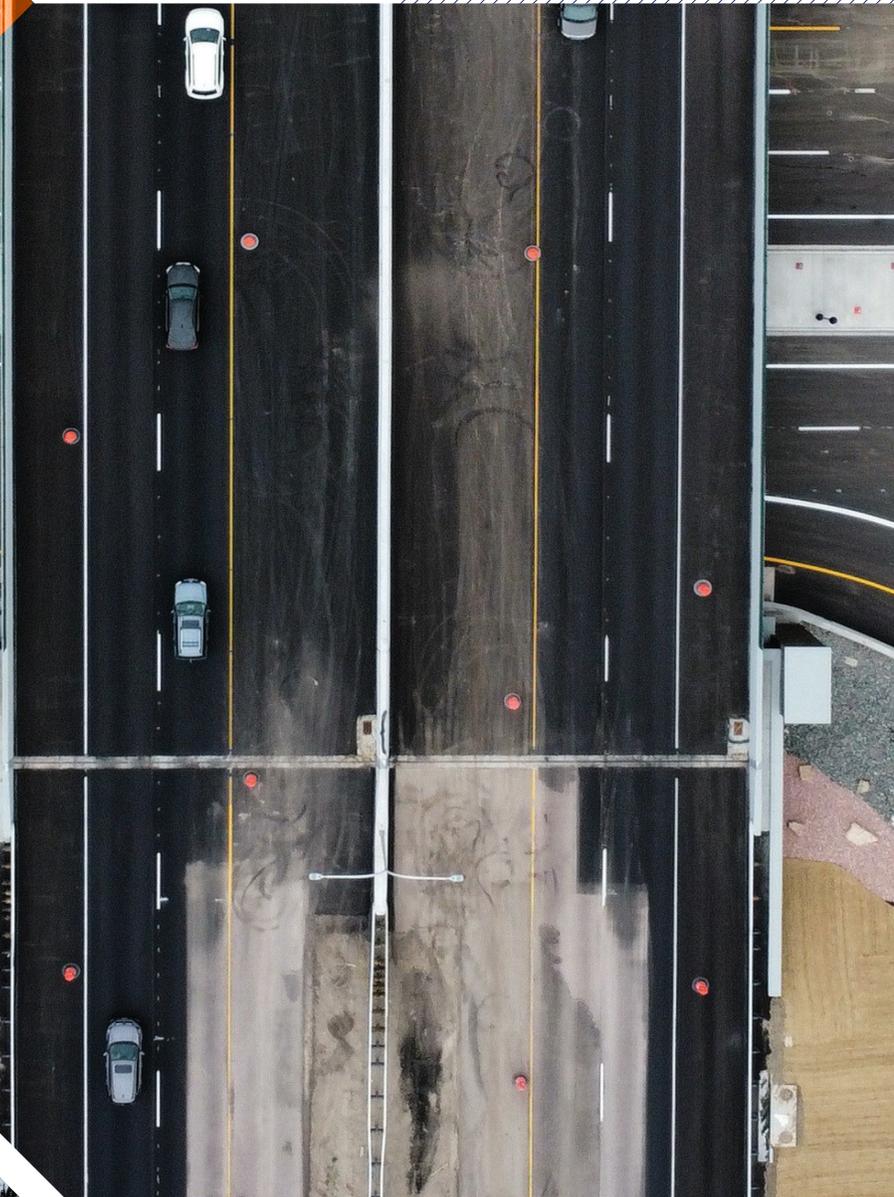


2022

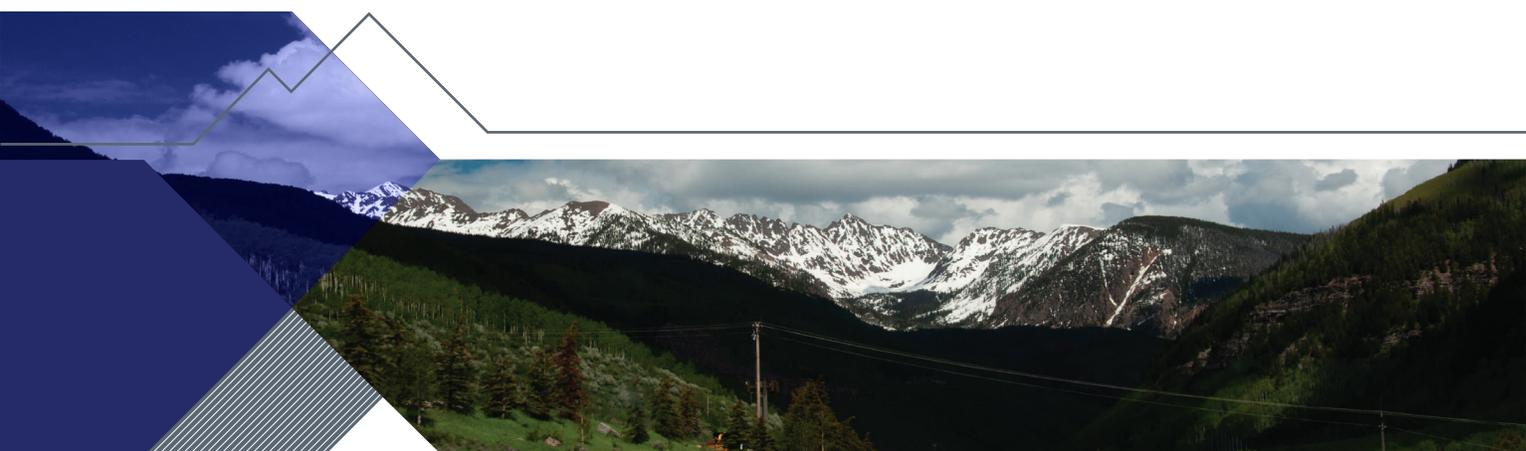
Project Accomplishments



COLORADO
Department of Transportation

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Executive Summary

The Colorado Department of Transportation's work in 2022 was marked by continued strong progress on its capital construction program, completing a total of 107 projects in 2022 and paving 538 miles of rural roads. Separately, the department awarded 129 projects valued at approximately \$920 million, a 32.5% increase from last year's \$694.2 million. The department completed 23 projects from its 10-Year Plan in 2022 and advertised 16 projects from the plan for bid. Going into the fifth year of CDOT's current 10-Year Plan, 100% of the projects in the first four years of the plan are complete or under construction, and over half of the full 10-Year Plan is now complete or in progress.

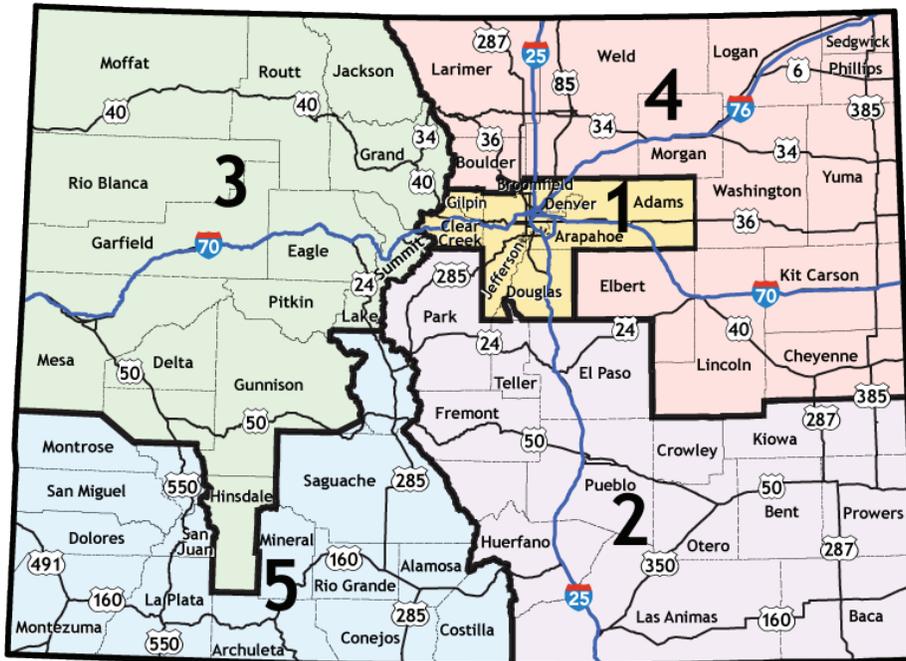
In 2022, CDOT spent a record \$840 million in construction contractor payments and advertised a record 129 projects with an awarded value of \$920 million. With the infusion of income from the 2021 Federal Infrastructure Investment and Jobs Act (IIJA) and Colorado Senate Bill 260, it is projected that all three of these records will be broken in 2023.

CDOT worked on several major transportation projects in 2022, including completing the expansion of the central portion of I-70 through Denver. CDOT has broken ground on Floyd Hill after receiving the largest competitive grant in CDOT history of \$100 million. Major projects that continue include: I-25 segments 6, 7 and 8; the I-25 Military Access, Mobility and Safety Improvement Project; the US 550-160 project in La Plata County; and Vail Pass.

In 2022, CDOT continued to expand the successful Bustang transit service, increasing frequency for Bustang and Outrider and extending service to northeast Colorado. CDOT also launched the new Pegasus express shuttle service along the I-70 corridor from Denver to Avon and continued to add mobility hubs throughout the state. Finally, CDOT continues to make repairs and safety improvements to the Eisenhower-Johnson Memorial Tunnels.



CDOT's Regions



[See the annotated CDOT Region Map here.](#)

Highlights of 2022



107 total projects completed



16 10-Year plan projects put out for bid



129 projects awarded, valued at approximately \$920 million



\$840 million spent on construction contractor payments



538 miles of rural roads paved



Bustang achieved 1 million revenue service miles



Over 50% of the full 10-year plan is now complete or in progress

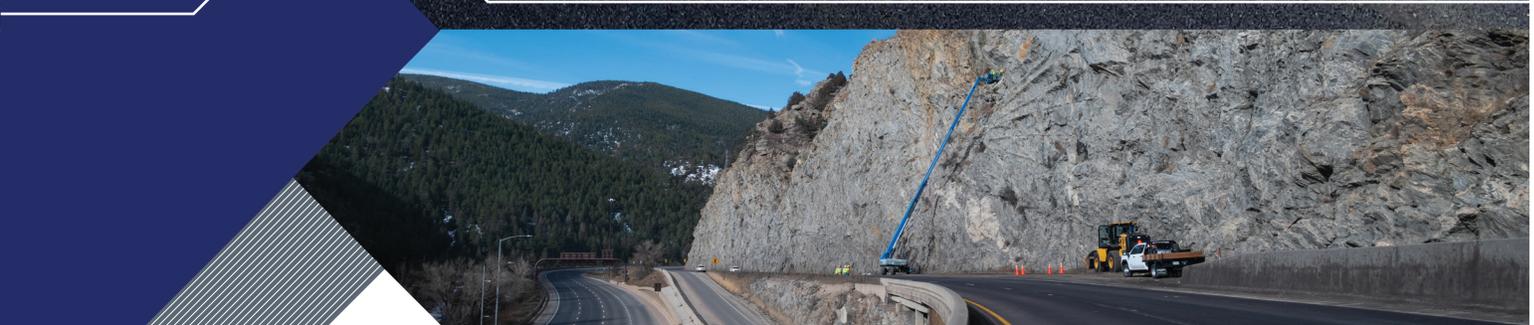


6 million lane miles plowed by maintenance crews in the winter season



23 projects from the 10 Year Plan already completed

01



I-70 Floyd Hill

Construction started in fall 2022 with a wildlife crossing and roundabouts. With construction scheduled to begin on the mainline in the spring of 2023, the 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, 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, 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. In September 2022, CDOT was awarded a \$100 million grant from the Infrastructure Investment and Jobs Act (IIJA). This is more than CDOT has received through any prior single grant from the U.S. Department of Transportation.



US 36 Flood Recovery Project

In May 2022, CDOT completed the project that put water from the Little Thompson River back into its historic channel, built the department's first tunnel 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 having to shut down twice 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 U.S. 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, and the reuse of the material meant that the team saved 54,000 miles of heavy truck travel that would have been needed to remove the rock from the area.

Bustang Expansion

CDOT launched Bustang in 2015, marking the department's first steps toward increasing statewide mobility options through a state-run interregional bus service. Today, the Bustang family serves nearly every corner of Colorado, including Snowstang routes along the I-70 mountain corridor in the winter, Outrider buses connecting the state's rural communities and Pegasus shuttles providing service in the I-70 Mountain Express Lanes. With this strong foundation in place, Bustang is now ready to gallop toward helping Colorado meet its pressing climate and ozone challenges while providing greatly enhanced travel options for thousands of commuters and travelers. This year, \$30 million in new funding from the state legislature's passage of Senate Bill 22-180 will fund a three-year pilot program to provide hourly Bustang service along I-70 and I-25 to attract additional travelers into a transit option on our busiest interstate corridors.



The new Pegasus shuttle service is a speedy and affordable transportation option for those who are traveling to the I-70 Mountain Corridor and will include mobility hub facilities to 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, which preceded the Floyd Hill project and construction of mobility hubs, launched in May 2022 and provides service from Denver Union Station to Avon or Eagle with more routes planned in the future, reducing reliance on gas-powered vehicles on I-70 and decreasing emissions. Future plans for this service entail transitioning to electric vehicles for the shuttle service, further decreasing emissions.

Central 70

CDOT celebrated the completion of the \$1.2 billion Central 70 Project in November of 2022. The Central 70 Project encompasses an area that is home to 1,200 businesses, providing the regional connection to Denver International Airport and carrying upwards of 200,000 vehicles each day. Since its August 2018 groundbreaking, the Central 70 Project has reconstructed 10 miles of I-70, added one new Express Lane in each direction, removed an aging 57-year-old viaduct, lowered the interstate and built a four-acre park for the surrounding community.

CDOT began planning the project in 2003 and completed the environmental study 15 years later after significant changes to both the project and stakeholder engagement processes resulted from neighborhood concerns about the environmental and health impacts of the project. As a result, CDOT made over \$30 million worth of specific commitments to communities affected by the project, in addition to changing the design to one that lowers the highway and connects the neighborhood via both the cover park and a network of at-grade bridges with pedestrian access. The Central 70 Project allows motorists to have trip time reliability and increases safety for both the community and those passing through. This project successfully reconnected the community and brought people-focused infrastructure improvements that will last for generations to come and has inspired other states to follow suit.



West Vail Pass

The I-70 West Vail Pass Auxiliary Lanes Project is designed to improve safety and operations in both directions of the highway on West Vail Pass. Construction began August 2021 with work on the funded improvements scheduled for completion in 2025. The project limits extend from the East Vail Exit to the Vail Pass Rest Area and include a wide range of improvements to address the unique nature of Vail Pass. This stretch of I-70 includes steep grades and tight curves, and the intermingling of faster-moving passenger vehicles with slower-moving trucks often results in inconsistent and slow travel times along the corridor.

Glenwood Canyon

During 2022, crews removed debris from the Colorado River, repaired and expanded rockfall fencing and catchment basins and completed other work to protect this critical section of I-70 from rockfall and mudslides. Work took place east of Glenwood Springs and along the length of the canyon. The work was necessary due to several mudslides in summer 2021. I-70 in Glenwood Canyon sustained major damage from tremendous amounts of debris that fell 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. The 2022 repairs and rockfall mitigation safety improvements will improve resiliency for this popular and breathtaking stretch of I-70.

I-70 Mountain Corridor Improvements

Along the I-70 Mountain Corridor, a new westbound Express Lane opened to the public in 2021 to offer consistent travel conditions during peak travel times, operating as a shoulder the rest of the time. Tolling began July 2022. Along with new variable speed limit signs between Empire and Idaho Springs, travelers will have safer and more reliable travel times to and from the Continental Divide. On the Western Slope, I-70 projects included important repaving of the road surface between Frisco, Silverthorne and the Eisenhower Johnson Memorial Tunnels, completion of significant progress on the replacement of a critical culvert structure between Silverthorne and the Eisenhower Johnson Memorial Tunnels, the completion of a rebuilt truck escape ramp on Vail Pass and significant progress on new auxiliary lane improvements near Frisco/Silverthorne and on Vail Pass.

Electrification Infrastructure

Established by the IIJA and the National Electric Vehicle Infrastructure (NEVI) formula program funding will provide \$5 billion over five years for states to deploy electric vehicle (EV) chargers along highway corridors. This buildout of EV chargers is critical to accelerating the adoption of EVs and enabling Americans to access the economic and air quality benefits of electrified transportation.

Colorado is expected to receive \$57 million over the next five years to create an EV charging network across the state. CDOT and the Colorado Energy Office (CEO) worked with partners and stakeholders to develop the state’s required NEVI Implementation Plan, which outlines our strategy for using the NEVI funds and addresses the establishment and evaluation of buildout goals, the role of contracting with third parties, public engagement, equity for rural and disadvantaged communities, workforce considerations, cybersecurity concerns and more. Colorado’s plan was approved by the U.S. Joint Office of Energy and Transportation on Sept. 14, 2022, enabling Colorado to begin accessing NEVI formula program funding.



Multimodal Mobility Hubs

The state legislature provided new transportation funding through Senate Bill 17-267 (SB 267), which provides \$192 million for strategic transit capital projects over four years beginning in FY 2019. CDOT, through its planning efforts, has identified multiple locations along the I-25 and I-70 corridors to construct mobility hubs to be funded by SB 267. These mobility hubs are included in CDOT's 10-Year Plan.

In addition to the four completed mobility hubs currently served by Bustang, CDOT is planning, designing and constructing additional mobility hubs over the course of the next 10 years. CDOT has developed a Mobility Hub Handbook that provides a framework to guide and implement these projects. In addition, it outlines the necessary components of the mobility hub area plans for each hub. The mobility hub area plans include the alternatives analysis and supporting research to select the preferred location and preliminary engineering concepts to develop the design and cost estimates. The Mobility Hub Program overview presentation includes additional details on the program and planning process.



Workforce Housing

Securing affordable workforce housing in most Colorado mountain towns (Pitkin, Eagle, Summit, Ouray, San Miguel, Routt, Hinsdale and Gunnison) is no easy task. With investors and second-home owners snatching up coveted mountain properties, home prices continue to slip out of reach for those with a modest income. Currently, CDOT is realigning the housing stipend program to better support maintenance employees as well as looking into additional options such as building on property owned by the state in areas with low availability and high costs. Lack of inventory, rental escalation rates and wages are all barriers to this issue. State essential employees who live in the communities they serve are more connected to the residents, giving them a motivation beyond a paycheck.

Greenhouse Gas Reduction

Colorado is leading the nation by developing a greenhouse gas emissions tracking and mitigation program. In a state where the effects of climate change are acutely felt – with massive fires, mudslides, high winds and drought – Colorado has responded with one of the most forward-thinking greenhouse gas standards in the nation, a standard designed to help reduce emissions while giving Coloradans more transportation and mobility options.

The new standard requires CDOT and the state’s five metropolitan planning regions to create transportation plans that provide more travel choices, resulting in reduced greenhouse gas emissions. The regions must use sophisticated travel models to make this determination for different years in the future, and the emission goals differ for each agency and metro region.

CDOT’s 10-Year Plan is compliant with the new standard and will help lower emissions while helping Coloradans get where they need to go.



02



Denver Metropolitan Region

Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson Counties

I-25 South Gap

CDOT completed all major construction activities of the \$419 million I-25 South Gap project from Monument to Castle Rock on time and on budget in November 2022. What was once a congested bottleneck with limited shoulders is now a modern and much safer stretch of I-25 that connects Denver and Colorado Springs. This project will greatly improve safety, offer multi-modal choices and provide long-term travel reliability.



The project improved 18 miles of I-25 between Castle Rock and Monument by adding an Express Lane in each direction, rebuilding five bridges, building four new wildlife crossings, adding a southbound I-25 truck climbing lane from Greenland Road to Monument Hill and a chain-up station at Larkspur and installing and testing tolling infrastructure. The Express Lanes and the project's final alignment opened to traffic a year ahead of schedule in December 2021. Express Lane tolling is expected to begin in the spring or summer of 2023.

Six-Inch Pavement Markings

Starting in 2019, an effort began to convert the four-inch wide pavement markings to six-inch wide pavement markings to increase delineation (the markings that define the travel paths cars should take) and safety on CDOT-owned roadways. This was a collaborative effort between Staff Maintenance and Traffic. The region recognized the importance of this effort and was the first to start converting its highways to six-inch pavement markings in April 2019. This effort began on westbound I-70, and all the other CDOT interstates soon followed.

As of November 2022, the Denver Metro Area is 100% converted to six-inch pavement markings according to CDOT's standard, in large part to additional funding provided by Staff Maintenance and the Traffic branch. You can travel on virtually every highway in the region and see this change. This represents 4,053 line miles that have been converted to six-inch pavement markings in the Denver Metro Area. Wider pavement markings have been proven to increase lane delineation and visibility, helping prevent lane departure type accidents. This effort has since become a statewide task, and a CDOT has developed a standard for this.

CO 83 Concrete Panel Replacement

A project to improve several sections of roadway along CO 83 from E-470 to Arapahoe Road wrapped up in the summer of 2022. This included removal and replacement of damaged concrete panels, ADA curb ramp improvements, signal work, sign and delineator installations and roadway joint sealing to minimize the effects of surface water infiltration.

I-70 Noise Walls Phase 1

The first of two phases to replace the noise walls along I-70 between I-76 and Pecos in the Denver Metro Area is complete. Phase 1 removed the significantly degraded existing timber fence noise wall along I-70 between Tennyson Street and Lowell Boulevard and replaced it with a series of precast concrete wall panels. This significantly improves the overall look of the highway, increases the lifespan and durability of the noise walls and, most importantly, enhances noise reduction and provides safety and quality-of-life benefits for the communities next to the highway.

Replacing the entire section of existing timber noise walls on I-70 between I-76 and Pecos is a high priority for CDOT. The remaining noise walls along this stretch of I-70 received design and construction funds in late 2021. While Phase 1 was completed in 2022, the design process for Phase 2 is currently underway with construction expected to begin in fall 2023.



Before and after noise wall replacement

US 85 Widening in Louviers

CDOT completed the widening of US 85 to four lanes between Louviers and Sedalia in Douglas County. The project began in July of 2020 and wrapped up in July of 2022. The project added capacity, widened shoulders and built a median to reduce crash risk, improve the safety of emergency stops with the wider shoulders and ease traffic flow. The widening will help to prevent crashes where the road used to merge from two lanes to one.

US 6 Tunnel Lighting

CDOT removed and replaced all existing tunnel lighting for Tunnels 1-3, 5 and 6 along US 6 in Clear Creek Canyon between the intersection of CO 93/CO 58 and I-70 near Idaho Springs. The project modernized the lighting in all five tunnels by replacing existing lighting with new LED tunnel lights, installing lane traffic control signals at the tunnel portals and making other infrastructure updates. The new lighting in the tunnels improves safety and visibility in Clear Creek Canyon and is more energy efficient.



US 287 Paving and Curb Ramps

Drivers, cyclists and pedestrians who use Federal Boulevard between Colfax Avenue and I-70 can expect a smoother commute and better travel experience as CDOT finished a project to repave approximately three miles of the road and replace 114 curb ramps along this stretch. This highly traveled stretch of Federal Boulevard, located in the City and County of Denver, now has safer driving conditions as well as improved sidewalk accessibility.



I-70 and Sheridan Intersection Improvements

CDOT completed intersection improvements along the westbound I-70 off-ramp at Sheridan Boulevard, north of Lake Rhoda. This project upgraded the signage, replaced the traffic signals and added sidewalks and a pedestrian island. The completed work helps regulate the flow of traffic, making the intersection safer for both motorists and pedestrians.

I-70 Repaving

CDOT completed work to repave both directions of Interstate 70 between Wadsworth Boulevard and Pecos Street through Denver, Lakeside and Wheat Ridge. This project upgraded and prolonged the life of the road surface, offering a higher quality driving experience and improved safety for travelers along this highly traveled stretch of I-70.

Other Projects

CDOT's Denver Metro Region completed numerous other projects in 2022 involving traffic signals, sign structure and curb ramp replacements at various locations. Some highlights include replacing the traffic signals and curb ramps at the intersection of US 36 and Federal Boulevard in Adams County, completing curb ramp replacements at 17 locations off I-25 in Denver County and replacing various overhead signs and sign structures on I-70 between Kipling and Wadsworth and on eastbound US 6 at I-25.

Southeast Region

Baca, Bent, Crowley, Custer, El Paso, Fremont, Huerfano, Kiowa,
Las Animas, Otero, Park, Prowers, Pueblo and Teller Counties

CO 21 Powers Boulevard and Research Parkway Interchange

The at-grade intersection has now been replaced with an innovative Diverging Diamond Interchange with a newly constructed overpass for CO 21 traffic to move continuously through the intersection over Research Parkway. The new Diverging Diamond Interchange increases the flow of traffic by allowing free-flowing turns when entering and exiting CO 21 from Research Parkway by eliminating left turns against oncoming traffic and reducing the number of traffic signals. This \$42 million, seven-month project began in May and was completed in November.



El Paso County Bridge Maintenance

This \$4.5 million project provided needed preventative bridge maintenance at three locations in El Paso County: the I-25 bridge over South Tejon Street and South Nevada Avenue, the CO 16 railroad bridge over US 85 and the US Highway 24 bridge over 31st Street. This project, which started in June and was completed in September, improves and prolongs the life of bridge structures, maintaining the structural integrity of the highway bridges to uphold safety for all motorists.

I-25 Ramp Metering in Colorado Springs

Beginning in June and completed in November, this project widened ramps and installed ramp metering along I-25 and the southbound Woodmen on-ramp, northbound and southbound Academy on-ramps, and northbound North Gate on-ramp. The widening and ramp-metering devices will make the road safer by improving traffic flow, providing more gaps for merging traffic and providing automated monitoring triggered by I-25 average traffic speed. Intelligent Transportation System (ITS) technology was also installed, which includes video cameras, computers, vehicle detection, variable message signs and alternate routing.

US 160 La Veta Pass Resurfacing

This \$8.6 million surface treatment work took place along US Highway 160 east of La Veta Pass from from May to December of 2022. The work included resurfacing of approximately 15 miles of roadway that incorporated asphalt milling and repaving, guardrail replacement and final striping. The project improves and prolongs the life of the highway road surface.

I-25 Exit 11 Interchange Improvements

This project upgraded the infrastructure and made safety, traffic flow and aesthetic improvements at I-25/Exit 11 just south of Trinidad. Specific work included ramp and lane widening and building crossovers, bridge replacement, construction of roundabouts to improve traffic flow, construction of retaining walls, access improvement to the Port of Entry, retrofit of curb ramps for ADA compliance, added guardrail and other safety features to the new bridge for pedestrians and cyclists, and incorporated urban streetscapes and new lighting and signage. This two-season project started in July 2021 and was completed in late 2022, costing approximately \$12.6 million.



US 50 Resurfacing in Pueblo

This project resurfaced US Highway 50. The \$17.7 million project started at the intersection of US 50 and Bonforte Boulevard in Pueblo and continued east on US 50 to Avondale Boulevard. Other improvements included micro-surfacing, bridge work, guardrail replacement, ADA ramps and slope paving. The work significantly improves the safety and functionality of the highway. Work started in June and was completed in late 2022.

US 50 Purcell Interchange

Construction of the new interchange at US Highway 50 and Purcell Boulevard in Pueblo West began in July 2020 and was completed this year. The first phase of the project lengthened the third westbound travel lane of US 50 between Pueblo Boulevard and Purcell Boulevard. Additional improvements included sidewalks, curbs and gutters. The \$33 million project significantly increases safety on this highway that carries a high volume of traffic, reduces commuting times for area residents and allows pedestrians to safely navigate the intersection.

Northwest Region

Delta, Eagle, Garfield, Grand, Gunnison, Jackson, Hinsdale, Lake, Mesa, Moffat, Montrose, Pitkin, Rio Blanco, Routt and Summit Counties

US 40 Sand Spring Gulch to Craig

Motorists now have a smoother and safer drive on US 40 and Colorado Highway 13 in Craig. Resurfacing and other improvements included hot mix asphalt overlay on 12 miles of US 40, as well as completed rumble strip installation and pavement marking. Crews replaced the aging signal at the intersection of US 40 and Green Street, as well as other signal improvements. The last time similar resurfacing improvements took place in the area was 1999, so the improvements were timely and needed.



CO 14 and CO 125 Rural Resurfacing

Residents, commuters and tourists now have a smoother trip through Walden and to the east on Colorado Highways 125 and 14. Crews resurfaced more than 11 miles of roadway. Two locations along CO 14 were also widened for truck turnarounds. Work completed on the project will help improve and prolong the life of the road surface, offering a higher quality driving experience for residents and visitors traveling through Walden.

US 50 Delta Settlement Repair

This well-traveled section of US Highway 50 was known previously as either the “Delta Dips” or the “Roller Coaster” for a reason. For too long, it was badly in need of repairs, but CDOT lacked the resources to fix it. When the Polis Administration’s 10-Year Plan process began, this project quickly rose to the forefront as a priority, and it was shovel-ready when federal stimulus funds became available in 2021. The project received \$15 million in federal stimulus funds. The funding was part of the total \$150 million CDOT received in federal money from the COVID-19 relief package and stimulus funds in an omnibus appropriations package.

CO 91 Critical Culvert Repairs

Colorado Highway 91 is better prepared for heavy rain events thanks to crews repairing two culverts on a section of CO 91. Culverts were located north of Leadville and near the Climax mine. Culvert improvements and replacement are necessary to protect roadways from heavy rainfall and maintain safe driving conditions if there is flooding.

CO 13 Fortification Creek North

Colorado Highway 13 north of Craig is a busy stretch of rural highway, connecting northwest Colorado to Wyoming and I-80. Motorists now have a reconstructed, wider roadway with a smoother driving experience, including safety improvements such as a wildlife underpass and a innovative wildlife detection system. The result is safer travel for motorists and pedestrians as well as area wildlife.

CO 139 Douglas Pass North

A smoother road surface and improved durability provide a smoother and safer drive for motorists on this roadway north of Fruita and Grand Junction. Improved durability for the roadway also means an increased resistance to ruts and road damage. Safety improvements also included new, taller guardrails to help veering vehicles remain on the road more effectively, making the highway safer for the traveling public.

CO 92 Hotchkiss and Crawford

Crews resurfaced Colorado Highway 92 from Hotchkiss to Crawford. The project also reconstructed and resurfaced the downtown section of Bridge Street in Hotchkiss. Additional project work included ADA ramp construction in Hotchkiss, guardrail replacement, sign replacement and striping. The finished project improves the drivability for motorists on the highly traveled route that is identified as part of the Colorado Scenic Byways program, West Elk Loop. The most impactful parts of the project were scheduled to take place when travel impacts were lower on nearby US 50 Little Blue Creek Canyon.

CO 64 Rangely East and US 40 Dinosaur East Surface Treatment

Crews completed several safety improvements on this overlay project, which included overlay on US Highway 40 and Colorado Highway 64 near Dinosaur and Rangely. Crews also completed pavement markings and replaced guardrail up to new standards.

CO 92 Gunnison River Bridge Replacement and Resurfacing

Residents, visitors and commercial freight motorists may not notice the new bridge on Colorado Highway 92 over the Gunnison River, but the improvements with the new structure are significant. The bridge is located east of Delta, with a three-span concrete girder structure with two sets of concrete piers. The structure spans the Gunnison River at the same location as the aging, historic structure did. The total bridge span length is shorter than the previous structure by roughly 17 feet, and it is higher, to accommodate freeboard requirements for flood events. Designed for a 100-year lifespan, the new structure has been constructed with two 12-foot lanes, two 10-foot shoulders and standard bridge railing. The old historic structure was a 383-foot, three-span steel Camelback Pony truss built in 1938. The 82-year-old steel truss bridge had both structural and functional deficiencies, making it eligible for funding through the Statewide Bridge and Tunnel Enterprise (SBTE). CDOT appreciates cooperation by Delta County, the City of Delta and Montrose County, the latter two also adopting portions of the old historic structure. The project included resurfacing of CO 92 west of Austin (MP 4-5). The full project was completed ahead of schedule.

CO 133 Landslide Repair

Crews completed landslide repairs to Colorado Highway 133 north of Paonia. The project will prevent ongoing landslide activity from further damaging the roadway.

CO 9 Frisco to Iron Springs

Improvements to Colorado Highway 9 represent a 20-year effort to modernize a busy route between Frisco and Breckenridge at the center of Colorado's ski country. Motorists can now move through the area more efficiently, while pedestrians and bicyclists have improved access and safety. CO 9 is now positioned to better accommodate the transportation and recreation needs of growing mountain communities and increasing tourism.

US 50 and US 550 Montrose Resurfacing

Residents, visitors and business-related travelers can more easily travel through the bustling community of Montrose on the Western Slope. This overlap project provides a smoother, safer ride through the heart of town. Work took place mostly at night to minimize travel impacts for the community. The project was completed under budget and ahead of schedule. Work took place on US Highway 50 and on US Highway 550.

CO 82 Aspen Airport Business Center to Aspen Resurfacing and Roundabout

Colorado Highway 82 supports some of the heaviest commuter and tourist traffic on the Western Slope. The roadway is sometimes described as an interstate in the mountains, and motorists now experience a smoother, safer ride traveling in and out of Aspen. The Maroon Creek roundabout, located in one of the busiest intersections near Aspen, was reconstructed with concrete pavement. Crews also conducted critical bridge joint repairs to the Castle Creek Bridge and traffic signal camera upgrades on CO 82 from the airport to Cemetery Lane. This project was made possible with financial support from the City of Aspen, the Roaring Fork Transportation Authority, Pitkin County and the Elected Officials Transportation Committee, all essential partners in the reconstruction of the roundabout. This is the first Southwest Region project to have media releases and regular stakeholder updates provided in Spanish.

US 6 and CO 141 Mesa County Resurfacing

Like many parts of Colorado, Mesa County is seeing an increase in residents. As a result, the US Highway 6 corridor is increasingly important for the growing communities of Fruita, Grand Junction, Clifton and Palisade. During 2022, crews resurfaced US 6 from Clifton, through the Town of Palisade and ending just east Palisade. Crews also replaced guardrail and completed ADA ramp construction, sign replacement and striping. Work included resurfacing work on Colorado Highway 141 starting at the intersection of US Highway 50, located north of Whitewater, and continuing toward Clifton. CO 141 is also referred to as 32 Road. Now complete, the project has improved the drivability for motorists on these busy stretches of highway in Mesa County. The eastbound on-ramp of I-70 just east of Palisade was also resurfaced.

I-70B 1st and Grand Avenue Improvements

The 1st and Grand Avenue improvements project on I-70 Business Loop in Grand Junction is one of several improvement projects along an important artery through the heart of Grand Junction. CDOT was fortunate to be able to put \$5.6 million federal COVID-19 relief and stimulus funding toward the improvements. Having new stimulus funding for this project made it possible for CDOT to put other money toward planned improvements in northwest Colorado along US 6 in the Grand Junction area. With this project completed, CDOT is closer to the final stretch of a multi-year effort to carry out improvements identified for the vital I-70 Business corridor. In addition to marking a significant step in I-70B improvements, the project is part of CDOT's 10-year plan to improve critical roadways and infrastructure statewide.



I-70 Glenwood Canyon Critical Asset Repair, Permanent Restoration and River Debris Flow

Drivers and recreation trail users traveling through I-70 Glenwood Canyon can safely travel between Glenwood Springs and Dotsero thanks to more than a year's worth of repairs and innovative rockfall safety improvements. Crews removed debris from the Colorado River, repaired and expanded rockfall fencing and catchment basins, among other improvements.

I-70 Wrong Way Detection System

Motorists accessing I-70 on the Western Slope are better protected from accidentally using exit ramps to access I-70. Systems in place along east and westbound I-70 exit ramps are now updated, providing important safety benefits for motorists. These improvements to the wrong-way detection system help prevent motorists from entering the interstate from the wrong direction. New signage, with lighting, and pavement markings enhance safety to motorists by preventing fatalities caused by driving the wrong direction onto the highways.

I-70 Silverthorne to EJMT Resurfacing

Motorists on I-70 have a much smoother, safer driving experience on the busy Straight Creek section of roadway between Silverthorne and the Eisenhower Johnson Memorial Tunnel. The challenging section of I-70 is at the heart of the I-70 Mountain Corridor. The new roadway surface is a significant improvement to safety and the motorist experience.

I-70 Emergency Structure “Box” Replacement

This project represents a significant improvement to I-70 safety and emergency response in the busy Straight Creek section in Summit County. Near the Eisenhower Tunnel, crews replaced a failing culvert which serves an underpass under I-70. The underpass, or “box,” improves the structural integrity of I-70 in that location and ensures safe access for emergency services to motorists, as well as efficient maintenance and plowing operations. The culvert is arguably the most critical culvert on Colorado’s state highways and now can continue to provide critical access for services that are necessary for keeping I-70 safe and open to the public. The improvement provides safer passage for CDOT plow drivers, the Colorado State Patrol, tow services and other emergency services.



I-70 Parachute to Rulison Resurfacing

Resurfacing has improved safety and the motorist experience on a popular commuter section of I-70 near Glenwood Springs. The improved roadway surface supports the local economy by allowing people to get to and from jobs and expedite the movement of freight and essential goods. The safety improvements also make it possible for the Colorado State Patrol, Garfield County Sheriff’s Office, the Town of Parachute Police Department and other first responders to handle incidents as quickly and safely as possible. The project was completed on time and under budget. Representatives from the Federal Highway Administration, the Colorado State Patrol and the Town of Parachute Police Department gathered on Sept. 28 to celebrate the completion of the project.

Northeast Region

Boulder, Broomfield, Cheyenne, Elbert, Kit Carson, Larimer, Logan, Morgan, Phillips, Sedgwick, Washington, Weld and Yuma Counties

CO 7 Lower Permanent Flood Repairs

Construction on the final flood recovery project, the CO 7 Lower project, began in September 2021. For the first eight months of the project, permanent repairs were completed under a full closure of CO 7 between Lyons and Allenspark. The final six months of the project were completed under alternating, single-lane traffic. These permanent repairs included removing and replacing temporary asphalt placed during emergency repairs, adding shoulders, restoring ecological systems along the corridor, restoring St. Vrain Creek and fixing topsoil and vegetation in areas that were either damaged or disturbed during the initial emergency repair work.

This work was completed with a zero-waste goal, which means no earthwork was landfilled outside the CO 7 canyon. As a result, the design and construction teams reduced the greenhouse gas emissions of the operation by 1,300 metric tons. All work was completed on time and under budget.



CO 119 Adaptive Implementation

Adaptive software and implementation of the adaptive timing system was installed at eight intersections, seven intersections on the CO 119 corridor and one adjacent intersection at CO 52 and 79th. This effort commenced in late February and was in operation to the end of June 2022. This effort has the following milestones: The budget for this work is \$221,049 and the project has stayed within budget.

CO 14 Pawnee Pass to Sterling

Construction started in April with full-depth reclamation and deck and rail improvements to a bridge. The project is now substantially complete and is waiting for materials for the road closure gate. This \$11.5 million project used 229,000 square yards of reclamation and placed 75,800 tons of hot-mix asphalt.

CO 14 Cameron Peak Fire Culvert Upgrades

Construction on this \$1 million project happened this summer in the Cameron Peak fire burn area to upgrade and upsize two culverts to help accommodate increased flows and debris.

CO 1 Wellington South Reclamation and Resurfacing

Construction on nine miles of CO 1 with full-depth reclamation was completed to allow access to the new school in the area.

CO 14 Safety Improvements

This project was designed as a safety improvement project to reduce roadway departure crashes by allowing drivers additional paved roadway to recover and maintain control of their vehicle in the event the driver departs the lane. The shoulder widening also allows drivers to pull their vehicle further off the road in emergency situations.

The improvements for this project in part came from analyzing the crash data which showed safety improvements for lane departure crashes were needed in this corridor. Recommendations were developed and prioritized based on this data.

The completed project stayed within contract time, remained within 3% of the budget and installed the following:

- Six miles of additional Hot Mix Asphalt (HMA) shoulder along safety critical segments of mountain highway
- Four miles of edge line rumble strip to reduce run off the road crashes
- Two new Manual for Assessing Safety Hardware (MASH) compliant end treatments
- 202 new signs

I-76 Sterling East

Construction started in April and finished Dec. 2022. This \$14.5 million project rehabilitated nearly five miles of concrete pavement. A total of 248,000 square feet of concrete pavement was removed and replaced. Two bridges 2.9 miles of existing HMA pavement, eastbound and westbound east of Sterling, have been milled and will receive a six-inch HMA overlay. Work is approximately 50% complete. Two bridges received deck repair, expansion joint replacement, waterproofing membrane and HMA overlay.

Southwest Region

Alamosa, Archuleta, Chaffee, Conejos, Costilla, Dolores, La Plata, Mineral, Montezuma, Montrose, Ouray, Rio Grande, Saguache, San Juan and San Miguel Counties

US 160 and CO 370 Resurfacing and ADA Ramps

This \$1.44 million project resurfaced 16 miles of US 160 east of Monte Vista and four miles of CO 370 south of Monte Vista in Rio Grande and Alamosa counties. The work, taking place over several months in 2022, also included shoulder improvements, erosion control, guardrail replacement, concrete curbing, signing and final striping on both highways. Pedestrian features were installed in Monte Vista and Alamosa, including the construction of new concrete curbs, ADA compliant ramps and the installation of reflective flashing beacons at the Lyell Street pedestrian crossing in Monte Vista. The resurfacing creates a smoother roadway surface with high visibility markings and stabilized shoulders. The pedestrian improvements will enhance safety for those walking or biking.

CO 149 Resurfacing Creede to North of Lake City

This \$29 million, joint project between Regions 3 and 5, stretched over three counties in southwest Colorado. The project improved 33 miles of CO 149, through Creede and north to the Mineral - Hinsdale county line, and through Lake City north into Gunnison County. The project included pavement recycling and an asphalt overlay, new guardrail installation and bridge maintenance. The resurfacing of a roadway, rather than completely rebuilding the road, is a cost effective method of prolonging the life of the road surface. The removal of cracks, ruts and potholes provide a smoother, safer roadway for motorists. The project started in early 2022 and was completed by fall.

US 160 Wildlife Crossings near Chimney Rock National Park

This \$12 million, two-season project built a wildlife underpass, wildlife overpass, deer fencing, jump-outs and deer guards along a two-mile stretch of US 160 between Durango and Pagosa Springs in La Plata County. The project also included the extension of the westbound passing lane and added a left-turn acceleration lane with new resurfacing along the work zone corridor. The new wildlife mitigation features are expected to reduce wildlife-vehicle collisions by at least 85% and will greatly enhance the safety of this highway corridor for both motorists and wild animals.



US 24 Wildlife Fencing East of Johnson Village

This one season project started in the spring and was completed before winter of 2022. The project, in Chaffee County, installed three miles of new 8-foot high fencing on both sides of the highway, installed deer guards at approach roads, and constructed earthen game ramps. The high deer fencing ties into existing drainage structures that were large enough to offer crossing locations for large game, an important aspect of this project site, purpose and design, allowing installation to be cost effective. The project was funded in part by a \$267,000 Restoration and Stewardship of Outdoor Resources and Environment (RESTORE) Colorado grant. The total project cost is estimated at \$2.26 million.

US 50 Monarch Truck Ramp and Culvert Repair

Sinkholes were discovered on a runaway truck ramp located on the east side of US 50 Monarch Pass in June 2022. This \$1.6 million emergency repair project replaced a failing 84-inch culvert with a reinforced concrete pipe and headwall. In addition to the ramp infrastructure improvements, guardrails and overhead signage have been upgraded. This mountain corridor, in Chaffee County, is heavily used by freight drivers. Repair of the ramp was a high priority to keep the truckers safe when they could possibly experience brake failure.

US 285 Resurfacing Monte Vista to Saguache

Beginning in the summer of 2022 and completed by the end of the fall the same year, this \$3.2 million included two methods of resurfacing treatments on US 285 between Monte Vista and Saguache, in Rio Grande and Saguache counties. Chip sealing was done along 26 miles of roadway, while a micro-surfacing treatment was done along nine miles. Chip sealing and micro-surfacing treatments provide durability of a state asset, while enhancing safety for motorists by ensuring a smoother road surface and providing skid resistance.

US 550 Durango Medians, Signals and Pedestrian Crossing

This \$5.8 million project constructed new concrete center medians on US 550 Camino del Rio between 8th and 14th Streets in Durango. The project included signal replacements at the intersections of 9th and 12th Streets with updated ADA compliant curb ramps installation. A new mid-block pedestrian crossing was also constructed between 29th and 30th Streets on US 550 North Main Avenue. The project improves traffic flow, efficiency and safety for both pedestrians and vehicles at business access points, as well as street intersections.

CO 172 and CR 318 Intersection Improvements

This \$1.56 million project south of Ignacio included road widening of CO 172 and a new left turn lane onto La Plata CR 318. A new median was constructed with the installation of new lighting and final striping. The addition of dedicated turn lanes allows vehicles to slow down and turn without affecting the flow of through traffic, greatly reducing the risk of rear-end crashes. The project, in La Plata County, started in fall 2021 and was completed in summer 2022.

03



Denver Metropolitan Region

I-70 Over 32nd Avenue

In March of 2022, a bridge replacement project on I-70 over 32nd Avenue in Wheat Ridge broke ground. This is an important, state-funded infrastructure upgrade project which is part of CDOT's 10-year plan commitment to replace aged bridges throughout the region and state. This bridge replacement project will improve safety to support increased traffic on the I-70 corridor. Built in 1968 when this portion of I-70 was being constructed, these bridges have undergone frequent maintenance and repair work and have exceeded their 50-year lifespan, resulting in this replacement project. The new bridges will have a 75-year lifespan that will lead to fewer maintenance visits and associated lane closures to conduct repairs. The new structures will also have wider shoulders for increased safety. Finally, the bridge guardrail will be upgraded to meet current safety standards. Work is expected to be complete in November 2023.

I-70 Over Harlan Street

In September of 2022, CDOT, Governor Jared Polis, local officials and members of the project team celebrated the groundbreaking of a bridge replacement and intersection improvement project on I-70 over Harlan Street, about seven miles east of the I-70 bridge project over 32nd Avenue. Benefits of this project include a safer bridge with modernized infrastructure, upgraded guardrail, wider shoulders, an improved intersection at Harlan Street and West 48th Avenue to prevent crashes, better traffic flow and new sidewalks along Harlan Street under the I-70 bridge for safer accessibility. The project will also replace the wooden noise walls connected to the I-70 bridges over Harlan Street with more effective concrete noise wall panels; the same panels now installed along I-70 between Tennyson Street and Lowell Boulevard. The project is expected to last through August 2024.

I-70 Genesee Wildlife Crossing Underpass

CDOT started work on the I-70 Genesee wildlife crossing project in early November 2022, which is one of several I-70 Floyd Hill early projects advanced to improve traffic flow and safety ahead of construction of the \$700 million main project. The I-70 Genesee wildlife crossing project will build a wildlife underpass going under I-70 between the exits for Lookout Mountain and Genesee. Additionally, crews will place wildlife fencing along both east and westbound I-70 that extends from the Genesee Exit to the Lookout Mountain Exit.

This project will improve safety along this stretch of the highway, which has the highest number of wildlife-vehicle collisions on the I-70 Mountain Corridor east of EJMT. The wildlife underpass and fencing will help prevent these types of crashes in the area. Construction is expected to last through spring 2024.



I-70 Repaving Between Chief Hosa and Floyd Hill

The I-70 Floyd Hill to Chief Hosa repaving project improved the driving conditions and safety along this 6.4-mile stretch of the I-70 Mountain Corridor through asphalt repaving, guardrail replacement, culvert cleaning, and updated signage and striping.

Eisenhower Johnson Memorial Tunnels Infrastructure Maintenance

In 2022, CDOT kicked off the first of a list of infrastructure maintenance projects to bring the Eisenhower Johnson Memorial Tunnels (EJMT) to modern standards. EJMT, about 60 miles west of Denver on I-70, is one of the highest vehicular tunnels in the world – at an elevation of 11,013 feet at the East Portal and 11,158 feet at the West Portal. Opened in 1973 (Eisenhower Bore) and 1979 (Johnson Bore), EJMT is faced with outdated and aging infrastructure that is now being addressed thanks to dedicated funding through Senate Bill 260 and the state’s new Bridge and Tunnel Enterprise. These projects will reduce the vulnerabilities EJMT currently faces and increase the resiliency and operating condition of one of the state of Colorado’s greatest assets. The improvements will enhance safety for the traveling public, upgrade connectivity to the rest of the freight network in the United States and boost economic vitality along the only contiguous east/west interstate in Colorado.

CDOT completed a project to replace and repair grout beds that support the interior wall panels in the north tunnel (Eisenhower). Other projects to come include: repairing the plenum liner (a structural liner within the tunnel walls) in both tunnel bores to mitigate water intrusion within the tunnel plenum liner during freeze/thaw cycles; new fire department hose connections through each tunnel, allowing better access for first responders; new domestic water supply line to connect the west portal to the east portal; replacing the heat tape, which is the insulated electrical line that is warm and is used inside pipes to keep the water in them from freezing; water treatment plant upgrades to bring the facility up to modern technology standards; and a list of repairs in the approach/entryways to the tunnels, known as the “service area.”

CO 72 Repaving between I-70 and Indiana Street

CDOT began a repaving project along Colorado Highway 72, between the intersection of I-70 to Indiana Street. This portion of CO 72 is Ward Road north to 64th Avenue and 64th Avenue west to Indiana Street. Work also includes raised median additions, signal replacement, signal head upgrades, curb ramp upgrades, guardrail improvements, signing and striping. The project is expected to be complete in spring 2023.

I-76 York to Dahlia Roadway Reconstruction

The project will replace the aging I-76 bridges over York Street and reconstruct much of the driving surface on I-76 from York to Dahlia streets in Adams County. Built in 1967, the I-76 bridges are deteriorating, requiring multiple repairs. They need to be permanently replaced for the long-term safety of the traveling public. Other roadway improvements, such as new pavement, will greatly improve the driving surface. Construction began in May 2022 and is expected to be complete in Fall 2024.

I-76 over Clear Creek Scour Mitigation

Work includes removing scour from the piers of twin bridge structures on I-76 over Clear Creek and deflecting river water to the center of the channel under the bridges. Erosion of the soil around a bridge foundation is frequently referred to as bridge scour which can over time lead to bridge failure. To manage the risk of bridge failure, counter measures are used to mitigate scour effects. Construction started in November 2022 and is scheduled for completion in Spring 2023.

Regionwide Curb Ramp and Traffic Signal Improvements

There are various projects under construction to replace traffic signals and curb ramps to provide better accessibility to multimodal travelers. Improvements include curb ramp replacements in Adams County at the following locations: I-25 from 84th to 144th; US 36 at Church Ranch Road and Pecos Street and CO 128 interchange; 120th/CO 128 from I-25 to Old Wadsworth Boulevard and CO 121 from 92nd to Wadsworth Parkway. The project started in May 2022 and is scheduled for completion in March 2023.

US 85 Corridor Improvements from Highlands Ranch Parkway to C-470

Douglas County and CDOT are partnering on a multimodal transportation project to increase mobility along 2.5 miles of US 85 from Highlands Ranch Parkway to C-470. Construction started in early October 2022. The project will widen US 85 from four to six lanes, replace and widen the existing bridge that carries US 85 over C-470. Major US 85 intersection improvements will occur at Highlands Ranch Parkway, Town Center Drive, Blakeland Drive, the C-470 Interchange ramps and County Line Road. This is a Douglas County local agency project.

I-25 Dry Creek Ramp Improvements

This project is improving the southbound I-25 on-ramp from East Dry Creek Road in Centennial. The project will improve safety and ease traffic flow with better functionality of the intersection. Work includes widening the road, replacing traffic signals, installing ramp metering, extending medians and turn lanes and upgrading pedestrian ramps to ADA standards. Work is scheduled for completion at the end of 2022.

I-25 Concrete Pavement Rehabilitation

CDOT is replacing the concrete pavement on I-25 from Wolfensberger Road in Castle Rock to Lincoln Avenue in Lone Tree. The project also includes building wildlife fencing to decrease wildlife related crashes on the interstate. Much of the project is completed as of fall 2022 with full completion in 2023.

Denver Metro Bridge Safety Improvements

The project is improving and reinforcing bridge decks at CO 88 over Bear Creek, I-70 over Tennyson and US 6 over CO 121. Construction started in September 2022 and is scheduled for completion in the winter of 2023.

Southeast Region

CO 115 Improvements

CDOT is constructing a major improvement project on Colorado Highway 115. The project improves roadway and bridge safety on CO 115 by adding passing lanes, right turn lanes, reconstructing Rock Creek Bridge and performing major rehabilitation or reconstruction of cracked and distressed pavement. The project began in July 2022 and will be completed in winter 2023.

Military Access, Mobility and Safety Improvement Project

Military Access, Mobility and Safety Improvement Project (MAMSIP) will deliver more efficient and safer mobility along I-25, Colorado Highway 94, South Academy Boulevard and Charter Oak Ranch Road, enabling economic stability and development. The delivery of MAMSIP will strengthen and enhance the redundancy of strategic movement between the nationally significant El Paso County military installations of Fort Carson, Peterson Space Force Base, Cheyenne Mountain Space Force Station and Schriever Space Force Base.

Bridge Bundle

Seventeen rural bridges across key highway corridors, including CO 9, US 24 and US 350, in the Southeast Region will be replaced. The 17 on essential highway corridors in southeastern and central Colorado. The key corridors provide rural mobility, intra- and interstate commerce, movement of agricultural products and supplies and access to tourist destinations. The \$43 million project started summer 2022 and project completion is slated for winter 2024.

CO 96 Resurfacing East of Westcliffe

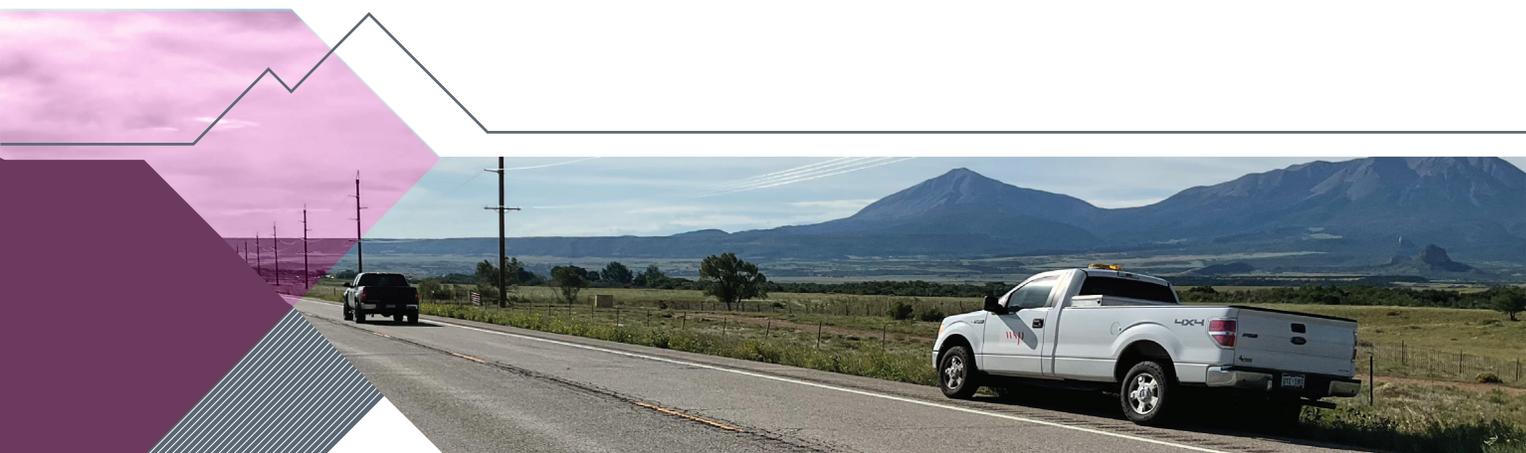
This eight-month resurfacing project began at Mile Point 0 and continued to Mile Point 26. Work included pavement milling and paving, full-depth roadway repairs, shoulder improvements, erosion control, guardrail replacement, seeding, delineators, signing and high visibility striping. The \$11.3 million project enhances safety for travelers on this two-lane highway. Motorists will find a smoother roadway surface with high visibility markings, stabilized shoulders and paved turnouts. A smooth highway surface is not only safer, but also enhances the driving experience for motorists.

US 287 Passing Lanes

CDOT began work to add four passing lanes on US 287 between Kit Carson and Lamar in early February of this year and is expected to be completed in February 2023. Two northbound passing lanes will be added north of Lamar and north of Love's Travel Stop in Eads. Two southbound passing lanes will be added between near the Cobblestone Inn and Suites in Eads and south of Kit Carson. This project will significantly improve safety on the corridor by providing much needed passing lanes on this heavily traveled freight corridor. The project will include embankment work, removal of existing concrete and asphalt pavements, aggregate base course, concrete paving, traffic control, fencing, signing, striping and native seeding. This work will greatly improve safety for motorists on a two-lane stretch of US 287 between Kit Carson and Lamar by providing space and opportunities for vehicles to safely pass slower-moving traffic.

US 287 and US 50 Resurfacing Downtown Lamar Phase 3

In early March of 2021, CDOT began work to improve a portion of US 287 through Lamar. The project will include 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 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 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.



Northwest Region

I-70 West Vail Pass Auxilliary Lane Safety and Operations Improvements

Crews have made significant progress on the I-70 West Vail Pass Auxiliary Lanes project, which started in 2021. The project is part of CDOT's statewide 10-year plan and focuses on significant safety improvements for the Interstate 70 mountain corridor. As 2022 wraps up, the completed work to date includes the reconstructed truck ramp, two miles of relocated recreation path, foundation work for a new westbound bridge, earthwork along westbound I-70 and initial work on a highway closure system gate. This involves a westbound highway closure system at the I-70 Mile Point 190 interchange and future variable speed limit and message signs. Going into winter 2022-23, workers have made further progress on the future westbound bridge in December with minimal lane closures. The bridge is a project focus when construction resumes in the spring.



I-70 Frisco to Silverthorne Eastbound Auxilliary Lane

CDOT, local agency representatives and contractor teams gathered on May 16, 2022, to celebrate the beginning of this project. The project will significantly improve safety on the very busy section of Interstate 70 in the heart of Summit County. By completion in 2023, crews will have completed a new auxiliary lane from just west of Frisco to just east of Silverthorne. The high crash rate for this section of I-70 causes delays for emergency response and partial interstate closures. The project complements several other safety improvement projects this summer, located from Frisco extending east to the Eisenhower Johnson Memorial Tunnels.

I-70 Eagle County Median Railing

Motorists on this busy stretch of Interstate 70 will benefit from newly installed cable rail and guardrail in early April. As of December 2022, crews have placed 9,000 linear feet of median cable or guardrail. The cable rail and guardrail upgrades along the corridor will significantly improve motorist safety on I-70.

I-70 Wildlife Fencing

This project fixes significant and well-known problems with wildlife fencing placement in the Vail area. During 2022, crews placed and repaired three miles of wildlife fence in Dowd Canyon and work to continue next year after a winter shutdown.

I-70 Garfield County Cable Rail and Guardrail Installation

Work is taking place on I-70 starting at Silt at Exit 97 and moving east. The project will begin with cable barrier installation between Mile Point 97 and Mile Point 99. Crews will then install guardrail from Mile Point 102 to Mile Point 108, near New Castle. Work began the week of April 4 and is anticipated to be complete in November 2022. Motorists should plan for five minutes additional travel time when driving through the project. The cable rail and guardrail upgrades along the corridor will significantly improve motorist safety on I-70.

I-70 Salt Wash Bridges Scour

While the work on this project is not visible from Interstate 70, it will contribute significantly to the safety of Interstate 70 near Fruita. Crews have begun a scour mitigation project on four I-70 bridges near Fruita. The bridges are at drainages known as Big Salt Wash and Little Salt Wash. Most project work will take place underneath the interstate and there will be minimal impacts to traffic on I-70.

CO 13 Rio Blanco Hill

Located 11 miles northwest of Rifle, work on this project kicked off with gusto in 2022 with preparations underway to widen three and a half miles of Colorado Highway 13. New, wider lanes will be created for safe passing, pullouts added and wildlife crossings and a new chain up area will be built.

In 2023, the project will begin the second of two phases. In 2022, crews worked on culverts, drainage, embankment and widening of slopes, and the start of the wildlife underpass. After a planned winter shutdown during winter 2022-2023, work will resume in spring 2023. Once complete, the project will improve safety on CO 13. Safety improvements will include widening of the road, as well as embankment and drainage work. These improvements are designed to give motorists wider roads to travel on during inclement weather, to allow for higher traffic volumes and to prevent road erosion. The resurfacing and widening will create smoother pavement and improved driving conditions, and adding chain up areas will significantly improve safety for travelers when weather conditions suddenly change.

US 6 Clifton Intersection Improvements

This project is located on a short but critical section of US 6 in the unincorporated community of Clifton. Work will take place on US 6 from just west of the I-70B intersection to just east of 5th Street and Clifton Elementary School. The project will improve safety by realigning and updating traffic patterns on US 6, adding two roundabouts and center medians and an additional eastbound travel lane. Pedestrian and bicycle connections through the corridor will be dramatically improved along this section of busy roadway, which previously did not have sidewalks. These improvements are especially important due to an elementary school only a few blocks away. Once complete, the project will also improve drivability for motorists. Also nearby are a post office and several local businesses. The project is part of CDOT's 10-year plan improvements for the US 6 corridor in Mesa County. The project is anticipated to be complete in 2024.

I-70 Vail Pass Rest Area Replacement Project

Crews are building a new rest area building, new freshwater treatment system, parking and improved user circulation with separate passenger vehicle and commercial truck parking. There will also be improved snow and snow removal equipment storage for improved maintenance operations, as well as safety improvements for recreational users who cross through the facility. This project is anticipated to be complete in October 2023.

US 6 Fruita to Palisade Corridor Improvements

US Highway 6 North Avenue is a critical, four-lane artery in Grand Junction that serves as a connector for local businesses to many residents. Motorists, pedestrians and bicyclists have a safer traveling experience along the roadway due to a new surface and medians. The project has improved the drivability for motorists on this busy thoroughfare in Mesa County. The majority of the project was completed in 2022 and will be fully complete in 2023.

US 50 Little Blue Creek Canyon

US Highway 50 through Blue Creek Canyon is a steep, curvy and very narrow section of roadway between Montrose and Gunnison. During 2022, crews continued blasting heavy rock walls next to the roadway in order to widen the roadway enough to provide enough room for vehicles and non-paved shoulders to better accommodate vehicles towing recreational vehicles, trailers and boats, as well as reducing incidents and potential highway closures. 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. Work continues in 2023.

CO 133 Bowie Chip Seal

Asphalt patching, chip sealing, and repainting more than 12 miles of road near Paonia Somerset.



Northeast Region

US 85 and Weld County Road 44

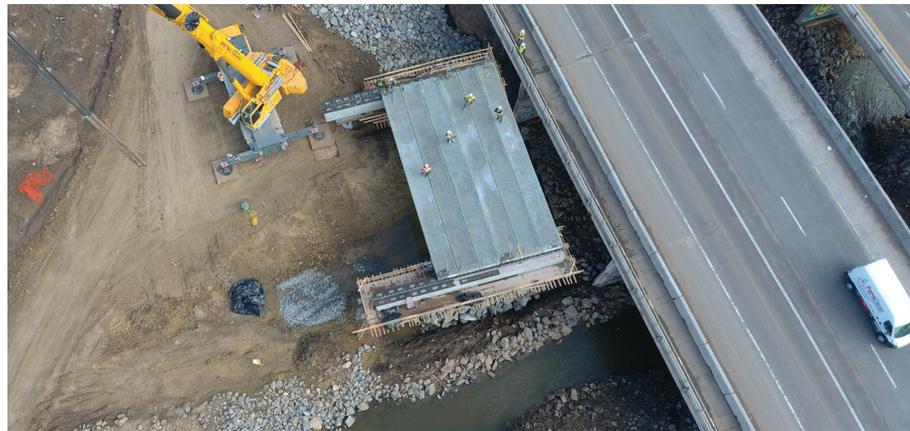
This project broke ground this year and construction is well underway. This is the final project on the US 85 right of way and Union Pacific Railroad closures. The structures for the project are mostly being built out of the main roadway, which is having little to no impact on traffic for this year.

Eastern Plains Timber Bridge Replacement

Construction began on Oct. 25 for this \$4.25 million project to replace three timber structures with concrete box culverts on the eastern plains.

North I-25 from Berthoud to Fort Collins

This on-going work on Interstate 25 from Berthoud to Fort Collins hit many major milestones in 2022 as the main construction is expected to be complete in 2023. Both major segments, including the Johnstown to Fort Collins piece and the Berthoud to Johnstown sections, are on schedule and on budget. The project will add an Express Lane on the entire stretch as well as provide access for trails, a wildlife crossing and the first mobility hub in the middle of I-25 at Centerra in Loveland as well as the second hub near Berthoud.



Project highlights:

- Expended \$107,834,435
- Did 181,000 cubic yards of earthwork
- Laid 179,447 square yards of concrete pavement – that’s 7,576 tandem loads
- This included 60 million pounds of recycled concrete pavement – or 30% of the total amount of concrete on the project
- Used 1.2 million pounds of reinforcing steel placed in structures
- Placed 23,000 linear feet of reinforced concrete pipe culverts
- Completed seven bridges from Johnstown to Fort Collins
- Completed CO 60 reconfiguration into a Diverging Diamond Interchange
- Completed CO 56 interchange work
- Opened Berthoud mobility hub parking lot for carpool purposes

Southwest Region

US 160 Fiber Optic Wolf Creek Pass to Pagosa Springs

This \$10 million project will install approximately 20 miles of fiber optic cable from Wolf Creek tunnel to Pagosa Springs. Additional dynamic safety signage will also be installed on Wolf Creek Pass. These new and upgraded dynamic signs will provide additional safety and warning messages to Wolf Creek Pass travelers, particularly commercial truck drivers, regarding road and weather conditions, lowered speeds and alerts of the westside hairpin turns. The project began in the spring of 2022 and will be completed by the summer of 2023.

US 160 Resurfacing Four Corners to Aztec Creek

This two-season project, estimated at \$22 million, broke ground in Spring 2022 and will be completed in Spring 2023. Work includes the resurfacing of an eight-mile stretch of US 160 from the Four Corners to Aztec Creek. CDOT collaborated with the New Mexico Department of Transportation so that one mile of the New Mexico portion of US 160 can be resurfaced during this project as well. Bridge maintenance, culvert repairs, new guardrails, new signs and final striping will also be included in this project. The resurfacing will add approximately 10 years of life to the highway, provide a smoother road surface and add durability by increasing the resistance to ruts and road damage.

US 160 McCabe Creek Culverts in Pagosa Springs

This \$5 million project in the town of Pagosa Springs will replace aged metal culverts with new precast concrete box culverts. Riprap-lined drainage improvements will establish a new downstream channel. New guardrail and bridge rail will be installed with new sidewalks and fencing along the corridor. Concrete culverts provide superior durability, greater resistance to corrosion and damage due to debris, greater hydraulic efficiency and a longer service life. The project broke ground in the summer of 2021, and it will be completed in the summer of 2023.

US 550 Resurfacing Ouray to Colona

A 22-mile stretch of US 160 from Ouray to Colona is being resurfaced using the stone mastic asphalt (SMA) method. SMA stone mix adds approximately 10 years of life to the highway, providing a smoother road surface and adding durability by increasing the resistance of ruts and road damage. Starting in the spring of 2022, the project will include shoulder widening at three locations, bridge maintenance on three structures, installation of new guardrail and concrete panel replacement at each end of Bear Creek Tunnel located south of Ouray. The \$13.3 million project will be completed in spring of 2023.

US 550 and US 160 Connection South Near Durango

The largest project in southwest Colorado's history began in summer 2020 and will be completed by the end of 2023. The \$98.6 million project will build two bridges, a new four-lane highway from CR 220 to CR 302 and a newly realigned four-lane highway from CR 220 to the existing US 160 interchange. A new roundabout will be constructed south of the current interchange. The project also includes wildlife mitigation features – two big game wildlife underpasses with fencing, jump-outs, deer guards and several small mammal crossings.

By realigning US 550 to connect with the US 160 interchange in Grandview, the project will greatly enhance safety for passenger and commercial vehicles and cyclists. The new connection will eliminate the steep, curved grade of the current US 550. This realignment will greatly improve safety by creating a full-service, continuous-flow interchange that eliminates signalization and at-grade intersections, including that at the base of Farmington Hill, where crashes can occur. Safety will also be improved through the widening of US 550 to four lanes, with widened shoulders and auxiliary lanes for safer merges onto and off of the highway. Finally, the project will increase safety through wildlife underpass crossings and deer fencing, which will reduce animal-vehicle collisions.



04



Denver Metropolitan Region

Alameda Bridge Replacement Over South Platte River

This project will replace the West Alameda Avenue bridge over the South Platte River and make many other improvements, including restoring safe pedestrian and bicycle access on both sides of this heavily used corridor. The project is located on West Alameda Avenue, from west of South Lipan Street to Santa Fe Drive in Denver. This is part of a larger project to improve the I-25 Santa Fe Interchange. Construction is expected to begin in early 2023.

I-70 Ward Road Bridge Replacement

CDOT will begin another important bridge replacement project in early 2023 at Interstate 70 over Ward Road in Wheat Ridge. Like the I-70 bridges at 32nd Avenue and Harlan Street, the bridges at Ward Road were also built in 1968 when I-70 was first constructed. Replacing these aging bridges will improve safety and mobility and will help relieve congestion on secondary service roads used as detours during emergency bridge deck repairs.

US 40 Floyd Hill Roundabouts

The US 40 and Floyd Hill Roundabouts project plans to construct new roundabout intersections at US 40 and County Road 65 (westbound I-70 Exit 248) and US 40 and Homestead Road (eastbound I-70 Exit 247). Benefits of this project include improved intersection operations and safety, westbound US 40 bypass lane to reduce conflict points and ease intersection congestion, improved bicycle safety at intersections through bicycle specific signing, lower vehicle speeds and the ability for cyclists to use the full lane. Minor construction started in December 2022, with major work picking up in early 2023. The project is expected to last through fall 2023.



Empire Wildlife Crossing

The US 40 Empire Wildlife Crossing project will construct a wildlife overpass on US 40 near the I-70 and US 40 Empire Interchange. The wildlife overpass will allow safe connectivity for the largest herd of bighorn sheep in Colorado as well as reducing wildlife-vehicle collisions. Wildlife fencing will be placed along both sides of US 40 and extend to the town of Empire and south on County Road 257. This project also plans to apply rockfall mitigation designs and fencing adjacent to the wildlife crossing structure. Construction is expected to begin in summer 2023 and last through fall 2024.

US 6 and Wadsworth Early Action

This project is an early action breakout of the full US 6 and Wadsworth interchange reconstruction and improvements project. This early action project is expected to begin later in 2023, focusing on improvements in the southwest quadrant including noise walls, frontage road, drainage, auxiliary lane, partial right-of-way acquisitions and sidewalks along the west side of Wadsworth.

Variable Speed Limit Signs on Eastbound Interstate 70

In 2022, CDOT completed a project to upgrade the variable speed limit (VSL) sign infrastructure along eastbound Interstate 70 between Empire Junction and Idaho Springs, just west of the Veterans Memorial Tunnels. Work included the replacement of 13 aging VSL signs and installation of 13 new VSL signs along the 10-mile stretch. These VSLs were tested throughout the fall of 2022 and will be deployed in spring of 2023, which means the speed limit will change along this stretch of eastbound I-70 as needed based on traffic speed and volume, weather conditions, road conditions and traffic incidents. The project also added six new vehicle speed/volume detectors and four new weather detectors to gather real-time and consistent traffic and weather data to recommend speed limits for the VSLs.

CO 74 and US 285 Variable Signage Improvements

This project will install one overhead variable message sign (VMS) on northbound US 285 at Foxtan Road, two signpost VMS signs on CO 74 (one on eastbound CO 74 at Brookline Road and one on westbound CO 74 at Palo Verde Road/Evergreen Parkway Access Road) and will replace 13 existing VSL signs on I-70 between Vail Pass and Denver West.

Eastbound I-70 Active Traffic Management

This project will add VSL signs and truck downhill warning signage on eastbound I-70 entering the Denver Metro Area. This project plans to install 38 VSLs (16 single-posted signs and 22 double-posted signs) along eastbound I-70 between the exits for Genesee and Wadsworth Boulevard.

I-25 Interchange Improvements in Douglas County

CDOT is working with local partners on planning multi-modal transportation improvements for I-25 at Lincoln Avenue in Lone Tree, Happy Canyon in Castle Pines and Crystal Valley in Castle Rock.

CO 83 Safety Improvements in Douglas County

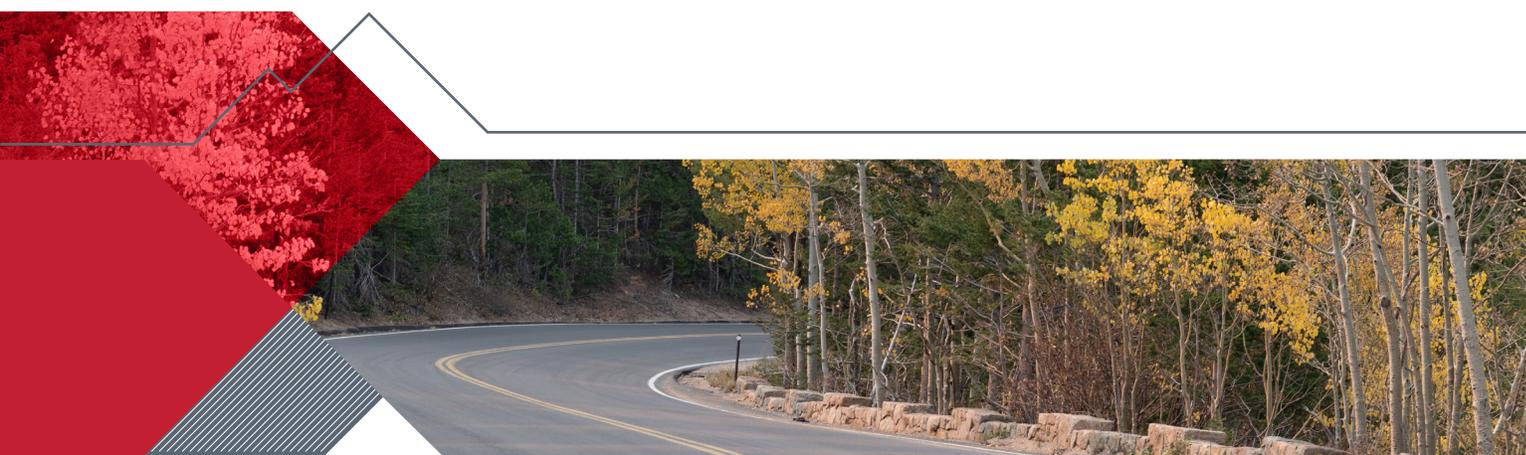
Planning is underway to improve corridor wide safety from east of Palmer Divide Avenue to Bayou Gulch Road. Projects would include better signage, such as advanced warning signs at all major intersections.

I-70 Over Washington Bridge Repairs

This is a bridge repair project on the bridges at I-70 over Washington Street. The work will include expansion joint replacement and repair and replacement of the approach slab and median bridge barrier.

Regionwide Repaving Projects in 2023

The Denver Metro Region of CDOT has several repaving projects planned to improve the safety and driving conditions along various highways. Most projects will also include other improvements such as shoulder widening, curb ramp replacements or guardrail upgrades. Projects expected to begin in 2023 include repaving CO 93 from US 6/CO 58 to 58th Avenue, CO 2 from Martin Luther King Jr. Boulevard to 52nd, US 85 from I-76 to 124th Avenue and CO 83 (Parker Road) from Stroh Road to Hilltop Road.



Southeast Region

US 24 and CO 21B Colorado Springs Signal Replacement

Improving traffic operations and safety at three intersections in the Southeast Region, this project will replace existing signals, update ADA curb ramps, make minor sidewalk updates, improve curbs and gutters and widen the existing right turn acceleration lane at Powers/Constitution.

US 50 and CO 71 Intersection Improvements

This project will include the installation of a new traffic signal, minor roadway widening to align CO 71 with County Road 18, minor curb and gutter work, minor intersection safety improvements and a connection to the BNSF railroad crossing on County Road 18 for preemption signal timing. This project will improve the safety and operation of the intersection.

Region 2 Crosslight Replacement

Improving safety and performance of end terminals to meet MASH compliance requirements, this project will replace the crosslight guardrail end terminals in a variety of locations in the Southeast Region.

Baptist and Terrazzo Roundabout

This project will reconstruct the intersection of Baptist Road and Terrazzo Drive in Monument into a roundabout. This reconstruction will improve operations and safety of the intersection.

US 50 and CO 231 Intersections Improvements

This project will significantly improve safety and operations of both the US 50B and CO 231 and the US 50C and CO 231 intersections. CDOT will improve the US 50B and CO 231 intersection by installing an intersection conflict warning system for the northbound direction, and widen the eastbound right turn deceleration lane. In addition, raised island pork chops will be constructed, which are triangular raised islands placed between a right-turn slip lane and through-travel lanes that channel traffic and provide a refuge for pedestrians crossing a roadway.

US 285 Bailey Safety Improvements

Improving safety, CDOT will install median and shoulder concrete and/or guardrail barriers in the Town of Bailey.

Region 2 Sign Replacement Project

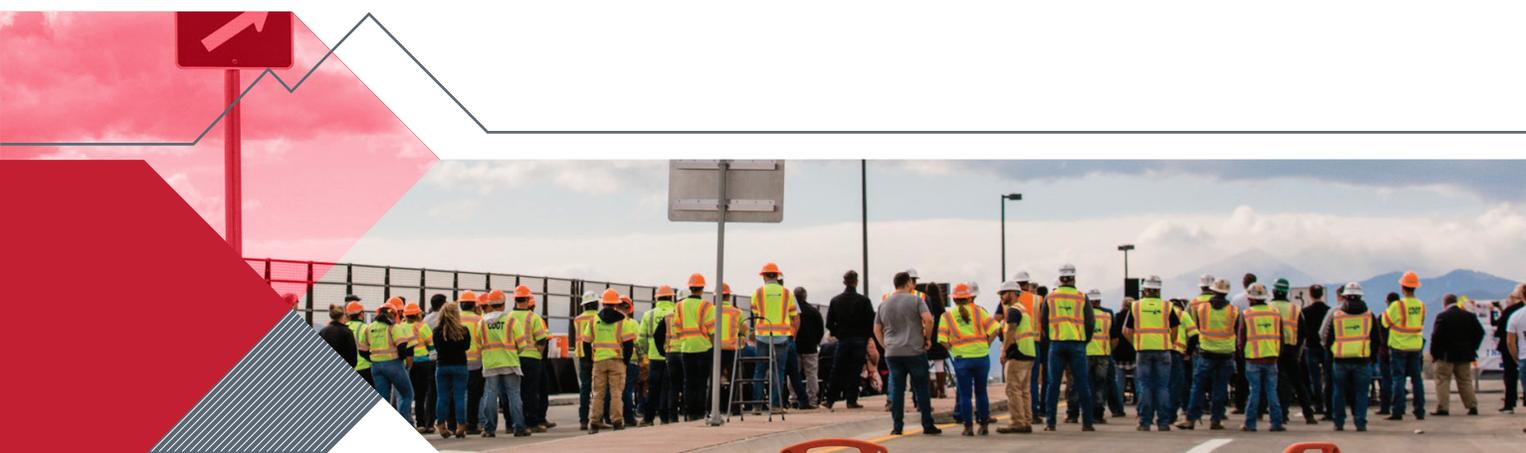
This project will replace and install new signs throughout the region. Doing so will improve safety and operations of the highways in the area.

Region 2 Pavement Marking Project

This project will replace existing highway pavement markings throughout the region. Doing so will improve safety and operations of the highways in the area.

Stencil Pavement Marking Project

This project will replace existing stencil pavement markings like crosswalks, stop bars and word symbols throughout the region. Doing so will improve safety and visibility of the highways in the area.



Northwest Region

CO 9 North of Silverthorne Resurfacing

Motorists will enjoy a smoother, safer drive on Colorado Highway 9 near Green Mountain Reservoir and Kremmling. CO 9 connects I-70 at Silverthorne to US Highway 40 and serves as an important commercial freight route during I-70 Glenwood Canyon closures. Crews will carry out resurfacing work with hot mix asphalt and guardrail updates. Additional milling and overlay will, in specific areas, include designated drainage and profile corrections. Crews will conduct chip seal and fog coat operations in a separate section of roadway. Minor bridge structure work will also take place. This project is part of CDOT's 10-Year Plan.

US 550 Montrose to Ouray County Line

On this stretch of US 550, the primary cause of accidents are collisions with wildlife, followed by rear-end and broadside collisions at intersections. The design features wildlife fencing systems, passing and auxiliary lanes and intersection realignments to improve safety along the project corridor. Crews will improve an 8.5-mile section of US Highway 550 south of Montrose. The project starts at Otter Road on the south edge of Montrose and continues south to the Ouray-Montrose county line. Work is anticipated to continue through Spring 2024.

US 6 and 20 Road Intersection Improvement

This project consists of the realignment of the I-70 Frontage Road in Mesa County between River Road and US Highway 6, at the intersection of US 6 and 20 Road. The intersection is near Fruita. Work includes utility relocations, realignment of the railroad tracks, construction of asphalt pavement, installation of storm sewer and traffic signals, signing and striping. Construction is expected to begin in Spring 2023.

CO 133 Rockfall North of McClure Pass

This project consists of rockfall mitigation at multiple locations along Colorado Highway 133 south of Carbondale. Mitigation work will include rock scaling and stabilization, rock removal, cable netting, wire mesh and catchment systems.

I-70B and CO 141B Mesa County Resurfacing

This project consists of roadway resurfacing with hot mix asphalt mill and overlay at three locations in Mesa County. Other work includes guardrail replacement, rumble strips, signing, and striping. Limits of the work are along two sections of I-70B between I-70B Exit 26 to 24 Road, and 14th Street to 29 Road, and along one section of nearby Colorado Highway 141 between the Colorado River Bridge north to I-70B. Construction is expected during summer 2023.

CO 64 West of Meeker Bridges

Bridge replacement work at two locations on Colorado Highway 62 in Rio Blanco County, west of Meeker. Work will take place at Mile Point 53.9-54.4 and Mile Point 70.2-70.7

I-70 Dowd Canyon Variable Speed Limit

This safety project will install 18 VSL signs, seven microwave vehicle radar detectors, one roadway weather information system, electrical and fiber infrastructure, guardrail barrier and additional signing improvements. This VSL corridor will be automated after construction to establish safe regulatory speed limits based on weather and congestion. Construction is expected to begin in spring 2023.

I-70 Wall Replacement

This project consists of the replacement of an existing wall along westbound I-70 at Mile Point 170.5, which is just west of Exit 171 for Minturn. During removal of the existing wall and construction of the new wall, the westbound on-ramp will be closed.

Eagle Residency ADA Ramp Improvements

This 2023 project includes ADA ramp improvements at 58 ramps in Eagle County in Gypsum, Eagle, Edwards, Avon and Vail.

I-70 Rifle to Silt Slab Replacement

Concrete preventive maintenance on I-70 at Mile Points 91.5-97.

US 6B Signal Replacement

Crews will replace the traffic signal on US 6/North Ave and 28 Road in Grand Junction.

I-70B 31.5 Road Safety Improvements

This safety project will lengthen the westbound left turn lane, add pedestrian push buttons closer to existing curb ramps, replace the existing camera detection system, install a pedestrian signal head and pole and move an existing storm drain. The existing westbound left turn lane is too short allowing traffic to queue in the westbound through lane causing rear end crashes. Construction is expected to begin in Spring 2023.

CO 133 Slope Stabilization

Work includes installation of retaining walls on Colorado Highway 133 at four locations, between Mile Point 24.55 and 25.77.

US 50 Mile Point 134.6-136 Passing Lanes

Work includes addition of two passing lanes to this popular east-west route, from Mile Points 134.6-136. Construction is expected to begin spring 2023. This project is approximately 7.5 miles east of the US 50 Little Blue Canyon Project and will take place in coordination with the Little Blue Canyon Project.

Regionwide Repaving Projects in 2023

The northwest region of Colorado has several repaving projects planned to improve the safety and driving conditions along various highways. Most projects will also include other improvements such as resurfacing, crack sealing, chip sealing or guardrail upgrades. Projects expected to begin in 2023 include:

- CO 82 Independence Pass Chip Seal
- I-70 East of Debeque
- I-70 Rifle to Silt Slab Replacement
- CO 64 and CO 13 at Meeker
- CO 318 Brown's Park East Rural Resurfacing
- CO 13B Chip Seals
- Mountain Residency Crack Seals
- CO 114 Sillsville South to Mile Point 30 Resurfacing
- CO 92 Chip Seal Mile Point 31.7-48.5

Northeast Region

CO 138 East of Sterling

Design is 75% complete with an advertisement date of January 2023 projected. This \$15.5 million project will consist of shoulder widening and hot mix asphalt (HMA) overlay of 10 miles of roadway east of Sterling. Drainage structures will be replaced or lengthened, the site will be seeded and final signs, pavement markings and delineators will be placed.

US 385 Holyoke North

This \$16.5 million project will consist of shoulder widening and hot mix asphalt (HMA) overlay of 10 miles of roadway north of Holyoke. Drainage structures will be replaced or lengthened, ADA ramps in the Town of Holyoke will be replaced, the site will be seeded, a road closure gate will be installed and final signs, pavement markings and delineators will be placed.



Southwest Region

CO 172 Resurfacing Ignacio to Elmore's Corner

Set for construction in the spring of 2023, this \$11.5 million La Plata County project will improve 16 miles of CO 172 between Ignacio and Elmore's Corner at the junction of CO 172 and US 160. Work will include a surface overlay and paving treatment, mill and fill treatment at intersection locations and new ADA ramps, curbs and gutters in Ignacio.

US 550 Avalanche Mitigation System

Fixed avalanche control systems will be installed in Ouray County on the northside of Red Mountain Pass for enhanced winter maintenance operations. The remotely controlled systems will allow crews to trigger avalanches from a distance, safely and efficiently. Planned for the summer of 2023, this \$680,000 project will include the installation of Gazex units at the Blue Point slide path and Obelix units at the Mother Cline slide path.

US 160 Pagosa West Surface Treatment

This surface treatment project is planned for spring/summer 2023 and located on US 160 in the Town of Pagosa Springs in Archuleta County. The \$12.9 million project includes a one-inch surface treatment leveling course and a 1.5" SMA overlay as well as a 2.5" mill and fill at intersection locations with curb and gutter construction. Work also includes culvert and guardrail replacement and final restriping.

US 160 Section 3 Priority Culverts

This project will repair or replace culverts at several locations on US 160 in Montezuma, La Plata, Archuleta and Mineral counties. The \$1.9 million project is set to begin in spring/summer 2023.

Region 5 New Chain Stations and Station Improvements

This \$1.9 million chain station project will be located on five highways in southwest Colorado. Four new chain stations will be constructed. Other work, at existing stations, will include light installation, widening and paving, conduit installation and guardrails where needed.

- US 160 La Veta Pass, Mile Point 276.7
- CO 17 Cumbres Pass, Mile Point 0.1
- US 160 Wolf Creek Upper East, Mile Point 173.7
- CO 145 Telluride Mountain Village, Mile Point 68.9
- CO 145 Deep Creek north of Telluride, Mile Point 75.4

In addition to chain stations, four VMS signs will be replaced in both the Northwest and Southwest Regions.

US 160 Surface Treatment and Wildlife Underpass East of Fort Garland

Set to begin construction in Fall 2023, this \$9 million project will take place on US 160 in Costilla County, from just east of Fort Garland and continuing to La Veta Pass. Work includes resurfacing of the highway for 18 miles. The



CDOT critter cam footage from a wildlife underpass on US 160 near Pagosa Springs.

project will construct a wildlife underpass and install high deer fencing. Culvert repairs will also be performed.

US 550 Billy Creek Wildlife Underpass

This \$7 million project will take place in spring 2023 on US 550 in Ouray County, between Ridgway and Montrose just north of the Ridgway State Park entrance. Work includes construction of a large wildlife underpass at Billy Creek, repair of existing deer fencing, connecting new deer fencing to existing fencing, limited shoulder widening, asphalt patching and additional passing lanes.

05



Denver Metropolitan Region

Floyd Hill to Veterans Tunnel Improvements

CDOT received \$100 million from the Multimodal Project Discretionary Grant (MPDG) 2022 program to improve eight miles of Floyd Hill from west Evergreen to eastern Idaho Springs. This stretch of I-70 is one of the most congested locations on the westbound I-70 mountain corridor. High-traffic volume on I-70 west of Denver has led to ever-increasing periods of slow traffic, at times approaching dangerous and frustrating gridlock. Additionally, this area is heavily impacted by adverse weather conditions like rockfall, flooding and freezing snow and rain.

The project will add a third westbound travel lane on I-70, construct a missing frontage road connection, add an eastbound auxiliary lane to the uphill section of Floyd Hill, improve connective interchanges and intersections, improve design speeds and stopping sight distance on horizontal curves and improve the Clear Creek Greenway. It will also implement environmental mitigation for wildlife connectivity, air and water quality, stream conditions and other strategies.

Altogether this project will increase travel-time reliability, increase highway capacity, replace deficient bridges and improve the geometric design of the interstate, making for faster, safer and more efficient travel along I-70.



Northwest Region

Multimodal Options for a Vibrant and Equitable Western Slope: The Westward Three

CDOT was awarded \$24.2 million through the U.S. Department of Transportation’s Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program, created by the IIJA. These improvements aim to advance multimodal use to and through Colorado’s Western Slope. Components of the project include a new Grand Junction Mobility Hub, 2nd Street Promenade redevelopment and I-70B improvements in downtown Grand Junction, a redeveloped West Glenwood Transit Center and new CO 82 and 27th Street Pedestrian Underpass and completion of the Rifle Park-n-Ride Expansion and Relocation.

This infrastructure will advance a regional approach to make travel safer, more accessible and more active along the I-70 corridor in Western Colorado, particularly for those impacted most by daily commuting, high housing costs and the need for reliable public transit. This investment in active transportation will also help create downtown housing density and mixed-use development and foster more sustainable growth and quality of life in key communities along this corridor. This infrastructure will advance a regional approach to make travel safer, more accessible and more active along the I-70 corridor in Western Colorado, particularly for those impacted most by daily commuting, high housing costs and the need for reliable public transit. This investment in active transportation will also help create downtown housing density and mixed-use development and foster more sustainable growth and quality of life in keycommunities along this corridor.

Southwest Region

US 24 and 285 Wildlife Fencing Project

The project was funded in part by a \$267,000 Restoration and Stewardship of Outdoor Resources and Environment (RESTORE) Colorado grant through the National Fish and Wildlife Foundation. The RESTORE Colorado grant program assists with the funding of projects that can significantly reduce the number of animal-related collisions and improve wildlife habitat across the state’s landscapes.

US 160 Wildlife Crossings Project

The project was funded in part by a \$317,000 RESTORE Colorado Grant, a \$75,000 Rocky Mountain Elk Foundation Grant and partnering grants from Colorado Parks and Wildlife and the Southern Ute Indian Tribe.

US 160 Wolf Creek Fiber Optic Project

The project was funded in part by a \$1.5 million Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant. The grant allows for the use of advanced intelligent transportation systems technologies that improve mobility and safety, reduce congestion and support underserved communities.

06



Our Commitment to 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 rural paving program. In total, CDOT contracted projects and maintenance activity improved the road conditions along 538 miles of rural roads.

Southeast Region

| Area | Miles Resurfaced |
|--|------------------|
| US 160 La Veta Pass Resurfacing, MP 279-294 | 15 |
| US 160 and CO 100 Resurfacing, MP 464.4-473.7 and MP 0-.42 | 9.72 |
| CO 67 Resurfacing from CO 96 to Florence, MP 0-11 | 11 |
| CO 69 Resurfacing between Westcliffe and Fremont, MP 58.7-71.5 | 12.8 |
| CO 96 Resurfacing east of Ordway, MP 106-131.75 | 25.75 |
| CO 96 Resurfacing between Eads and Sheridan Lake, MP 169-193.7 | 24.7 |
| CO 109 Resurfacing from US 160 to Otero County Line, MP 0-31 | 31 |
| CO 194 Surface Treatment, MP 10-20.3 | 10.3 |
| Total | 140.27 |

Northwest Region

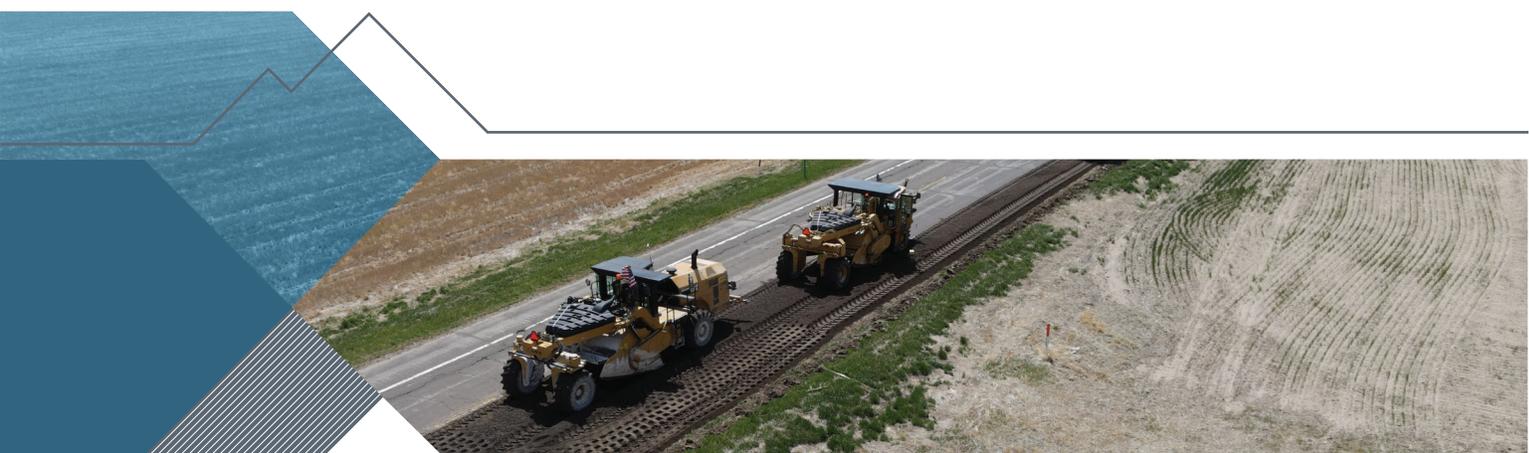
| Area | Miles Resurfaced |
|---|------------------|
| CO 9 North of Silverthorne Resurfacing | 15 |
| US 550 Montrose to Ouray County Line | 8.5 |
| US 6 Fruita to Palisade Corridor Improvements - US 6 & 20 Road Intersection | 1 |
| US 6 Fruita to Palisade Corridor Improvements - US 6 North Ave | 4 |
| US 6 Fruita to Palisade Corridor Improvements - US 6 Clifton Intersection | 0.5 |
| US 50 MP 134.6-136 Passing Lanes | 1.5 |
| I-70B and CO 141B Mesa County Resurfacing | 7 |
| CO 13 Rio Blanco Hill | 3.5 |
| US 50 Little Blue Creek Canyon | 4 |
| I-70 East of Debeque | 3 |
| CO 64 and CO 13 at Meeker | 37 |
| CO 133 Bowie Chip Seal | 12 |
| CO 318 Brown's Park East Rural Resurfacing | 15 |
| I-70B and CO 141B Mesa County Resurfacing | 6.34 |
| CO 114 Sillsville South to MP 30 Resurfacing | 30 |
| CO 13B Chip Seals | 24.1 |
| CO 92 Chip Seal MP 31.7-48.5 | 16.8 |
| Total | 264.21 |

Northeast Region

| Area | Miles Resurfaced |
|--|------------------|
| CO 257 from Mile Points 14.7 to 15.9 overlay | 1.2 |
| CO 52 from MPs 17.6 to 18.3 overlay | 0.7 |
| CO 14 Frontage road MPs 137.6 to 138 overlay | 0.4 |
| CO 392 from MPs 95.2 to 96.4 overlay | 1.2 |
| CO 402 from MPs 2.6 to 3 overlay | 0.4 |
| CO 59 from MPs 95.9 to 96.4 overlay | 0.5 |
| US 34 from MPs 216.9 to 217.9 overlay | 1 |
| US 34 from MPs 218.5 to 218.9 overlay | 0.4 |
| CO 63 from MPs 31.2 to 31.5 overlay | 0.3 |
| CO 52 from MPs 97.2 to 98 overlay | 0.8 |
| CO 39 from MPs 1 to 5 overlay | 4 |
| CO 138 from MPs 48.8 to 49.2 overlay | 0.4 |



| Area | Miles Resurfaced |
|---------------------------------------|------------------|
| CO 61 from MPs 34.6 to 35.2 overlay | 0.6 |
| CO 61 from MPs 39.7 to 39.9 overlay | 0.2 |
| CO 61 from MPs 32 to 32.5 overlay | 0.5 |
| CO 385 from MPs 283 to 284 overlay | 1 |
| CO 71 from MPs 208.8 to 209.8 overlay | 1 |
| CO 71 from MPs 207.9 to 208.3 overlay | 0.4 |
| CO 71 from MPs 213.4 to 214 overlay | 0.6 |
| CO 71 from MPs 192.5 to 193 overlay | 0.5 |
| Total | 15.7 |



Southwest Region

| Area | Miles Resurfaced |
|--|------------------|
| US 160 Resurfacing Four Corners to Aztec Creek, MP 0-8 | 8 |
| CO 149 Resurfacing Creede to North of Lake City, MP 21-42 and MP 70-92 | 33 |
| CO 370 Resurfacing between CO 15 and CO 285, MP 4-8 | 4 |
| Sec 7 Surface Treatment Report | 4.7 |
| Sec 3 Surface Treatment Report | 4.55 |
| Total | 61 |



07



Photo by Rob Toftness (Denver Streets Partnership)

Building and Enhancing Our Multimodal Spaces

CDOT is proud to make investments in our roads and built environments that support multimodal transportation options. Through a variety of funding programs, expertise and shared resources, active transportation has quickly become a high priority investment for the department. The Revitalizing Main Streets grant program funds the enhancement of active transportation safety and results in encouraging physical activity. In addition, the program strengthens the connection of people to main streets and central economic hubs, resulting in boosting local economic vitality in towns and cities across Colorado. Through a grant process, local communities can implement their vision of building infrastructure improvements to make walking and biking easy, yielding long-term benefits that bolster community connections.

In 2022, over \$35 million worth of projects was either awarded or kicked off. We are proud to share that the following grantees underwent project implementation or are in the process of preparing to build pedestrian or bicycle infrastructure improvements near main streets as a result of receiving these funds:

| Grantee | Project Name | Amount |
|-----------------|--|--------------|
| Alamosa | Hunt Avenue Cultural Trail Streetscape Project | \$ 1,214,699 |
| Aurora | Interest, Access & Safety | \$ 149,999 |
| Basalt | Midland Avenue Streetscape Revitalization | \$ 500,000 |
| Bayfield | East Mill Street Upgrades | \$ 150,000 |
| Branson | Saddlerock Drive Paving Project | \$ 120,500 |
| Cañon City | Main Street Access Project | \$ 49,425 |
| Cañon City | Bump-out Main Street Completion | \$ 1,000,000 |
| Central City | Gold Mountain and Spring Street Pedestrian Project | \$ 150,000 |
| City of Boulder | Colorado Avenue Multi-Modal Enhancements | \$ 1,120,000 |
| Commerce City | 68th Avenue Multimodal Safety Improvements | \$ 1,420,800 |
| Craig | Yampa Avenue North Sidewalk Improvements | \$ 150,000 |

Revitalizing Main Streets

| Grantee | Project Name | Amount |
|---|--|--------------|
| Creede | Disability Act Compliant Intersection | \$ 149,999 |
| Creede | Main Street Revitalization and Compliance Project | \$ 1,138,000 |
| Dacono | Forest Avenue Street Improvements | \$ 800,000 |
| Delta City | Main Street Demonstration Project, Phase 2 | \$ 150,000 |
| Delta County | Bicycle Infrastructure | \$ 150,000 |
| Dolores | Flanders Park Restroom | \$ 150,000 |
| Downtown Denver Business Improvement District | Glenarm Plaza Reactivation | \$ 150,000 |
| Eads | Main Street Safety | \$ 88,295 |
| Eaton | Eaton Downtown Streetscape | \$ 1,150,000 |
| Englewood | South Broadway HAWK Signal | \$ 315,515 |
| Evans | Evans Ditch Trail: 37th Street Corridor | \$ 971,500 |
| Fruita | South Mesa Street Gateway Multi-Modal Transportation Project | \$ 1,736,000 |
| Georgetown | Georgetown Gateway - Argentine Street North | \$ 842,110 |
| Glenwood Springs | The 6th Street Corridor Safety Improvements Project | \$ 1,167,000 |
| Grand Junction | 4th-5th Street Corridor Enhancements | \$ 150,000 |
| Grand Junction | Crosby Avenue Multimodal Improvement Project | \$ 1,000,000 |
| Hayden | Hwy 40 Pedestrian Multi-Modal Safety Project | \$ 1,000,000 |

Revitalizing Main Streets

| Grantee | Project Name | Amount |
|------------------|---|--------------|
| Hudson | Hudson Main Street Improvements | \$ 1,608,800 |
| Huerfano County | Plaza at Raymond Aguirre Community Center | \$ 150,000 |
| Jefferson County | Bergen Parkway Crossing Improvement | \$ 71,441 |
| La Veta | Main Street Revitalization | \$ 769,600 |
| Lakewood | 40 West ArtLine Bike Path Lighting and Safety Project | \$ 424,000 |
| Lamar | Live Healthy | \$ 100,000 |
| Lamar | Revitalizing Main Street | \$ 66,000 |
| Limon | Main Street Pedestrian Safety Improvements | \$ 600,000 |
| Lone Tree | Lone Tree Common Right of Way | \$ 13,500 |
| Mesa County | Orchard Avenue Safety and Connectivity Project | \$ 1,080,000 |
| Minturn | Main Street Pedestrian Improvements | \$ 1,402,000 |
| Norwood | School Sidewalk Safety | \$ 448,480 |
| Nucla | Main Street Improvement | \$ 1,100,000 |
| Ouray | Main Street Revitalization | \$ 800,000 |
| Pagosa Springs | First Street and US 160 Pedestrian Project | \$ 150,000 |
| Palisade | Connecting Our Community Project | \$ 1,100,000 |
| Paonia | Safe Pathways for Paonia | \$ 792,961 |

Revitalizing Main Streets

| Grantee | Project Name | Amount |
|---|--|---------------------|
| Parachute | Pedestrian Bridge Restart | \$ 113,938 |
| Ridgeway | Lena Street Improvements | \$ 150,000 |
| Rifle | West 2nd Street Connect | \$ 150,000 |
| Rifle | Gateway Pedestrian and Traffic Safety Improvements | \$ 1,800,000 |
| Sanford | A Connected Community | \$ 150,000 |
| Silver Plume | Main Street Sidewalk Replacement | \$ 482,500 |
| Silverthorne | Adams Avenue Pedestrian Connection | \$ 150,000 |
| Springfield | Springfield Pedestrian Streetscape | \$ 49,700 |
| Summit County | Dillon Valley Project | \$ 150,000 |
| Trinidad | Multi-use Path Along Santa Fe Trail | \$ 1,800,000 |
| Walden | Fifth Street Sidewalks | \$ 488,800 |
| Wellington | Building a Safer Wellington Main Street | \$ 1,800,000 |
| West Colfax Business Improvement District, Denver | Under the Viaduct | \$ 17,826 |
| Westminster | Central Park Enhancements | \$ 150,000 |
| Wheat Ridge | 38th and Reed Enhanced Crossing | \$ 70,000 |
| Yuma | Historic Main Street Revitalization | \$ 119,070 |
| Total | | \$35,452,459 |



COLORADO
Department of Transportation

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