maintenance - CO 12 and CO 194	\$2.5 M	\$2.5 M	◆
	Bridge Preventative Maintenance on I-25, CO 16, and US 24 in Colorado Springs	\$5.5 M	\$5.5 M	◆
	Bustang Fleet Purchases for Region 2	\$1.25 M	\$1.25 M	
	Colorado Springs Transit Center	\$6 M	\$8 M	



- ◆ Currently under construction/in progress.
- ✓ Completed in 2021.
- ✓✓ Completed prior to 2021.
- ❖ This project was funded by other funding sources.
- Planned for construction in 2022.

10-YEAR PLAN PROJECT PIPELINE YEARS 1-4

2021 ACCOMPLISHMENTS | UPDATED JANUARY 2022



NORTHWEST PROJECTS

Strategic Funding Allocated To Date Total Strategic Funding Current Project Status

Highway and Transit – Region 3				
Interstate 70	I-70 Auxiliary Lane Frisco East to Silverthorne	\$25 M	\$25 M	●
	I-70 West: Vail Pass Safety Improvements - Phase 1	\$33.5 M	\$33.5 M	◆
	Summit County Transit Operations Center (Design & Engineering)	\$0.425 M	\$0.425 M	◆
	I-70B East of 1st Street to 15th Street	\$16 M	\$16 M	◆
	North Avenue Transit Infrastructure Improvements	\$1.5 M	\$1.5 M	
	Grand Junction Mobility Hub	\$0.58 M	\$4.08 M	
US 6	US 6 Fruita to Palisade Safety Improvements	\$30	\$36 M	
	US 24 Leadville South (Rural Paving)	\$5.8 M	\$5.8 M	✓
US 34	US 34 Grand Lake (Rural Paving)	\$10.2 M	\$10.2 M	✓✓
	Winter Park Transit Maintenance Facility - Phases 1 and 2	\$2.8 M	\$2.8 M	
US 40	Outrider Improvements at Winter Park and Tabernash	\$0.16 M	\$0.16 M	
	Outrider Improvements at Fraser, Granby, Kremmling, and Hot Sulphur Springs	\$0.3 M	\$0.3 M	
	Outrider Improvements at Steamboat Springs, Milner, Hayden, and Craig	\$0.32 M	\$0.32 M	
	US 50 Windy Point/Blue Creek Canyon	\$18.5 M	\$18.5 M	◆
US 50	US 50 Passing Lanes Blue Mesa	--	\$6 M	
	US 50 Grand Junction to Delta Repairs	\$15 M	\$15 M	◆
	US 50/US 550 Intersection Improvements	\$0.25 M	\$3.5 M	
	Region 3 Outrider Storage in Montrose	\$0.5 M	\$0.5 M	
	Montrose Multimodal Transit Center (All Points Transit)	\$3.235	\$3.2 M	
	Outrider Improvements at Montrose, Delta, and Gunnison	\$0.25 M	\$0.25 M	
US 550	US 550 Montrose to Ouray County Line Safety Improvements	\$5.2 M	\$5.2 M	
	CO 9 Frisco Transit Center - Phase 2	\$3.438 M	\$3.438 M	◆
CO 13	CO 9 between Iron Springs and Main Street (Frisco)	\$15.5 M	\$15.5 M	✓
	CO 13 Fortification Creek	\$10.8 M	\$10.8 M	◆
	CO 13 GarCo Rio Blanco Hill	--	\$29 M	●
	CO 13 Rio Blanco	\$18.3 M	\$18.3 M	✓✓
CO 14	CO 13 Wyoming South	\$32.2 M	\$32.2 M	✓✓
	CO 14 Grizzly Ranch North (Rural Paving)	--	\$7 M	
CO 64	CO 64 Meeker West (Rural Paving)	\$6 M	\$6 M	✓✓
	RFTA Aspen Maintenance Facility Improvement - Phase 9*	\$1.0 M	\$1 M	✓
CO 82	RFTA Glenwood Maintenance Facility - Phases 3 and 7*	\$2.976 M	\$2.98 M	
	CO 92 Crawford East (Rural Paving)	\$7.4 M	\$7.4 M	✓✓
CO 92	CO 92 Rogers Mesa and Hotchkiss	\$7 M	\$7 M	
	CO 92 between Hotchkiss and Crawford (Rural Paving)	--	\$3.5 M	●
CO 114	CO 114 Parlin West (Rural Paving)	\$5.5 M	\$5.5 M	
	CO 125 Walden North (Rural Paving)	--	\$1 M	●
CO 135	Gunnison Valley RTA Storage Facility	\$1.7 M	\$1.7 M	
	CO 139 Douglas Pass North (Rural Paving)	\$8.3 M	\$8.3 M	●
CO 139	CO 139 Dinosaur Diamond (Rural Paving)	\$2.1 M	\$2.1 M	
	CO 149 Lake City North (Rural Paving)	\$12.1 M	\$12.1 M	●

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NORTHEAST PROJECTS

Strategic Funding Allocated To Date Total Strategic Funding Current Project Status

Highway and Transit – Region 4				
CO 300	CO 300 Leadville West (Rural Paving)	\$2.5 M	\$2.5 M	◆
	CO 318 Browns Park East (Rural Paving)	--	\$9.5 M	
Non-Corridor Specific	Snowmass Transit Center	\$4.5 M	\$4.5 M	
	I-25 North Express Lanes: Segment 7 & 8 (CO 402 to CO 14)	\$138.8 M	\$138.8 M	◆
Interstate 25	I-25 North Express Lanes: Segment 6 (CO 56 to CO 402)	\$231 M	\$231 M	◆
	Firestone - Longmont Mobility Hub (Phase 1)	\$6.8 M	\$3.3 M	
	Firestone - Longmont Mobility Hub (Phase 2)	\$15.5 M	\$15.5 M	
	Firestone - Longmont Mobility Hub Access Improvements	\$2 M	\$2.0 M	
	Centerra-Loveland Mobility Hub	\$6.5 M	\$6.5 M	◆
	Berthoud Mobility Hub	\$12.5 M	\$12.5 M	◆
	Harmony Road Park-n-Ride Expansion	\$0.5 M	\$0.5 M	
I-70	I-70 Replacing Failing Pavement (Rural Paving)	\$59.1 M	\$59.1 M	✓✓
	Outrider Improvements at Sterling	\$80 K	\$80 K	
Interstate 76	Outrider Improvements at Brush, Fort Morgan, Hudson, and Lochbuie	\$0.32 M	\$0.32 M	
	I-76 East of Sterling (Part 2) - Slabs and Diamond Grind	\$8.25 M	\$8.25 M	
	I-76 CO 144 West, Westbound Diamond Grind and Slabs MP 55.1 to MP 61.9 (Rural Paving)	\$8 M	\$8 M	◆
	I-76 Sterling East: MP 124.7 to MP 128.2 (Rural Paving)	\$8 M	\$8 M	●
US 6	US 6 Merino to Atwood from MP 391 to MP 398 (Rural Paving)	\$4.38 M	\$4.38 M	✓✓
	Estes Park Transit Improvements	\$1.03 M	\$1.03 M	
US 36	Estes Park Transit Electric Trolley Bus Barn	--	\$0.32 M	
	Estes Park Transit Electric Trolley Charging Station	--	\$10 K	
US 385	US 385 Phillips/Yuma County Line South from MP 263.06 to MP 269.35 (Rural Paving)	\$7.1 M	\$7.1 M	◆
	US 385 near Smoky Hill River to near County Road GG from MP 157 to MP 170 (Rural Paving)	--	\$14.8 M	●
CO 7	CO 7 Corridor Improvements	\$13.44 M	\$15.3 M	
	CO 52 Prospect Valley from MP 54.58 to MP 60.753 (Rural Paving)	--	\$5.1 M	
CO 52	CO 52 Prospect Valley from MP 42 - 54.6 & MP 40.75 - 40.77 (Rural Paving)	\$0.573 M	\$0.573 M	
	CO 59 South of Cope to I-70 from MP 41.071 to MP 67.14 (Rural Paving)	\$17.8 M	\$17.8 M	✓
CO 71	CO 71 Corridor Improvements (Rural Paving)	\$6.25 M	\$27.38	●
	CO 119 Bus Rapid Transit, Safety and Mobility Improvements	\$7.2 M	\$40 M	
CO 138	CO 138 Sterling North from MP 3 to MP 13.5 (Rural Paving)	\$2 M	\$2 M	
	Safer Main Streets Program - Phase 1	\$9.2 M	\$9.2 M	
Non-Corridor Specific	Bustang Fleet Purchases	\$2.5 M	\$3.125 M	
	Northern Colorado Fleet Maintenance Facility	\$0.3 M	\$3 M	

10-YEAR PLAN PROJECT PIPELINE YEARS 1-4

2021 ACCOMPLISHMENTS | UPDATED JANUARY 2022



SOUTHWEST PROJECTS

Strategic Funding Allocated To Date Total Strategic Funding Current Project Status

Highway and Transit – Region 5				
US 24	Buena Vista Park-n-Ride and Intermodal Facility	\$1.04 M	\$1.04 M	
US 50	US 50 and US 285 Intersection Reconstruction	--	\$3.9 M	
	Outrider Improvements at Poncha Springs	\$80 K	\$80 K	
	Salida Transit Capital Improvements	\$0.48 M	\$0.48 M	
	US 50 North of US 285 Junction (Rural Paving)	--	\$3.5 M	
US 62	Outrider Improvements at Placerville, Ridgway, and Telluride	\$0.25 M	\$0.25 M	
US 160	US 160 Towaoc Passing Lanes	\$9 M	\$9 M	✓✓
	US 160 McCabe Creek Major Structure Replacement	\$6.737 M	\$7.37 M	◆
	US 160 Intelligent Transportation Systems (ITS) Infrastructure (Advanced from Years 5-10)	--❖	\$3.56 M	◆
	US 160 and Piedra Road Intersection Improvements	--❖	--❖	●
	US 160 East of Fort Garland Safety and Wildlife Mitigation	\$3.4 M	\$6.5 M	
	US 160 New Mexico to Aztec Creek (Rural Paving)	\$2 M	\$2 M	●
	Pagosa Springs' Main Street Reconstruction and Multimodal Improvements (Advanced from Years 5-10)	\$13.8 M	\$13.8 M	
	Pagosa Springs/Archuleta County Multimodal Facility	\$1.08 M	\$1.08 M	
	US 285	Outrider Improvements at Johnson Village, Moffat, and Alamosa at Adams State	\$0.25 M	\$0.25 M
US 550	US 550 and US 160 Connection	\$68.6 M	\$68.6 M	◆
	US 550 Billy Creek Resurfacing, Wildlife	\$3.7 M	\$3.7 M	
	US 550 Pacochupuk Roadway Mobility, Safety, and Wildlife Improvements	\$3.9 M	\$5.6 M	
	US 550 Shoulder Improvements, Deer Fencing, and Animal Underpass (Advanced from Years 5-10)	\$5.4 M	\$31 M	
	Durango Transit Capital Improvement	\$2.0 M	\$2 M	
CO 17	CO 17 Surface Treatment & Widening Hooper to US 285 Junction (Rural Paving)	\$18 M	\$18 M	✓
CO 114	CO 114 US 50 East (Rural Paving)	--	\$12 M	
CO 141	CO 141 Slickrock and CO 145 Redvale (Rural Paving)	\$10 M	\$10 M	✓✓
	CO 141 North of Naturita (Rural Paving)	\$4.2 M	\$4.2 M	✓
CO 145	Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	\$0.4 M	\$0.4 M	
	SMART Purchase of Existing Real Property for Admin & Maintenance Facility	\$1.86 M	\$1.86 M	✓✓
CO 149	CO 149 North of Creede (Rural Paving)	\$16 M	\$16 M	◆
CO 370	CO 370 between CO 15 and CO 285 (Rural Paving)	--	\$1.5 M	◆



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- ✓ Completed in 2021.
- Planned for construction in 2022.

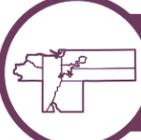
- ✓✓ Completed prior to 2021.



SAFETY AND ASSET MANAGEMENT PROJECTS

2021 ACCOMPLISHMENTS | UPDATED JANUARY 2022

*Please note: This list only includes projects that were either completed or went to construction in 2021.



CENTRAL PROJECTS

Total Project Cost

Safety and Asset Management Projects – Region 1		
I-25	I-25 Ramp Meter Installation and Safety Improvements in Douglas County	\$4.96 M
	I-270 at I-25 Bridge Improvements	\$2.68 M
	Smart 25 Pilot Project: Coordinated Ramp Metering System*	\$15.13 M
Interstate 70	Eisenhower-Johnson Memorial Tunnel Power System Upgrade	\$11.22 M
	Kipling Street & 48th Avenue Signal Replacement	\$0.7 M
	I-70 & Kipling Off-Ramp and Interchange Improvements	\$3.68 M
	I-70 Georgetown to Empire Repaving and Guardrail Improvements	\$5.9 M
	I-70 Variable Speed Limit Signs Between Empire and Idaho Springs*	\$1.5 M
	I-70 and Ward Road Ramp Widening and Improvements	\$4.75 M
	I-70 Denver West Emergency Bridge Repair	\$0.33 M
I-225	I-225 at Parker Road Ramp Safety Improvements	\$4.47 M
US 40	Colfax Avenue and Wadsworth Boulevard Traffic Signal Upgrades	\$2.48 M
	Colfax Avenue Repaving from Peoria Street to Sable Boulevard	\$5.07 M
	US 40 Repaving from County Road 93 to Genesee	\$5.47 M
CO 74	CO 74 Rockfall Mitigation from Morrison to Idledale	\$3.77 M
CO 83	Parker Road Concrete Panel Replacement from E-470 to Arapahoe Road*	\$8.54 M
CO 121	1st & Wadsworth Signal Replacement	\$0.54 M
	Wadsworth Boulevard Repaving from I-70 to 65th Avenue	\$6.78 M
US 36	Federal Boulevard Signal Upgrades in Adams County*	\$1.38 M
	US 36 Repaving, Guardrail, and Bridge Improvements from 28th Street to Table Mesa Drive	\$5.81 M
US 6	US 6 Tunnel Lighting Improvements*	\$12.64 M
	US 6 Clear Creek Canyon Resurfacing and Safety Improvements*	\$16.36 M
US 85	US 85 Widening Project in Douglas County from Sedalia to Louviers*	\$23.7 M
Non-Corridor Specific / Other	Traffic Signal and Curb Ramp Upgrades on CO 8, CO 58 and CO 95*	\$4.56 M
	Colorado Boulevard and Sheridan Boulevard Safety Improvements*	\$7.75 M
	Denver Metro Wide Drainage Improvements	\$1.39 M
	Bridge Deck Rehabilitation in Jefferson, Adams, and Broomfield Counties	\$2.86 M
	Bridge Expansion Joint Rehabilitation in Clear Creek, Arapahoe, Jefferson Counties	\$1.65 M
	Traffic Signal Upgrades in Jefferson and Arapahoe Counties	\$2.68 M
	Denver Metro Curb Ramp Upgrades in Arapahoe, Douglas and Jefferson Counties	\$1.53 M
	I-25 Curb Ramp Upgrades from Castle Pines Parkway to Orchard Road	\$1.75 M
	Curb Ramp Upgrades on I-25 in Denver County*	\$2.44 M
	Colorado Boulevard Curb Ramp Upgrades from East Girard Avenue to 52nd Street	\$3.17 M
	Denver Metro Wide Bridge Joint Replacement Project	\$1 M
	Denver Metro Wide Noise Wall Repairs	\$1.11 M
	Denver Metro Wide 6-Inch Pavement Striping*	\$9.54 M
	Curb Ramp Upgrades in Denver, Arapahoe and Jefferson Counties	\$1.8 M
	Santa Fe Drive Repaving from Hampden Avenue to Florida Avenue	\$10.73 M
	Denver Metro Wide Traffic Signal Improvements	\$6.03 M
	Sky Ridge Bridge Emergency Repair	\$1.9 M
	Denver Metro Wide Wrong-Way Signage Improvements	\$5.88 M
	I-25 And 58th Avenue Barrier Repair Project*	\$3.67 M

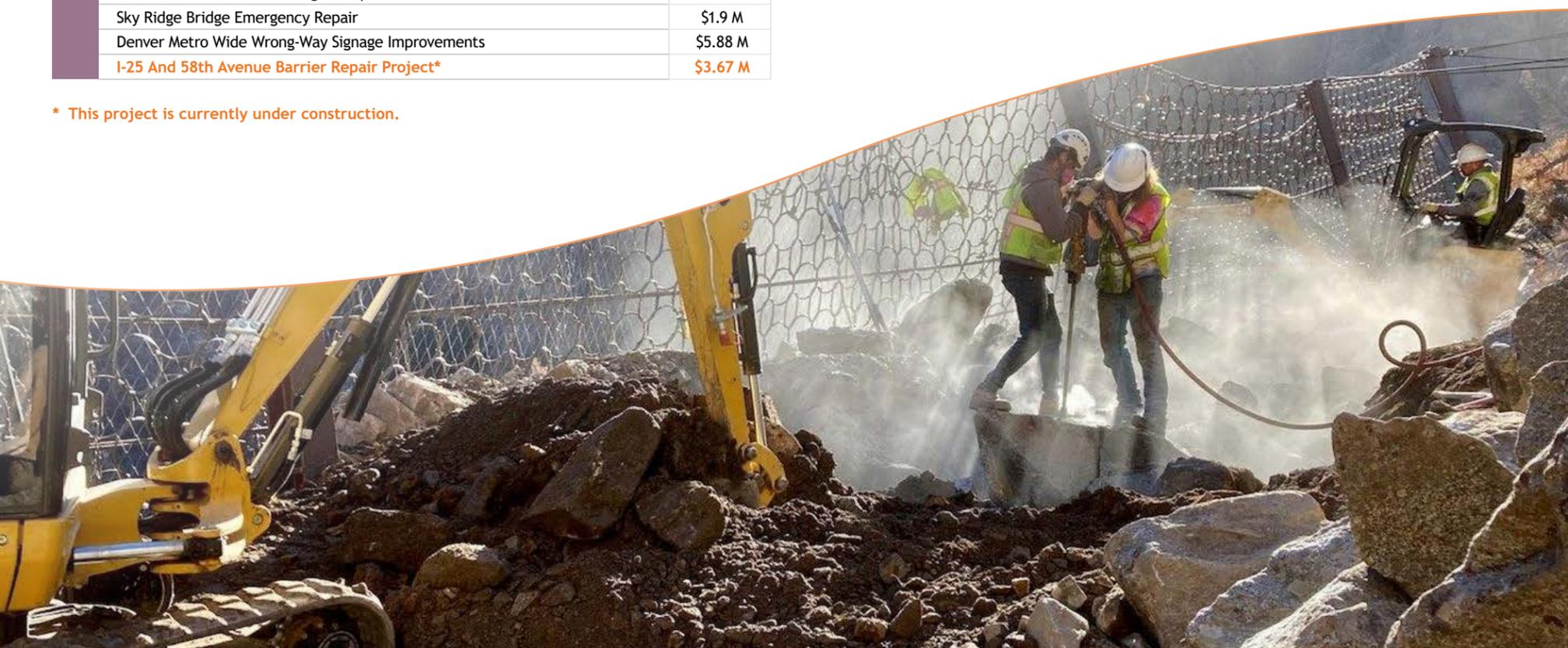


SOUTHEAST PROJECTS

Total Project Cost

Safety and Asset Management Projects – Region 2		
Interstate 25	I-25 & CO 115 Ramp Resurfacing	\$3.87 M
	CO 21 & I-25 Interchange Water Quality Pond	\$10.71 M
	I-25 Cable Barrier Phase IV	\$3.43 M
	I-25 Colorado Springs Ramp Metering	\$3.29 M
	I-25 Maintenance Package	\$0.2 M
US 24	US 24 Bridge Replacement MP 332	\$2.28 M
	US 24 Wellington Gulch Bridge Maintenance	\$25 K
	US 24 Wilkerson Pass Safety Improvements*	\$4.28 M
US 50	US 50 Pueblo Regional Pond E	\$1.98 M
	US 50 Pueblo Regional Pond G	\$2.48 M
	US 50 Resurfacing between Fowler and Manzanola	\$14.62 M
	US 50 Cable Barrier Near Penrose	\$2.67 M
	US 50 Resurfacing Texas Creek to Coaldale	\$8.42 M
US 50 Resurfacing and Passing Lane Las Animas	\$5.94 M	
US 285	US 285 Bridge Replacement over South Fork South Platte*	\$4.14 M
US 287	US 287 Concrete Paving Downtown Lamar Phase 2*	\$13.27 M
CO 21	CO 21 & CO 16 Signals Project	\$1.88 M
CO 67	CO 67/CO 115 Intersection & Drainage Improvements	\$3.6 M
	CO 67 & Kelly Rd Woodland Park Signal Improvements	\$1.13 M
CO 71B	CO 71 Bridge Replacement Rocky Ford	\$2 M
CO 101A	CO 101 Bridge & Culvert Replacement Las Animas	\$2.69 M
CO 109	CO 109A Surface Treatment MP 0 to MP31	\$13.07 M
Non Corridor Specific / Other	2021 Critical Culvert Repairs	\$0.97 M
	ADA Ramp Upgrades in the Pueblo Metro Area	\$3.55 M
	ADA Ramp Upgrades in Walsenburg	\$1.96 M
	I-25 Frontage Road North Pueblo Resurfacing	\$1.17 M
	FY21 R2 Scr Pueblo/La Junta*	\$1.97 M
	R2 Pavement Marking*	\$1.84 M
	R2 Critical Culvert Repairs	\$0.85 M
	R2 Critical Culvert Repairs*	\$0.8 M
R2 Signal Timing Improvements*	\$6.8 M	

* This project is currently under construction.



SAFETY AND ASSET MANAGEMENT PROJECTS

2021 ACCOMPLISHMENTS | UPDATED JANUARY 2022



NORTHWEST PROJECTS

Total Project Cost

Safety and Asset Management Projects– Region 3

Interstate 70	ER I-70 Glenwood Canyon Grizzly Creek Fire	\$2.76 M
	ER I-70 Glenwood Canyon Material Flows 2021*	\$17.65 M
	I-70B 1st Street and Grand Avenue Intersection Improvement*	\$21.24 M
	I-70 Dillon Emergency Structure Replacement*	\$16.92 M
	I-70 Improvements Frisco to Silverthorne	\$7.4 M
	I-70 Glenwood Canyon Wall Improvements	\$2.44 M
	I-70 No Name Tunnel Lighting Improvements	\$4.82 M
	I-70 West Vail Pass Resurfacing (not Aux Lanes)	\$14.56 M
	PR I-70 Glenwood Canyon Grizzly Creek Fire	\$2.78 M
	R3 I-70 Wrong Way Detection for Interstate Exits*	\$3.03 M
US 6	US 6 Avon to Dowd Junction Resurfacing Project	\$8.32 M
US 40	US 40 Steamboat Springs Chip Seal	\$2.82 M
US 50	US 50 and CO 92 Delta Intersection Improvement	\$4.21 M
CO 133	CO 133 Landslide Repair*	\$4.3 M
	CO 133 Rockfall Mitigation North of McClure	\$3.84 M
CO 64	CO 64 Rangely East/US 40 Dinosaur Roadway Surface Improvements*	\$8.29 M
CO 82	CO 82/CO 133 Garfield County Signal Replacement	\$3.6 M
Non Corridor Specific/Other	Grand Junction Chipseal Improvements	\$3.8 M
	Grand Junction Culverts Improvements	\$3.49 M
	Mesa County ADA Ramp Improvements	\$0.94 M



NORTHEAST PROJECTS

Total Project Cost

Safety and Asset Management Projects– Region 4

I- 25	I-25 Express Lanes Segment 6 CP 4*	\$22.76 M
	I-25: Preventative Bridge Maintenance*	\$2.91 M
	I-25 Sign replacement - CO 14 to Wyoming state line NB	\$0.34 M
I- 76	I-76/CO 52 Hudson Interchange*	\$18.13 M
	I-76 and US 34 Resurfacing Ft.Morgan to Brush	\$29.9 M
	ITS Fiber and Cameras On I-76 Keenesburg*	\$4.61 M
US 24	US 24/385 Burlington Intersection Improvements*	\$1.86 M
US 34	US 34 ADA Ramp Safety Improvements: Akron to Wray	\$2.5 M
	US 34 D-27-G Structure Replacement BE	\$3.56 M
	US 34 D-28-P Structure Replacement BE	\$3.71 M
	US 34 Republican River Bridges Replacements and Safety/Resiliency Enhancements	\$3.99 M
	Signalization of US 34 and CO 257 Ramps*	\$1.96 M
US 36	US 36 Last Chance West Pavement Rehabilitation	\$4.89 M
	PR US 36 Phase 3 MP 7.7-8*	\$13.53 M
US 85	US 85 Resurfacing South of Platteville (NB and SB)*	\$9.62 M
	US 85/O-street Intersection Relocation in Greeley*	\$4.94 M
US 287	US 287/CO 40 Passing Lanes Limon To Eads	\$7.74 M
	US 287/US 40 Passing Lanes CP-2*	\$6.02 M
	287 Signal Detection Upgrades	\$0.1 M
CO 7	PR CO 7 Flood Repairs CP1*	\$11.29 M
CO 14	CO 14: Sterling Reconstruction and Route Improvements	\$28.19 M
	CO 14B Safety Shoulders: Ted's Place West*	\$3.31 M
CO 52	CO Hwy 52 / WCR 13 Intersection Improvements	\$3.56 M
	CO Hwys 52 & 79 Resurfacing at Prospect Valley*	\$12.22 M

Safety and Asset Management Projects– (Cont.)

CO 71	CO Hwy 71 Resurfacing and Chip Seal from Woodrow to Brush	\$2.11 M
CO 119	PR CO 119A Boulder Canyon*	\$26.87 M
	CO 119: Nederland - East*	\$18.24 M
Non-Corridor Specific / Other	Boulder ADA Curb Ramps Phase 1	\$1.37 M
	FY 20 Signal Pole Replacements (Ault & Windsor)	\$0.86 M
	R4 Culvert Prioritization & Repairs	\$0.61 M
	R4 Reflective Signal Backplate Phase II	\$0.53 M
	R4 Reflective Signal Head Backplate Installation	\$1.05 M
	Boulder: Canyon and Folsom Signal Upgrades & Safety Improvement*	\$0.59 M
	Fort Collins ADA Ramp Safety Improvements*	\$0.7 M
	Limon Residency ADA Curb Ramps*	\$4.6 M
	FY 21 Stencils SW	\$0.96 M
	FY 21 Epoxy Phase II	\$0.44 M
FY 22 Epoxy	\$3.34 M	



SOUTHWEST PROJECTS

Total Project Cost

Safety and Asset Management Projects – Region 5

US 50	US 50 Surface Treatment West of Sargents	\$5.25 M
	US 50 & CO 291 Salida Pedestrian Improvements	\$1.5 M
US 160	US 160 & CO 151 Wildlife Crossings*	\$11.89 M
	US 160 & CO 17 Alamosa Intersection & Signal Improvements	\$6.6 M
	US 160 Durango West & Cortez Concrete Rehabilitation	\$6.6 M
	US 160 Culvert Replacement in Pagosa Springs*	\$7.2 M
US 550	US 550 Red Mountain Pass Culvert Replacement	\$1.7 M
	US 550 Median Installation in Durango*	\$3.8 M
CO 142	CO 142 Manassa ADA Ramps & Sidewalks	\$9.57 M
CO 145	CO 145 & US 160 Surface Treatment in Dolores, Rico, & Cortez	\$8.5 M
CO 172	CO 172 & CR 318 Ignacio Intersection Improvement*	\$2.28 M
Non-Corridor Specific / Other	Durango Safe Routes to School	\$42 K
	Ignacio Signal Installation at Becker Street	\$0.74 M
	Mancos Bridge Replacement	\$1.73 M
	Pagosa Springs Safe Routes to School	\$0.43 M
	Regionwide Chain Station Improvements*	\$4 M

Total Project Cost

Safety and Asset Management Projects – State-wide

I- 70	ITS Cameras on I-70 (Bennett-Burlington)*	\$1.3 M
	ITS CCTV on I-70*	\$1.78 M
I- 25	ITS Fiber Install On S I-25 (Wals-Nm)*	\$8.16 M
I- 76	ITS Fiber On I-76 (Wiggins To Sterling)*	\$5.95 M
US 24	Fiber Optic On US 24 (I-25 To Woodland)	\$3.18 M
Non-Corridor Specific / Other	Arapahoe County FY15 ITS Arapahoe Ttm*	\$0.13 M
	Centennial-Arapahoe Rd FY15*	\$0.24 M
	ER Emergency Statewide Flood Project - 2*	TBD
	Ethernet & CCTV Upgrade (Denver & Pueblo)*	\$3.13 M
	FY 19 ITS VMS Upgrade*	\$4.44 M
	FY 20 ITS Capital Replacement Project*	\$3.87 M
	FY15 TSSIP Centennial Fiber Interconnect*	\$0.27 M
	Greenwood Village FY15 TTM*	\$0.11 M
	ITS CV Roadside Units*	\$20 M
	ITS Fiber on Misc Highways in R1 & R2*	\$3.4 M
	ITS Fiber to State Buildings*	\$2.97 M
	ITS Fiber to State Buildings in R1 & R4*	\$2.97 M
	Thornton FY15 ITS Improvements*	\$0.38 M

* This project is currently under construction.



COLORADO

Department of Transportation

