



COLORADO
Department of Transportation

2023

Project Accomplishments



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From the Executive Director

In 2023, the Colorado Department of Transportation accomplished significant milestones, completing 122 projects and enhancing 818 miles of rural roads. The department awarded contracts for 109 projects, totaling approximately \$661 million, contributing to the state's robust infrastructure development.

CDOT has completed 54 projects from the 10-Year Plan projects to date, with an additional 40 projects currently under construction. 100% of the projects in the first four years of the plan are complete or under construction, and over half of the full 10-Year Plan is now complete or in progress. With progress on the 10-Year Plan well underway and more coming quickly, Coloradans should expect CDOT to continue building the connections we need to keep our state thriving.

Grant successes in 2023 reached \$73.5 million, with notable allocations, including \$22 million from the Wildlife Crossings Pilot program, dedicated to constructing a wildlife overpass over I-25. Additionally, CDOT secured grants of \$25 million and \$20 million from the RAISE grant program for comprehensive multimodal improvements on CO 119 and the replacement of the US 6 and Wadsworth interchange.

CDOT celebrated the 50th anniversary of the I-70 Eisenhower Johnson Memorial Tunnel opening to traffic. The tunnel has served as a vital transportation connector for the state and the country's interstate system. While EJMT is faced with outdated and aging infrastructure, it is now being addressed thanks to dedicated funding through Senate Bill 260 and the Bridge & Tunnel Enterprise.

CDOT's commitment to transit and rail continued with the introduction of a new Bus Rapid Transit program. In addition, plans were unveiled for passenger rail service between Denver and Craig, encompassing Winter Park, Granby, Steamboat Springs, Hayden, and Craig. The Mountain Rail plan involves a detailed study assessing ridership, station locations, service frequency, and required upgrades. The Colorado Transportation Commission approved a \$5 million expenditure for this study.

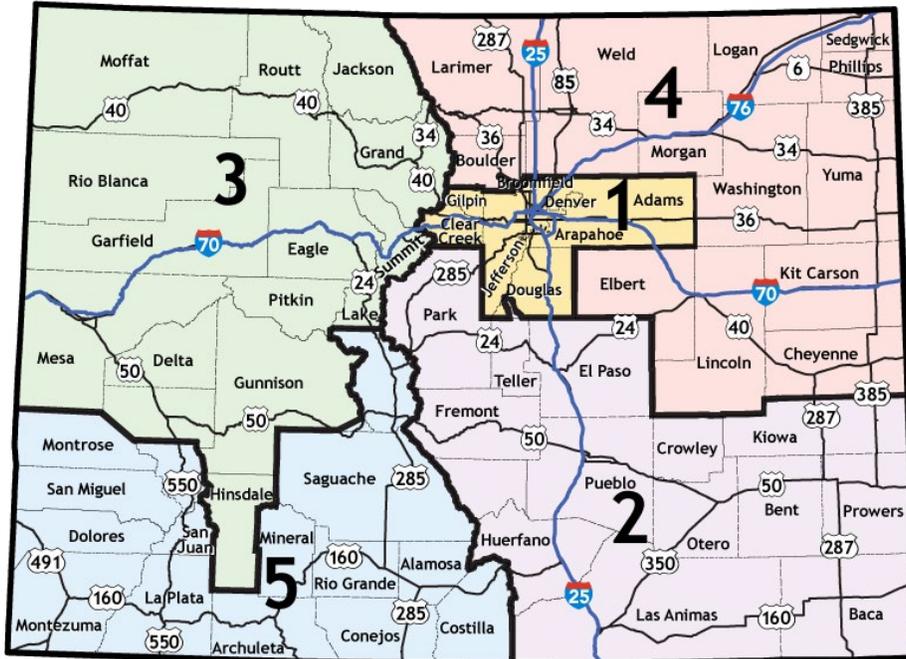
Collaboration with the Front Range Passenger Rail District progressed, focusing on a service development plan from Pueblo to Fort Collins. The rail line, recently accepted into the federal Corridor Identification Program, received a \$500,000 planning grant from the Federal Railroad Administration. The Front Range Passenger Rail District approved a route utilizing the Consolidated Mainline and BNSF Front Range Subdivision.

CDOT's dedication to a sustainable workforce was demonstrated through housing initiatives like the Granite Park Employee Housing site and construction in Fairplay. These endeavors have successfully attracted and retained maintainers, ensuring a skilled workforce and benefiting both CDOT and the traveling public. This report represents CDOT's continued dedication to enhancing the well-being of Coloradans and those traveling through our beautiful state.



Shoshana Lew
Executive Director

CDOT's Regions



[Annotated CDOT Region Map.](#)

Highlights of 2023



122 Projects Completed



\$860 M Paid to Contractors



818 Rural Miles Improved*



172 Bustang Service Miles Added**



112 Projects Started Construction



6.2 M Lane Miles Plowed



\$73.5 M Grant Funding Won



9% Reduction in Snowplow Driver Vacancies



109 Projects Awarded, Totalling \$661 M



54 Projects from the Ten Year Plan Completed to Date

*Centerline Miles **Roundtrip



01

Grant Wins

Grant Wins



\$73.5 Million Received



\$243 Million Won To Date



11 Grants Awarded

Grant Program	Location	Funding Received
<p>National Scenic Byways Program</p> <p>This project addresses the explosion of tourism impacts in the south-central San Juan Mountains by installing an open-air picnic pavilion, eleven toilets throughout the Alpine Loop and Silver Thread byways (eight of which are compliant with Americans with Disabilities Act standards), increasing necessary safety pullouts for travelers, installing an open-deck Dark Skies observatory and interpretive site on Slumgullion Pass in the decommissioned Slumgullion Campground.</p>	Statewide	\$640,250
<p>Advanced Driver Assistance Systems (ADAS)</p> <p>This project will be used to demonstrate ADAS technology in three retrofitted vehicles that service critical rural transit routes.</p>	Statewide	\$1,200,00
<p>Wildlife Crossings Pilot Program (WCPP)</p> <p>This project will construct a 200-foot wide dedicated wildlife overpass over I-25 to complete the I-25 “Gap” Safety and Habitat Connectivity Improvement Project in Douglas County. Combined with the other wildlife mitigation infrastructure of the I-25 Gap project, the Greenland Wildlife Overpass will complete an extensive wildlife crossing network along the Gap by filling a 3.7-mile gap between existing crossing structures as well as providing the only opportunity for wildlife to cross over the interstate, as opposed to under. This is an important consideration for large species such as elk and pronghorn.</p>	Douglas County	\$22,000,000
<p>Railroad Crossing Elimination (RCE)</p> <p>This planning project will conduct a feasibility study to eliminate two at-grade crossings on US 34 along the border of Weld and Larimer Counties. The project area was identified as a future freight investment needed in the Colorado Freight Plan.</p>	Weld and Larimer County	\$700,000

Grant Program	Location	Funding Received
<p>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</p> <p>This project will construct multimodal improvements including intersection safety improvements, construct a regional bikeway and implement Bus Rapid Transit (BRT) along CO 119 between Boulder and Longmont.</p>	Boulder County	\$25,000,000
<p>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</p> <p>This project will replace the existing US 6 and Wadsworth interchange and widen Wadsworth Blvd. between 4th Ave. and 8th Ave. It will replace the existing cloverleaf interchange with a tight diamond with a loop design, reconstruct and replace the bridge over Wadsworth and the McIntyre culvert and lengthen all entrance and exit ramps. The project will also connect the existing six-lane roadway section located north of 8th Ave. and south of 4th Ave., in each direction and construct an approximately 10-foot multi-use path on both sides of Wadsworth.</p>	City of Lakewood	\$20,000,000
<p>Strengthening Mobility and Revolutionizing Transportation (SMART)</p> <p>This project will prototype innovative autonomous truck-mounted attenuator (ATMA) technology to shield highway maintenance workers from errant drivers in a four-state partnership.</p>	Statewide	\$1,900,00
<p>Bus and Low-and-No-Emission</p> <p>In partnership with Eagle County Regional Transportation Authority</p> <p>Funding will be used to renovate its vehicle storage facility, remove its gas-based heating source and implement a geothermal heating system. This project will allow ECO Transit to transition to an emissions-free heating source, eliminating greenhouse gas emissions, reducing heating costs and increasing the reliability of its vehicles.</p>	Eagle County	\$1,500,00



Grant Program	Location	Funding Recieved
<p>Bus and Low-and-No-Emission</p> <p>In partnership with Mountain Express Transit</p> <p>Funding will be used to buy propane-powered vans and buses, upgrade its bus facility and provide workforce training for their new vehicles. The vehicles will help to improve air quality and reduce greenhouse gas emissions for residents living in Archuleta County.</p>	Archuleta County	\$753,118
<p>Bus and Low-and-No-Emission</p> <p>In partnership with San Miguel Authority for Regional Transportation</p> <p>Funding will be used to buy vans to replace older ones. The project will enable the agency to improve its reliability and attract riders in San Miguel, Dolores, Montrose and Ouray counties.</p>	San Miguel, Dolores, Montrose and Ouray County	\$233,760
<p>Bus and Low-and-No-Emission</p> <p>In partnership with Town of Winter Park</p> <p>Funding will be used to buy a zero-emission bus to replace an older bus and charging equipment. The project will help improve reliability for transit users within the Upper Fraser Valley of Colorado and the communities of Granby, Tabernash, Fraser and Winter Park.</p>	"Upper Fraser Valley" (Granby, Tabernash, Fraser and Winter Park)	\$1,100,000



02

Project Spotlights



Eisenhower Tunnel 50th Anniversary and Maintenance Project

On March 8, 2023, CDOT celebrated the 50th anniversary of the 1.7-mile long I-70 Eisenhower Tunnel opening to traffic. Located about 60 miles west of Denver and under the Continental Divide, the tunnel has served as a vital transportation connector for the state and the country's interstate system. The historic milestone was marked by pausing westbound traffic for 50 seconds, so the Colorado State Patrol's vintage 1970 Fury could be the first vehicle to usher in the tunnel's next half-century. It was a state patrol vehicle that first entered the tunnel when it opened to traffic 50 years ago. As of 11 a.m. on March 8, 2023, exactly 434,431,100 vehicles traveled through both the Eisenhower and Johnson Memorial Tunnels (EJMT) since March 8, 1973. While the Eisenhower Tunnel Bore opened in 1973, the Johnson Tunnel Bore opened in 1979.

The EJMT is one of the highest paved vehicular tunnels in the world—at an elevation of 11,013 feet at the East Portal and 11,158 feet at the West Portal. When originally opened in the 1970s, the tunnel was not only the highest vehicular tunnel in the US, but at that time it was also the highest in the world. Since then, higher tunnels have been built across the globe.

Work continues on a variety of infrastructure maintenance projects to bring the EJMT to modern standards. EJMT is faced with outdated and aging infrastructure which is now being addressed thanks to dedicated funding through Senate Bill 260 and the Bridge & 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 already completed the first project, which replaced and repaired grout beds that support the interior wall panels in the north tunnel (Eisenhower). Other projects underway 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 used inside pipes to keep the water in them from freezing; water treatment plant upgrades to bring the facility to modern technology; repairs in the approach/entryways to the tunnels, known as the "service area"; and new overhead Variable Message Signs and Closed-Circuit Television cameras in the tunnel bores.



Denver Metro Bus Rapid Transit Program 10YP

CDOT launched a new Bus Rapid Transit (BRT) program with routes planned for sections of Federal Boulevard, Colorado Boulevard and eventually Colfax Avenue east of I-225. The program focuses on planning and developing a BRT system in collaboration with the community and agency partners. Strong public and community engagement is critical to the success of the BRT program. CDOT will have robust public outreach opportunities, including workshops, interviews and other tactics that will be listed on this web page.

BRT is a high-capacity, efficient bus service that incorporates elements of light rail. These include stations, all-door boarding, purchasing tickets before riding and in some locations dedicated bus lanes. This attractive, high-frequency transit service is designed to be more reliable, convenient and accessible than traditional bus service. BRT achieves high-quality service because it reduces delays that can typically slow regular bus service, like making long stops or getting stuck in traffic at intersections.

The following routes were moved ahead in the the planning, design and implementation phases as as a result of studies and public engagement by the Regional Transportation District and the Denver Regional Council of Governments Metro Vision 2050 and Denver Moves Transit:

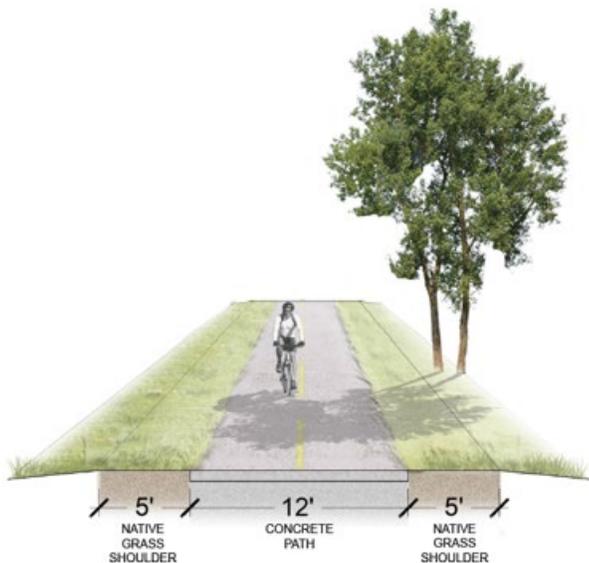
Corridor	Miles	Status
Federal Boulevard from 120th Avenue in Westminster to Dartmouth Avenue in south Denver	18	Environmental study and design work is underway
Colorado Boulevard from I-70 to I-25	6.5	Multimodal corridor study started
East Colfax from Union Station to I-225	10	Moving toward construction, a Denver Department of Transportation and Infrastructure project
Colfax Avenue from I-225 to I-70	5	An extension is envisioned
CO 119/Diagonal Highway from 47th Street in Boulder to Hover Street in Longmont	10	Design work is finished with construction planned soon with support from a competitive federal grant that CDOT and partners won
CO 7/Arapahoe Road from Boulder to Brighton	25	In development

CO 119 Safety, Mobility and Bikeway Project 10YP

By the year 2040, the Diagonal Highway between Boulder and Longmont is expected to see a 25 percent increase in vehicular traffic. Increased traffic can result in more congestion, delay, tailpipe emissions and potentially more crashes.

CDOT partnered with the RTD and Boulder County to take action to mitigate these outcomes and expand transportation options beyond private automobiles.

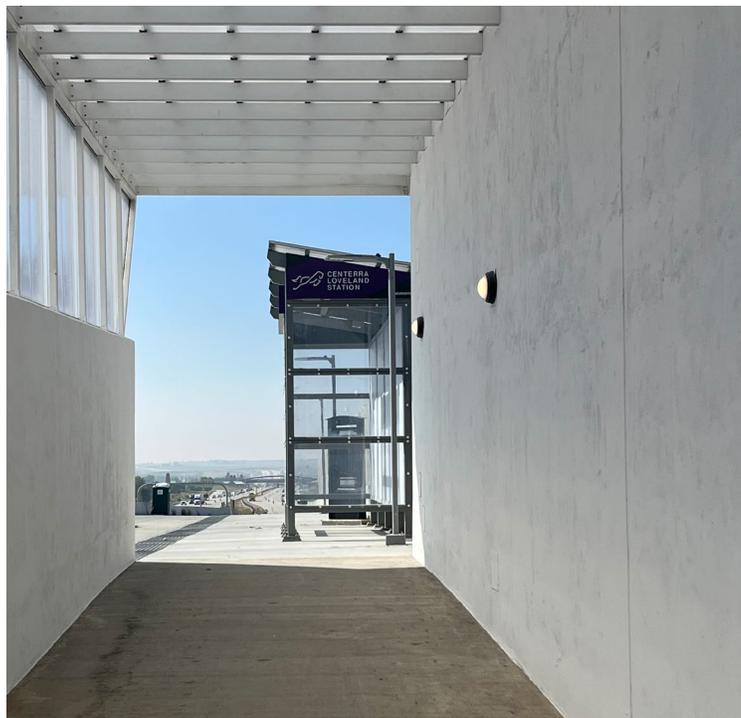
The CO 119 Safety, Mobility and Bikeway Project is constructing improvements to make traveling through the corridor safer for all modes and transit travel faster and more reliable. The project is designed to integrate with other [active multimodal projects on the corridor](#) to ensure community members can safely and reliably travel throughout the corridor using their mode(s) of choice.



In 2023, the project was kicked off with a groundbreaking event in Niwot with Gov. Jared Polis. The first part of the project was to add rumble strips to the outside edge of the shoulder stripe to keep vehicles on the road and to protect bicyclists. This part was completed at the end of 2023.

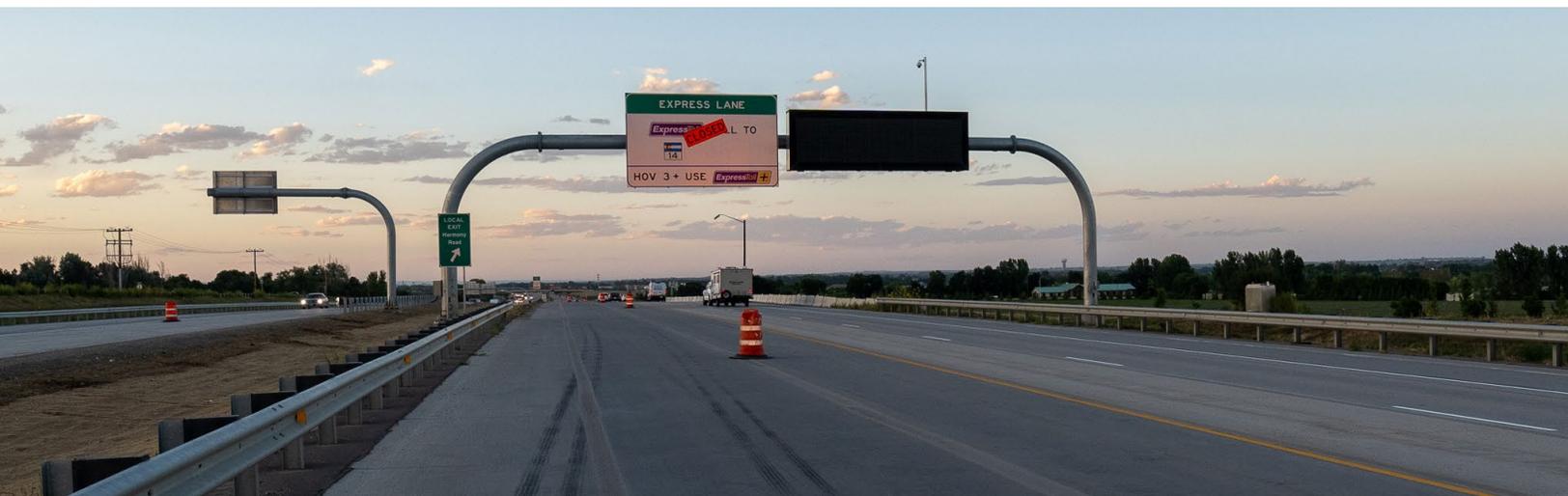
Funding has been secured for the implementation of the project and a Construction Manager/General Contractor (CM/GC) will be used to build the project with construction scheduled to start in 2024.

- New signage, striping and improved signal timing at all pedestrian crossings.
- Signal timing adjustments at key intersections (Jay Road, 63rd Street, CO 52, Niwot Road and Airport Road).
- Physically reconfiguring the CO 52 intersection to improve safety and to accommodate new Bus Rapid Transit (BRT) stations and Boulder County's Commuter Bikeway between the northbound and southbound roadways.
- Changing access at Airport Road and CO 119 to reduce crashes and improve safety and traffic flow.
- Hover Street intersection will be improved through a separate project.
- BRT improvements:
 - Park-n-Rides at 63rd Street and Niwot Road.
 - Within the project limits, new BRT stations at 63rd Street, CO 52 and Niwot Road.
 - Queue Bypass Lanes at Jay Road, 63rd Street, CO 52, Niwot Road and Airport Road.
 - The Blue Line runs every 15 minutes and the Orange Line runs every 30 minutes.
 - A list of all stops associated with the proposed BRT service is available [here](#).



North I-25 Express Lanes Berthoud to Fort Collins

2023 was a banner year for the North I-25 projects (Segments 6, 7 & 8). On Dec. 15, the final lanes were opened for the public to use, marking 14 years ahead of the original design schedule for three lanes of traffic in each direction from Berthoud (CO 56) to Fort Collins (just shy of CO 14). A celebration was held in December to commemorate the substantial completion of this work. This project includes improving 20 miles of mainline I-25 infrastructure by straightening horizontal and vertical curves, widening shoulders and adding Express Lanes. In addition to the mainline safety and operational improvements, the projects also completely rebuilt five interchanges, 35 bridges and incorporated intelligent transportation features. Two ports of entry were relocated and reconstructed as well.



What started in 2018 with the work from Johnstown to Fort Collins, expanded in scope and funding to include an additional 5.5 miles from Berthoud to Johnstown. Important scope was added to realize CDOT’s statewide mobility hub vision by incorporating two center-load Bustang stops and regional mobility hubs, one at Loveland/Centerra and the other in Berthoud. A third mobility hub is under construction at CO 119. The first two hubs are expected to be online in the spring of 2024 and the CO 119 hub is scheduled to start passenger pick-up in the summer.

Construction was substantially complete and the express lanes were opened in 2023, with tolling to commence in 2024. Tolling operations will be led by the Colorado Transportation Investment Office (CTIO) which is a government-owned enterprise within CDOT. Drivers will be able to use the open express lanes for free during the testing and back office integration period to ensure tolling and billing run smoothly at commencement.

Looking ahead, Segment 5 also had a big year in 2023, as a sizable portion of project funding was secured for an additional 6-mile stretch from Mead to Berthoud. This project will continue the safety and operational improvements in the corridor and add express lanes in each direction. Design has progressed to 35% and the team is anxiously awaiting a decision by the US Department Of Transportation that will determine if the project is a successful recipient of a federal \$100M grant the team applied for. Segment 5 will begin an expected four-year construction journey, with final completion in 2028. When finished, for the first time in Colorado’s history, there will be at least three lanes in each direction from Denver to Fort Collins.

Wildlife Crossings

CDOT works closely with like-minded partners from several agencies, municipalities, tribes and organizations to resolve conflicts between animals and vehicles on our state’s roadway system. The 2023 Wildlife & Transportation Summit, held in Douglas County this past fall, highlighted the many projects built and planned across Colorado. The summit included educational and informational presentations that reinforced the benefits of federal and state initiatives aimed at improving safety for wildlife and motorists and improving habitat connectivity.

In 2023, CDOT continued to build off of policies and initiatives from prior years, including the 2018 U.S. Department of Interior’s Secretarial Order to improve the quality of big-game winter range and migration corridor habitat, the 2019 Executive Order by Colorado Governor Polis to conserve Colorado’s big game winter range and migration corridors, a Memorandum of Understanding between CDOT and Colorado Parks and Wildlife aimed at increasing collaboration and coordination between the two agencies and the 2022 CO Senate Bill 151 which created the state’s first wildlife mitigation fund for wildlife crossing projects. This fund has contributed to seven projects across the state:

Central Colorado

\$500,000 - US Highway 285 near Conifer, design of wildlife fencing (scoping phase)

Southeast Colorado

\$750,000 - I-25 Raton Pass, design of wildlife crossings and fencing

\$500,000 - CO Highway 115 at Rock Creek south of Colorado Springs, wildlife fencing

Northwest Colorado

\$750,000 - I-70 East Vail Pass, design of wildlife crossings and fencing (ongoing)

\$150,000 - CO 13 north of Craig, radar detection (completed in 2023)

\$325,000 - CO 13 north of Craig, wildlife mitigation features (completed in 2023)

Southwest Colorado

\$500,000 - US 550 north of Ridgway, wildlife underpass and fencing (2024 project)

Floyd Hill 10YP

In July 2023, CDOT and contractor partner Kraemer North America began construction on the I-70 Floyd Hill Project which will improve eight miles of the Interstate 70 mountain corridor between Evergreen and eastern Idaho Springs. Construction began on I-70 in the East Section of the Project, a four-mile stretch that spans from County Road 65 to the bottom of Floyd Hill.



In 2023, crews focused on rock scaling and rock blasting to widen I-70, drainage work and building retaining walls. The Project completed 66 traffic holds on I-70 and US 40 to perform rock scaling and eight rock blasts, removing 18,000 tons of material - the equivalent of 3,600 African elephants - from the slope above eastbound I-70 in this area to widen the highway. Rock blasting is approximately 90% complete in the East Section of the Project, with two final rock blasts for the East Section anticipated in late January/early February 2024. Crews installed 2,825 linear feet - more than nine football fields - of drainage pipe and built retaining walls enforced with 20,000 square feet of shotcrete, which helps maintain the corridor aesthetic with a natural-looking finish.

In late fall 2023, crews began pre-construction activities in the West and Central Sections of the Project, which span from Hidden Valley/Central City (Exit 243) to eastern Idaho Springs (Exit 241). In October, crews relocated the I-70 Mountain Express Lane tolling infrastructure to prepare for construction and began utility relocation and grading along the Clear Creek Greenway Trail, which requires a long-term closure of the trail.

CDOT's I-70 Floyd Hill Project is committed to providing jobs to Coloradans. The project currently employs 335 field employees who have contributed to 36,292 hours worked. Kraemer North America currently has 51 subcontractor contracts in place with 47 subcontractors being Colorado businesses, is supported by 45 suppliers and partnered with 26 disadvantaged business enterprises, which are for-profit small businesses majority-owned by socially or economically disadvantaged individuals.

Mountain Rail

In October, CDOT announced a bold plan to explore starting passenger rail service between Denver and Craig and to expand statewide bus service. The rail service would run through Winter Park, on to Granby and then to Steamboat Springs, Hayden and Craig. The Mountain Rail plan was the result of a confluence of events that included dramatically decreased coal traffic on Union Pacific lines in recent years along with the new influx of federal funding for rail under the federal Infrastructure Investment and Jobs Act of 2021. The impetus for the effort also includes heavy stakeholder support from local officials in the Yampa Valley.

The first phase of the effort will be a study to examine how much ridership the rail line could expect, where stations would be, what would the frequency of service look like and what upgrades would be needed. Since there is existing rail on the line, CDOT believes upgrades would be minimal. The Colorado Transportation Commission approved spending \$5 million to study the rail service and intercity bus service expansions.

In November, CDOT issued a request for information from rail equipment manufacturers asking what locomotives and passenger cars they may have that would work on the rail line.



Front Range Passenger Rail

CDOT continues to assist the Front Range Passenger Rail District in producing a service development plan for passenger rail service from Pueblo to Fort Collins. Though Front Range Passenger Rail is not specifically a CDOT project, the agency’s engineers, planning staff and environmental experts have done multiple years of preliminary work on the proposed rail service – such as initial ridership and cost estimates as well as early track alignment planning – to help get it to the next stage. The Front Range Passenger Rail District, a special tax district of 13 counties that runs down the Front Range from Wyoming to New Mexico, is considering putting a tax measure to build the rail line before voters in the district as early as November 2024.

The rail line was recently accepted into the federal Corridor Identification Program, a list of proposed rail service projects that could receive significant federal funding. Front Range Passenger Rail received a \$500,000 planning grant from the Federal Railroad Administration in December. In addition, the Front Range Passenger Rail District approved a route that would use the Consolidated Mainline from Pueblo to Denver Union Station and the BNSF Front Range Subdivision from Denver Union Station to Fort Collins through Boulder, Longmont and Loveland.

Rural Repavement and Maintenance

In December 2022, CDOT requested and the Transportation Commission approved \$10 million in funding for Strategic Pavement Preservation Improvements to pavement condition utilizing low-cost/high-benefit treatments including chip seals and crack sealing \$2 million allocated to each CDOT Region. This program delivered 38 local surface preservation projects, a majority of which were delivered by CDOT’s internal maintenance teams in rural areas throughout Colorado.

Prioritizing the upkeep of existing critical roadways continues throughout 2023. In April, the Transportation Commission approved CDOT’s request for \$25 million for Post-Winter Critical Pavement Repair Funding to improve road conditions after one of the most intense winters in recent decades.

Some segments of roads were weathered beyond what they normally sustain each year. This program delivered 12 surface preservation projects, a majority of which were delivered by contractors along major travel routes such as I-70 (Vail Pass to Frisco), US 40 (Berthoud Pass to Winter Park) and I-76 through Metro Denver.



In October, CDOT returned to the Transportation Commission with an additional funding request targeted to fund state-of-good-repair essentials. The \$140.9 million funding package was approved by the Commission and will allow for statewide maintenance and safety improvements. The package included funds for the replacement and repair of culverts, the installation and upgrade of guardrail, rockfall mitigation and fixing poor interstate pavement.

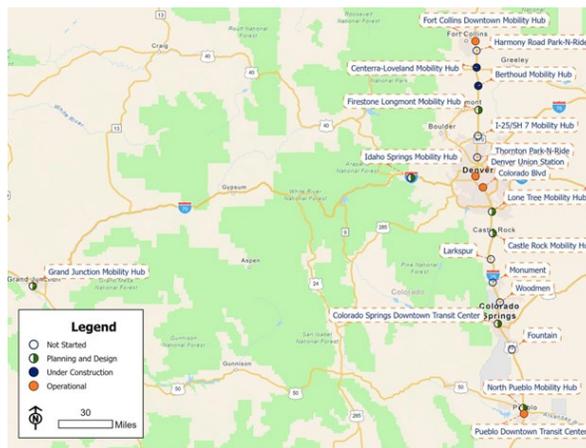
Workforce Housing

In August 2020, Frisco Town Council approved the Employee Housing Planning Agreement between CDOT and the Town of Frisco to develop an employee housing project on the lot owned by CDOT in the Town of Frisco. The agreement laid the foundation to jointly undertake all necessary actions to design and develop workforce housing units by requiring CDOT and the Town to share all costs 50/50. This initiative helps address the critical need of recruiting and retaining a sustainable workforce.



The Granite Park Employee Housing site is one of two projects that broke ground in 2023 as part of CDOT’s initiative to recruit and retain maintainers, particularly within mountain communities. In August 2023, construction began on another employee housing site in Fairplay, which will house both CDOT maintainers and Colorado State Patrol employees. Fairplay Town Council approved the Employee Housing Plan in June 2023, which allowed the construction of 12 single-family homes.

CDOT’s housing efforts are a matter of necessity and build on other efforts to draw in and keep our professional highway maintainers. CDOT is taking a strong stance in finding innovative solutions that will directly benefit our CDOT family, which will also have a direct benefit to the traveling public by having more maintainers on our roadways and hiring within local communities rather than having CDOT staff commute in from surrounding areas. It’s important that our maintainers live and work in the same areas



Mobility Hubs

CDOT has several multimodal mobility hub projects in the planning phase in the Denver region. The Mobility Hubs are transportation centers at select locations that emphasize multimodal options, seamless mode-to-mode transitions, real-time passenger information, passenger convenience and opportunities to create transit-friendly development in surrounding areas.

Mobility Hubs that are Underway			
Location	Status	Expected Completion	Statewide Transit Plan
Centerra/Larimer County	Under Construction	May 1, 2024	Enhance current Bustang North Line Service; Potential future service for additional routes.
Berthoud/Weld County	Under Construction	May 1, 2024	Enhance current Bustang North Line Service; Potential future service for additional routes.
Firestone/Weld County	Under Construction	August 1, 2024	Enhance current Bustang North Line Service; Potential future service for additional routes.
Colorado 7/Weld OR Broomfield County	Pre-Construction	May 1, 2025	Enhance current Bustang North Line Service; Potential future service for additional routes.
El Rancho/Jefferson County	Pre-construction	May 1, 2025	Enhance current Bustang West Line, Pegasus, Bustang Outrider - Craig-Denver Service; Potential future service for additional routes.

Safety Awareness Campaign

The Office of Communications (OC) provides strategic communications efforts for the Colorado Department of Transportation's Highway Safety Office. In 2023, the OC provided a range of services to increase public awareness and support of major transportation safety issues to ultimately influence behavior of motor vehicle operators.

In 2023, the OC engaged in public relations, media relations and paid advertising strategies to support 15 high-visibility DUI enforcement periods. These programs promoted the consequences of DUI arrests along with the importance of ride-share services or designating a sober driver to stay safe. Paid advertising was used to educate the public to not over-complicate the decision to drive impaired. The message was simple - impairment is impairment no matter how much you have consumed. In addition, the OC reached out to Colorado's growing Hispanic population with a culturally relevant Spanish DUI campaign targeting at-risk populations. Digital tactics and social media were used to reach this population.

The OC also supported three Click It or Ticket enforcement periods and launched a digital and online social campaign to educate the public on the dangers of not buckling up. The campaign used positive social norming messages to encourage others to buckle up. The OC also created a campaign showing what happens to unbuckled occupants during a rollover crash. This campaign was launched at a media event in Pueblo, which has one of the lowest seat belt use rates in the state. Finally, a special Spanish-language seat belt campaign targeted Hispanic communities.

To address distracted driving, the OC launched a new campaign as part of its Shift into Safe initiative. The campaign highlights the dangers of taking your eyes off the road for just a few seconds, such as unwrapping a fast food wrapper. This campaign struck a careful balance between being eye-catching and memorable while conveying the seriousness of an issue that contributes to more than 40 crashes a day on Colorado roads. Media buy deliverables for the campaign included radio and video assets.

A new campaign called Meet the Effects targeted cannabis consumers in the state. Research shows that many such consumers don't understand how cannabis affects driving. This campaign highlights those effects, including delayed reaction time and reduced divided attention abilities. The campaign used a variety of tactics to convey its message including print media, point-of-sale outreach, digital buys and pre-roll video.

Also in 2023, the OC continued its Excuses to Speed Don't Exist to address the increase in speed-related fatalities in the state. Media buy deliverables included radio, billboards and digital assets. For the first time, this campaign went statewide, which generated almost 25 million impressions, which ensured wide coverage in both rural and urban areas.

Other campaigns launched in 2023 included: a pedestrian safety campaign, The Left Behind, that depicted the devastating outcomes of pedestrian crashes; the Ask the Experts video series, which provided tips and resources to parents on car seat safety; the Keep Your License Safe campaign aimed at teens regarding special laws that apply to new drivers in the state; the Aftermath motorcycle safety campaign that targeted riders to wear helmets; and Hard to See, a campaign that asked drivers to use extra caution near motorcycles.

Also in 2023, the OC received an award for its drugged driving campaign from the American Association of State Highway Transportation Officials. The national award was for Best Print and Electronic Marketing by a state traffic safety agency. The award is given to campaigns that demonstrate the best examples of innovation, planning, production, execution and evaluation. CDOT's Meet the Effects campaign aims to increase awareness and dispel myths about the dangers of driving under the influence of cannabis. The campaign addresses the different effects cannabis can have on driving, including slowed reaction time, reduced focus and temporarily weakened problem-solving skills.

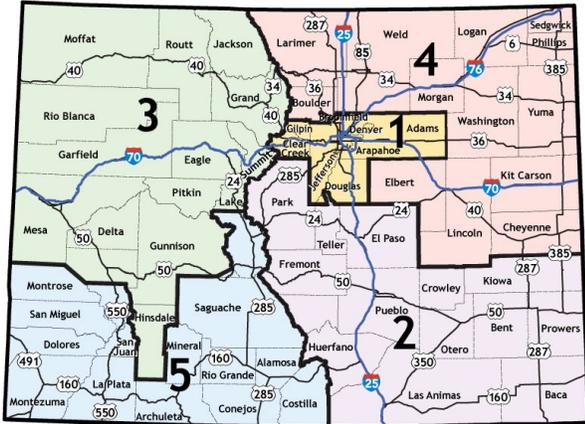




03

Projects Completed in 2023

Completed Projects at a Glance



Denver Metro Region

Region 1

18

Projects Total

1

10 Year Plan Project

Southeast Region

Region 2

13

Projects Total

1

10 Year Plan Project

Northwest Region

Region 3

21

Projects Total

6

10 Year Plan Projects

Northeast Region

Region 5

25

Projects Total

11

10 Year Plan Projects

Southwest Region

Region 5

12

Projects Total

3

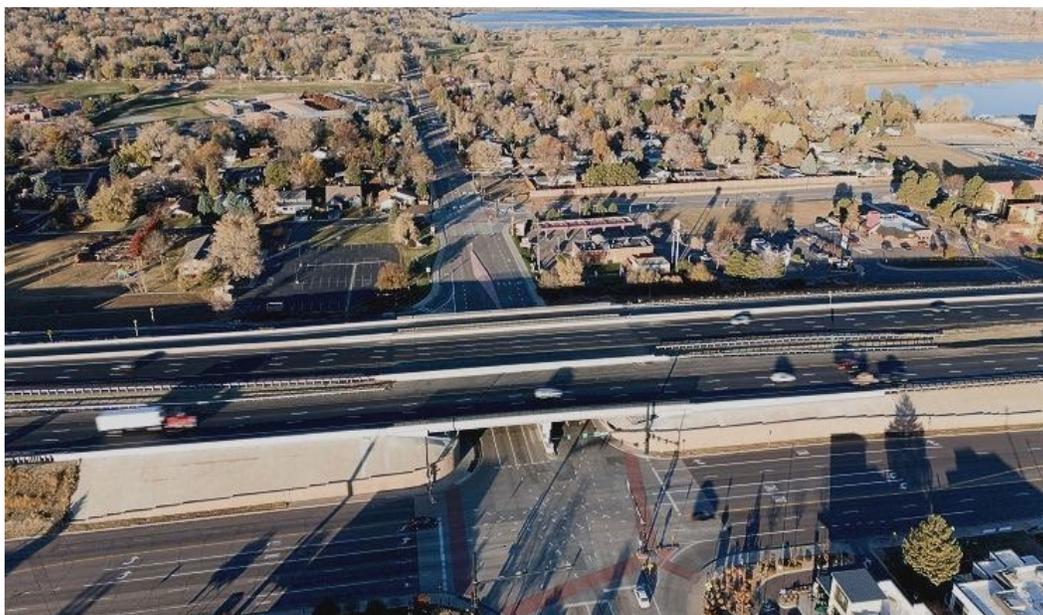
10 Year Plan Projects

Denver Metro Region

I-70 over 32nd Avenue Bridge Replacement 10YP

CDOT along with contractor partner Kraemer North America and local officials celebrated the completion of the I-70 over 32nd Avenue bridge replacement project in the City of Wheat Ridge in mid-November 2023. This important state-funded project is part of CDOT’s overall 10-year commitment to replace aged bridges across the region and the state. Work on this five-phase project began in February 2022 and was completed on schedule.

With the completion of this project, the bridges at I-70 over 32nd Avenue are up to modern standards, which improves safety and supports increased traffic on the I-70 corridor. This project is the first of three bridge replacement projects to be completed in the West Denver Metro area, with active construction and progress being made nearby at I-70 over Ward Road and I-70 over Harlan Street.



I-25 Concrete Pavement Rehabilitation and Wildlife Fencing

CDOT replaced the concrete pavement on I-25 from Wolfensberger Road (CO 86) in Castle Rock to Lincoln Avenue in Lone Tree. The project also included building wildlife fencing to decrease wildlife-related crashes on the interstate.

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.



US 6 Clear Creek Canyon Repaving and Safety Improvements

The entire 11.4-mile stretch of US 6 between CO 119 and CO 93/58 was resurfaced to address the severe deterioration of the pavement, leading to a smoother and safer driving experience. Other improvements included minor widening of the shoulders for added safety, removing and replacing all guardrails within the project limits, cleaning culverts, removing loose rocks and installing new signage and striping to meet current standards.

CO 93 Repaving Between US 6 and 58th Avenue

The project improved the safety and driving conditions along both directions of a 3.1-mile stretch of CO 93 In Golden between US 6 and 58th Avenue. Improvements included repaving, upgrading curb ramps to meet ADA standards, lengthening the northbound acceleration lane of CO 93 from westbound Washington Avenue, adding an additional thru lane on northbound CO 93 between Washington Avenue and Golden Gate Canyon Road, adding medians, cleaning culverts, installing new signage and striping, adding rumble strips and replacing a traffic signal at the intersection of CO 93 and 58th Avenue.

Parker Road Repaving from Hilltop to Stroh Roads

This project completed the resurfacing of CO 83 South Parker Road between Hilltop and Stroh roads in Parker. Improvements included updating concrete curb ramps at the intersections so they are ADA compliant (safer and more accessible for people with disabilities, pedestrians and cyclists), removing the old pavement and repaving the roadway, upgrading traffic signals, placing new signs and striping the roadway.

Colorado Blvd. Repaving from the Martin Luther King Jr. Blvd. to US 6

This project completed repaving along two miles of Colorado Boulevard (CO 2) in Denver and Adams counties from Martin Luther King Jr. Boulevard to US 6. The project included concrete curb ramp upgrades and roadway resurfacing.

Ward Road Repaving I-70 to Indiana

Ward Road (CO 72) was repaved between the intersection of I-70 to Indiana Street. Work also included raised medians, signal replacement, signal head upgrades, signal detection additions, curb ramp upgrades, guardrail improvements, signing and striping.

Gun Club Road (CO 30) Widening at Hampden

The project installed a right turn lane from southbound Gun Club Road onto westbound Hampden Avenue. Improvements were also made to the signals, as well as the drainage infrastructure of the field next to the intersection.

Parker Road (CO 83) Safety Improvements

Several safety improvement projects were completed along Parker Road (CO 83), including the installation of 349 new signs along CO 83 between the El Paso County Line and Bayou Gulch in Douglas County. The new signs consist of the speed limit, directional, street, mile point, guide, regulatory, warning signs and flashing beacons. The signs have better reflectivity at night to help motorists navigate the highway safely.

Rumble strips were also installed on a long stretch of the CO 83 centerline. Rumble strips are an effective measure for reducing roadway departure crashes. Grooves are cut into the pavement which causes a vibration and rumbling sound when the tires of a moving vehicle come in contact with the cut pavement.

The second project installed Curb Ramp Upgrades.

In the Denver Metro Area, several projects were completed to replace curb ramps that bring them up to Americans with Disabilities Act (ADA) standards and to provide better accessibility to multimodal travelers. Locations in 2023 included:

- Intersections off I-25 from 84th to 144th in Adams County
- US 36 at Church Ranch Road and Pecos Street and CO 128 Interchange
- CO 121 from 92nd to Wadsworth Parkway
- CO 128 from I-25 to Old Wadsworth Boulevard
- CO 30/6th Avenue from I-225 southbound to Havana Street in Arapahoe County

Traffic Signal Improvements

Several traffic signal replacement projects were completed in the Denver Metro Area in 2023, bringing this infrastructure up to modern standards to help control traffic in a safe and efficient manner by providing regulated movement. Locations included:

- CO 121/Wadsworth Boulevard at 66th Ave. and 87th Dr./84th Pkwy. in Arvada
- CO 121/Wadsworth Boulevard at 104th Ave. in Westminster

CDOT's 10-Year Plan includes replacing aging signal structures and wiring to upgrade signalized intersections to include updated vehicle, pedestrian and bicycle detection, video surveillance and improved communication for faster diagnosis and correction of timing and equipment issues. Upgraded vehicle detection will reduce unnecessary delays and stops at these intersections while improving travel times and increasing the amount of traffic that an intersection can handle.

Regionwide Bridge Preventative Maintenance

Several projects took place in 2023 to upgrade bridges and conduct preventative maintenance, which helps extend the lifespan of these bridges and improve safety. Bridge improvements included the following locations:

- CO 88 over Bear Creek, I-70 over Tennyson and US 6 over Wadsworth Boulevard (CO 121)
- Nine bridge structures along the south I-25 corridor between Logan Street and Quincy Avenue
- I-270 over BNSF, I-70 spur (Wagner Street) over UPRR, eastbound I-70 over Clear Creek and Liggett Road over I-25
- Scour mitigation under the twin bridge structures on I-76 over Clear Creek

Denver Metro Bike and Pedestrian Study

In March of 2023, CDOT's Denver Region Traffic & Safety team posted the Bicycle and Pedestrian Safety Study final report. The study's goal is to improve the safety of the bicycle and pedestrian network on CDOT roads within Region 1 (Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson counties). Representatives from each of the localities, CDOT, the Federal Highway Administration and the Denver Regional Council of Governments guided the inputs and assumptions during the study, while local agencies and the public provided feedback on areas of concern and ideas for improvement through a robust online survey. This final report provides a guide to identifying areas of higher potential risk, areas of bicycle and/or pedestrian concern and a list of safety improvements that could apply to state or local roadways.



County Road 314 & Clear Creek Greenway Trail Improvements

A project to improve County Road 314 and part of the Clear Creek Greenway Trail in Idaho Springs wrapped up in 2023. This work included road widening and paving on County Road 314 which is used as an access road, installation of retaining walls and guardrails, drainage improvements, relocation of the Scott Lancaster Memorial Bridge to a spot along the existing trail and construction of a new shared use trail for pedestrians and bicyclists, which includes a pedestrian path and bridge over Clear Creek.

Southeast Region

I-25 Train Derailment North of Pueblo

On the afternoon of Oct. 15, a BNSF Railway freight train carrying coal derailed at a bridge crossing I-25 just north of Pueblo at Bragdon. The derailment caused the railway bridge to collapse over the northbound lanes of I-25. Freight cars, coal and bridge debris filled the roadway. CDOT maintenance patrols responded immediately providing traffic control, road closure support and detour signage. CDOT Maintenance and engineering teams were on site for the duration of the clean-up providing an assessment of road surface damage and repair needs and temporary guardrail placement. The hard work of CDOT employees made it possible to open the



southbound lanes in just three days and the northbound lanes in four days from the time of the incident. CDOT teams, led by the R2 Traffic/Permits Department, South Program Engineering and Staff Bridge, continued to work closely with BNSF Railway to provide permits for lane closures during the extensive repairs and placement of the new bridge on Dec. 18 and inspect the bridge prior to opening I-25 to the traveling public.

US 287 Concrete Preventive Maintenance

The US 287 Surface Improvement Project between the Oklahoma state line and Springfield, enhancing safety and mobility for motorists was completed. Work consisted of removing and replacing concrete pavement in segments. The subgrade was prepared to ensure the road can support heavy traffic. Additional safety measures included new striping for better lane recognition. Rumble strips also have been added to the shoulders, which is an effective strategy to decrease crashes due to vehicles leaving the roadway.

CO 385 Realignment

This project, south of Bristol, consisted of replacing a timber structure under the roadway with a new concrete box culvert as well as realigning the roadway. Culvert improvements and replacements make necessary enhancements to accommodate higher accumulations of rainfall and lower the risks associated with such instances as flooding to maintain safe driving conditions.

CO 21 and US 24 Signal Improvement Project

Signal replacements and improvements on N. Powers Blvd. (CO 21) at Constitution Ave. and Palmer Park Blvd. and on E. Fountain Blvd. (US 24) at Academy Park Loop/Alvarado Dr. included the removal of antiquated traffic signals and installation of traffic signal equipment, poles, mast arms, vehicle detectors, closed circuit television cameras, advanced flashing beacons, signing and minor striping at each intersection. Additional work included removing and installing curb, gutter and Americans with Disabilities Act (ADA) ramps.

I-25 Exit 11 Interchange Improvements

This project entailed upgrading the infrastructure and making 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; building roundabouts to improve traffic flow; building retaining walls; improving access to the Port of Entry; retrofitting curb ramps for ADA compliance; adding guardrail and other safety features to the new bridge for pedestrians and cyclists and incorporating urban streetscapes and new lighting and signage.

US 24 Curve Correction

This highway safety improvement project consisted of realigning a curve on US 24, three miles east of Florissant. Work included cutting back 1,500 feet of rock slope along the northern edge of this two-lane highway, then regrading and paving.

Surface Treatment Butte Creek North

Paving operations began in May for northbound and southbound I-25 north of Walsenburg, Colorado. The work will take place between Huerfano Butte and the Lascar Road Interchange. The project involves paving and safety improvements along with bridge repairs at the Huerfano River and Greasewood Arroyo.

US 285 Bailey Safety Improvements

The goal of the U.S. 285 Bailey Safety Improvements Project is to reduce the number of crashes occurring at what is known as the “Bailey Curve,” at the bottom of Crow Hill, in the town of Bailey. Project boundaries are between the top of Crow Hill to Main Street/County Road 64. Construction began in July 2023 with completion in Fall 2023.

US 50 and CO 71 Intersection Improvements

This project included 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.

Military Access, Mobility & Safety Improvement Project

- **Charter Oak Ranch Road**

Charter Oak Ranch Road is accessible off I-25 via Santa Fe Avenue (US 85) and is the only access to Gate 19 of Fort Carson, the region's largest employer. In 2009, Charter Oak Ranch Road was designated by the U.S. Department of the Army as important to national defense. More than 40 percent of the traffic along Charter Oak Ranch Road is heavy vehicles and the road is characterized by crumbling pavement, poor drainage, steep grade, narrow lanes and no facilities for cyclists or pedestrians. The project will make roadway, drainage and structural improvements.

- **CO 94 Improvements** 10YP

The CO 94 project comprises three elements, each aimed at improving safety and efficiency along the corridor through the addition of a westbound passing lane between north Franceville Coal Mine Road and US 24, installation of fiber from US 24 to Enoch Road and signalized the jug-handle intersection at Blaney Road. The safety enhancements relate to the potential to reduce crashes, improve infrastructure and address physical deficiencies that contribute to crashes in the corridor providing access to Schriever Space Force Base.



CO 96 Resurfacing East of Westcliffe

Improvements to 26 miles of Colorado Highway 96 from Westcliffe to Wetmore in Custer County began on June 1. The project consists of improvements from MP 0 to 26 including pavement milling and paving, full-depth roadway repairs, shouldering, erosion control, guardrail replacement, seeding, delineators, signing and high visibility striping. The project will enhance safety for travelers on this two-lane highway. When completed 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 24 Signal Improvement

Improvements were made on N. Powers Blvd. (CO 21) at Constitution Ave. and Palmer Park Blvd. and on E. Fountain Blvd. (US 24) at Academy Park Loop/Alvarado Dr. in Colorado Springs. Improvements included the removal of the antiquated existing traffic signals and installation of traffic signal equipment, poles, mast arms, vehicle detectors, closed circuit television cameras, advanced flashing beacons, signing and minor striping at each intersection. Additional work included removing and installing curb, gutter and Americans with Disabilities Act (ADA) ramps.

Northwest Region

I-70 Frisco to Silverthorne Eastbound Auxiliary Lane

CDOT, elected officials, agency partners and contractor teams gathered Dec. 5, 2023 to celebrate the completion of this project. Crews completed a new auxiliary lane from just west of Frisco to just east of Silverthorne. The project included structural work widening two eastbound bridges, a new off-ramp layout, improvements to the eastbound scenic overlook, wildlife fencing, drainage and improved signage for the nearby US 6 Loveland pass route. The project will significantly improve safety on the very busy section of Interstate 70 in the heart of Summit County. The high crash rate for this section of I-70 causes delays in emergency response and partial interstate closures. The project complements several other safety improvement projects this summer, located from Frisco and extending east to the Eisenhower Johnson Memorial Tunnels.

CO 9 North of Silverthorne Resurfacing

Motorists will now 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 resurfaced along one section of CO 9 and placed chip seal on a second section. Crews also completed resurfacing guardrail updates and minor bridge structure work. This project is part of CDOT's 10-Year Plan.

US 50 Passing Lanes

Project work focused on the addition of two passing lanes to approximately 7.5 miles of US Highway 50 west of Gunnison. Crews completed work on the popular east-west route at a location east of the US 50 Little Blue Canyon Project.

US 6 and 20 Road Intersection Improvement

This project consisted 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 included utility relocations, realignment of the railroad tracks, construction of asphalt pavement, installation of storm sewer and traffic signals, signing and striping.

I-70B and CO 141B Mesa County Resurfacing

This project consisted of roadway resurfacing with hot mix asphalt mill and overlay at three locations in Mesa County. Other work included guardrail replacement, rumble strips, signing and striping. Work took place on the I-70 Business Loop in Grand Junction and on Colorado Highway 141.



I-70B 31.5 Road Safety Improvements

Crews lengthened the westbound left turn lane, added pedestrian push buttons closer to existing curb ramps, replaced the existing camera detection system, installed a pedestrian signal head and pole and moved an existing storm drain.

CO 133 Rockfall North of McClure Pass

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

US 40 Berthoud Pass

Crews resurfaced 10 miles on US Highway 40 Berthoud Pass at a two-inch depth. Millings were recycled and incorporated with the newly crushed material into the asphalt mix. Over 30,000 tons of asphalt were produced for the project. The improved driving surface will create a smoother and safer ride for residents, businesses and visitors. The project is a priority for CDOT's broader effort to address the impacts of the severe 2022-2023 winter season. The work was critical to repair a rough roadway surface in the most affected areas before the 2023-2024 winter kicks into high gear.

CO 133 Culvert Repair

Crews completed temporary and permanent repairs to CO 133 at a failed culvert north of Paonia. Work on the project was completed a week ahead of the anticipated completion date and all traffic impacts on the project have ended. A critical element of the permanent repairs work was to ensure the Gunnison River and Bear Creek were protected from contamination and to complete restoration of the landscape. Work began in August to permanently repair a culvert that had been damaged in May.



East of Vail Pass Single Lane Resurfacing

Work took place from just east of Vail Pass to Frisco. The project improved 13 miles of worn-out roadway along the I-70 eastbound right lane. Contract partner Elam Construction, of Grand Junction, milled the existing asphalt and paved 2 inches of new hot mix asphalt. The right lane receives more travel, causing faster deterioration of pavement conditions. The new asphalt will extend the life of the highway, provide a smoother road surface and will add durability by increasing the resistance of ruts and road damage.

CO 82 Independence Pass Chip Seal

Crews completed the chip seal project on 14 miles of Colorado Highway 82 Independence Pass, located east of Aspen. A new chip seal was placed from the winter closure gate to the Independence Pass summit. Work consisted of asphalt patching, chip seal application and pavement markings.

I-70 East of DeBeque

Approximately three miles of I-70 resurfaced near DeBeque. Crews paved 2 inches of hot mix asphalt, applied new striping, installed rumble strips, performed three culvert treatments, completed minor bridge repair, replaced guardrail and bridge rail.

Eagle Residency ADA Ramp Improvements

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

I-70 Rifle to Silt Concrete Slab Replacement

Crews replaced approximately 600 slabs on I-70 between West Rifle and Silt. The work replaced approximately 13,000 square yards of deteriorating and damaged concrete slabs along the 12 ½ mile section of interstate. 100,000 square yards of concrete paving was ground and texturing for smoothness improvements to I-70. Crews used a diamond grinder for the smoothest surface possible. Now complete, the improved interstate surface provides a safer and smoother driving experience. Contractor partners increased the number of concrete panels that will be replaced, added hot mix asphalt repaving at interstate ramp exits 87, 90, 94 and 97 and fixed a large dip at the westbound I-70 bridge near West Rifle.



CO 64 and CO 13 at Meeker

Crews addressed four miles of Colorado Highway 13 that have been affected by heavy traffic from I-70 closures in recent years. Completed work included resurfaced Colorado Highway 64 just west of the intersection of Colorado Highway 13 and on CO 13 just south of Meeker. Colorado Highway 64 also received eight miles of new paving that will greatly improve the traveling conditions for many residents of Rio Blanco County. Work on the White River Bridge, near the Town of Meeker, will extend the bridge’s lifespan and provide a smoother ride for the traveling public. Other improvements include guardrail upgrades, rumble strips and pavement marking.

CO 318 Brown’s Park East Rural Resurfacing 10YP

Crews resurfaced Colorado Highway 318 from the Utah-Colorado State Line to west of Maybell. Project included rumble strip installation and pavement marking.

CO 13B Chip Seals

New chip seal was placed from north of Craig the Colorado/Wyoming state line. The new surface will provide skid resistance and reduce overall cracking. The chip seal application will also help protect and extend the life of the underlying pavement. The chip seal project included the Fortification Creek North project to protect the new asphalt.

US 40 and CO 14 (Mountain Residency) Crack Seals

Crack seal work completed on US Highway near Wolford Reservoir, located twenty miles north of Kremmling. Work took place on Colorado Highway 14 from the Town of Walden to the top of Cameron Pass.

CO 114 Parlin West to Sillsville Overlay 10YP

Crews completed resurfacing, leveling, widening shoulders and upgrading guardrails along 28 miles of CO 114 in Gunnison and Saguache counties. This was a joint project between Region 3/northeast Colorado and Region 5/southwest Colorado. The project improves and prolongs the life of this rural road.

CO 92 Chip Seal South of Crawford

New chip seal was placed on approximately 17 miles of Colorado Highway 92 south of Crawford. Crews completed asphalt patching, chip seal application and pavement markings.

I-70 Salt Wash Bridges Scour

Crews completed the scour mitigation project on four Interstate 70 bridges near Fruita. The bridges are located at the drainages known as Big Salt Wash and Little Salt Wash. Additional project work on I-70 included deck repairs on two of the structures. The project was necessary to mitigate the potential for scour on the bridge structures. Scour is erosion that can occur to bridge abutments due to flowing water eroding sediment around the bridge footers. Micropiles were installed at each bridge's abutments and piers to modify the existing shallow foundation to a deep foundation.



Northeast Region

Permanent Repair CO 7 Flood Repairs CP1

In September 2013, flood waters saturated the mountainous terrain of Colorado Highway 7, causing numerous material slides, ditch damage and erosion to the roadway embankment. After eroding the highway embankment, the floods washed out the road in several places. Large amounts of debris, rock and sediment were deposited in the creek and, as a result, redirected water flows - further contributing to the erosion of the channel banks and the undermining of the highway. This project, estimated at \$42.5 million, broke ground in Fall of 2021 and was substantially completed in 2023 with some minor landscape maintenance items in early 2024. It completes extensive emergency repairs including repairing full-width roadway losses, repairing embankments, removing sediment and debris, replacing overtopped road sections, repairing shoulders, regrading ditches and replacing damaged culverts.

I-76 Cable Rail Morgan County Road 11 East

Project work consisted of the installation of 19 miles of high-tension median cable barrier TL-3 and concrete mow strip on I-76 in Morgan County. This \$9.2M project started in July 2023 and completed in December 2023.

CO 392 Safety Improvements

This project is located in Weld County. Project work consisted of signal head replacements along Colorado Highway 392. This project also constructed several pullout areas for law enforcement as well as flashing stop signs at key intersections to improve corridor safety.

North I-25 Prospect - Bridge Enterprise

This project reconstructed the Prospect Road bridge over I-25 to accommodate the addition of Express Lanes on I-25. The new bridge has two through-lanes and center turn lanes in each direction and a bike and pedestrian lane.

CO 71 Freight Improvements

This project constructed three passing/climbing lanes on Colorado Highway 71 between Limon and Brush.

CO 257 Windsor Resurfacing

This project is located in Weld County. Project work included 4.7 miles of asphalt resurfacing along Colorado Highway 257. Rehabilitation work was also completed on the existing bridge.

US 385 Holyoke North 10YP

This project is located in Phillips county. Project work included an overlay with asphalt material of 2 inches of hot mix asphalt. The project also included rumble strips, striping and signage updates and shoulder widening. It also upgraded ADA ramps in the town of Holyoke.



CO 138 Sterling North Part 2

This project is located in Logan County. Project work consisted of widening and asphalt paving of Colorado Highway 138 between Sterling and Iliff.

I-76 East of Sterling 10YP

The highway improvements included milling of the current asphalt, laying six inches of hot mix asphalt on top of the existing asphalt. This work took place on eastbound and westbound Interstate 76 east of Sterling just north of US Highway 6 for three miles. Crews also completed concrete panel replacements and diamond grinding for four miles east of Sterling. The project also included minor bridge repairs and guardrail upgrades on the two structures over the BNSF railroad.

US 34 Timber Bridge Replacement Package 2 10YP

The project replaced two timber bridges on US 34 between Akron and Otis. It also included bridge replacement on US 6 near Hillrose. The structures were replaced with concrete box culverts.

US 34 Weather Cameras and RWIS

This project is located in Morgan and Weld counties. Project work included the installation of two new CCTV cameras and one new RWIS along US Highway 34 between Greeley and Wiggins. The CCTV cameras will provide real time information about weather conditions and ultimately make roads safer and more efficient for the traveling public.

US 85 and WCR 66 Left Turn Accel Lanes

This project is located in Weld County. Project work consisted of median installations north and southbound left-turn acceleration lanes along US Highway 85 at the intersection of Weld County Road 66.

US 85 Platteville North Resurfacing

Project work consisted of resurfacing improvements on US Highway 85 in Weld County.

US 34 Brush Canal Failure

The Colorado Department of Transportation has secured the remaining Federal funds to complete a third wall in the emergency repairs of the Brush Lateral Canal along US Highway 34 between County Road 25 and CR 27. This section of the Brush Lateral Canal was paved with areas of significant damage to the paving which caused water to run under the pavement and caused underground damage to the shouldering on US 34. Paving was removed and replaced with sheet piles to prevent the leaking water.

I-70 Agate Structure Rehab

This project is located in Elbert County. Project work consisted of bridge preventative maintenance along I-70.

US 385 North of Cheyenne Wells

This was a resurfacing and safety improvement project on a 16-mile stretch of US Highway 385 north of Cheyenne Wells. Work included adding up to six inches of new asphalt along the project corridor, repairing a bridge deck, performing full depth reclamation on over three miles of highway and making other safety improvements.

CO 71 Region Line North

Project work consisted of resurfacing improvements on Colorado Highway 71 for 15 miles in Lincoln County.

US 287 & CO 52 Intersection Improvements

This project is located in Boulder County. This project improves the safety and operational efficiency of the US Highway 287/Colorado Highway 52 intersection. CO52 was widened on the north and south sides to accommodate an additional left turn lane and created a 6-foot bicycle lane for both eastbound and westbound traffic.

Critical Culvert Construction Package D CO 170

This project is located in Boulder County. Project work consisted on Colorado Highway 170 for three miles to replace a culvert (with wingwalls) underneath the roadway. It also included traffic control, excavation and asphalt patching.

US 36B Lyons South

This project is located in Boulder County. Project work consisted of surface and safety improvements along the US Highway 36 corridor between Boulder and Lyons.

South I-25A Slab Replacement

This project is located in Larimer County. Project work consisted of replacing 52 top layer slabs as critical repairs. Between Wellington and CO 14. Total cost \$1.2M.

CO 72 Chip Seal in Boulder County

This project is located in Boulder County. Project work consisted of chipsealing for eight miles for pavement preservation purposes. This project cost \$1.09 M to complete.



Southwest Region

US 160 Four Corners to Aztec Creek 10YP

This surface treatment project was located on an eight-mile stretch of US 160 from the Four Corners reaching into the southwest corner of the state. This work in Montezuma County included a full-depth reclamation of the roadway and widening to accommodate northbound and southbound passing lanes on either side of the CO 41 junction. Shoulders were expanded to four feet in length on each side of the highway. Culvert extensions and guardrail were installed. CDOT partnered with New Mexico Department of Transportation to pave the one-mile NM portion of US 160.



US 160 Cortez Signal Improvements

The project improved signals at the intersections of US 160 and CO 145 and US 160 and Chestnut Street. Work included the replacement of old existing traffic signals, poles and electronics.

CO 172 Resurfacing Ignacio to Elmore's Corner

Road surface, accessibility, safety and drainage improvements were made along a 17-mile section of CO 172 through the town of Ignacio north to the junction of US 160 (locally known as Elmore's Corner). The project included surface treatment of the entire stretch, several culvert upgrades and new Americans with Disabilities Act (ADA) ramp upgrades in Downtown Ignacio.

CO 114 Parlin West to Sillsville Overlay 10YP

Crews completed resurfacing, leveling, widening shoulders and upgrading guardrails along 28 miles of CO 114 in Gunnison and Saguache counties. This was a joint project between Region 3/northeast Colorado and Region 5/southwest Colorado. The project improves and prolongs the life of this rural road.

US 550 Ouray to Colona Resurfacing

The project took place on US 550 for 22 miles between Ouray and Colona. Work included asphalt paving, shoulder widening at three locations, bridge maintenance on three structures, installing new guardrail, new pavement markings and signing. An additional work zone was located about a mile south of Ouray at Bear Creek tunnel where crews replaced concrete panel roadway approaches at each end of the tunnel.

US 160 West of Pagosa Surface Treatment & Culvert

This surface treatment project was located on US 160 starting in the Town of Pagosa Springs to the west of the community for nine miles. Work included a surface treatment leveling course and an SMA overlay, as well as a mill and fill at intersection locations with curb and gutter construction. Additional work included culvert and guardrail replacement and re-striping.

CO 151 Emergency Culvert Repair

An emergency repair project took place after culvert failure occurred on CO 151 in April 2023 due to severe spring runoff. Work, just south of Chimney Rock National Monument, included installation of two new concrete box culverts, rebuilding and resurfacing of the roadway and re-establishing proper water drainage in the area.



US 160 Priority Culverts

Work included the replacement of three culverts and the repair of six other culverts along the US 160 corridor. Aged pipes were replaced with new concrete culverts and rehabbed culverts received synthetic linings to enhance the durability and life of the structures. Locations included: east of Mesa Verde National Park entrance, west of Hesperus, west of Bayfield, east of Bayfield, in Pagosa Springs, east of Pagosa Springs, on Wolf Creek Pass and west of South Fork.

R5 Bridge Preventative Maintenance

This project, located on CO 141 in Dolores County, included preventative maintenance of three bridge structures located over Naturita Creek, the San Miguel River and the Dolores River. Work scope included replacement of bridge joints, deck rehab, installation of waterproofing membranes and upgrades to bridge rail.

Regionwide Striping

Re-striping locations along several highways: US 24, US 50, US 160, US 285, CO 291, US 491 and US 550.

US 160 McCabe Creek Culvert Replacement in Pagosa 10YP

This project in downtown Pagosa Springs replaced aged metal culverts with new precast concrete box culverts. Additionally, rockfill was used to line embankments to improve drainage and establish a new downstream channel, allowing for better drainage along and under the roadway. Other work included updating the guardrail and bridge rail, erosion control, sidewalk work and fencing along the corridor.

US 550 Red Mountain Pass Avalanche Mitigation Systems

Fixed avalanche control systems were installed at three slide paths north of the Red Mountain Pass summit. The O'bellx and Gazex units included concrete bases and housing structures. The systems are the first to be installed on the US 550 mountain corridor. The systems will provide more efficient avalanche control, making the area safer for the traveling public. The remote-controlled systems are also more reliable and safer for CDOT personnel to operate.

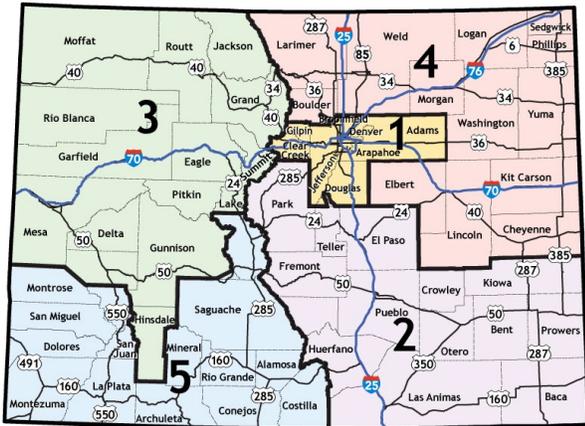




04

Projects Underway in 2023

Projects Underway at a Glance



Denver Metro Region

Region 1

34

Projects Total

11

10 Year Plan Projects

Southeast Region

Region 2

15

Projects Total

6

10 Year Plan Projects

Northwest Region

Region 3

8

Projects Total

4

10 Year Plan Projects

Northeast Region

Region 5

8

Projects Total

5

10 Year Plan Projects

Southwest Region

Region 5

2

Projects Total

2

10 Year Plan Projects

Denver Metro Region

US 40 Floyd Hill Roundabouts 10YP

The US 40 & Floyd Hill Roundabouts project is building new roundabout intersections at US 40 & County Road 65 and US 40 & Homestead Road. 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 spring 2024.



I-70 Paving EJMT to Georgetown

The project consists of repaving eastbound I-70 from just outside the Eisenhower Johnson Memorial Tunnel to the Georgetown on-ramp, as well as a half-mile stretch of eastbound I-70 at the US 40 Empire Junction (Exit 232). Crews will also replace damaged guardrails with new, safer ones. The majority of the paving work is complete as of the end of 2023. Remaining work includes paving and bridge deck repairs along eastbound I-70 at Herman Gulch, paving the eastbound on and off-ramps at Loveland Pass and Silver Plume, sign replacements and finishing the guardrail replacement work, which will all take place after the winter months in 2024.

Eastbound I-70 Mount Vernon Emergency Escape Ramp 10YP

This project will rebuild the existing emergency escape ramp located along eastbound I-70 at Mile Post 257 just east of Genesee. The project will make the ramp more visible and robust for truck drivers to see and use in the event of an emergency such as failed brakes or mechanical breakdown as they travel down the eastbound I-70 mountain corridor into the Denver region. Since the ramp must be closed during construction, the project will take place over the winter season when hot brakes are the lowest and truckers' speeds are reduced. The project is scheduled for completion in late May/early June 2024.

I-70 Over Washington Bridge Repairs

This project will repair I-70 bridges over Washington St. The work includes expansion joint replacement, repair and replacement of the approach slab and median bridge barrier.

I-70 over Harlan Street Bridge Replacement 10YP

Construction continues on the bridge replacement and intersection improvement project on I-70 over Harlan Street. Benefits of this project include a safer bridge with modernized infrastructure, upgraded guardrail, wider shoulders, an improved intersection at Harlan Street and W. 48th Avenue to prevent crashes, better traffic flow and new sidewalks along Harlan Street under the I-70 bridge for safer accessibility. In 2023, the westbound bridge was demolished and rebuilt, the noise walls were replaced on the north side of the bridge and improvements were completed to the north side of the intersection with wider lanes, new signals, sidewalks and curb ramps and improved off and on-ramps westbound to I-70. The project started in August 2022 and is expected to last into early 2025.



I-70 Genesee Wildlife Underpass 10YP

CDOT started work on the I-70 Genesee Wildlife Underpass project in early November 2022, which is one of the I-70 Floyd Hill Early Projects advanced to improve traffic flow and safety ahead of major construction on the main I-70 Floyd Hill Project. In 2023, crews made significant progress on the wildlife underpass going under I-70 between the exits for Lookout Mountain and Genesee. The project also includes adding wildlife fencing along both east and westbound I-70 from the Genesee Exit (Exit 254) to the Lookout Mountain Exit (Exit 256).

This project will improve safety along this stretch of the highway. This area has the highest number of wildlife-vehicle collisions on the I-70 Mountain Corridor east of the Eisenhower-Johnson Memorial Tunnel. 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 Ward Road Bridge Replacement 10YP

CDOT began another important bridge replacement project in early 2023 at I-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 bridges will improve safety and mobility and will help relieve congestion on secondary service roads used as detours during emergency bridge deck repairs. Construction kicked off in February 2023. The westbound bridge structure was demolished and rebuilt by the end of 2023.

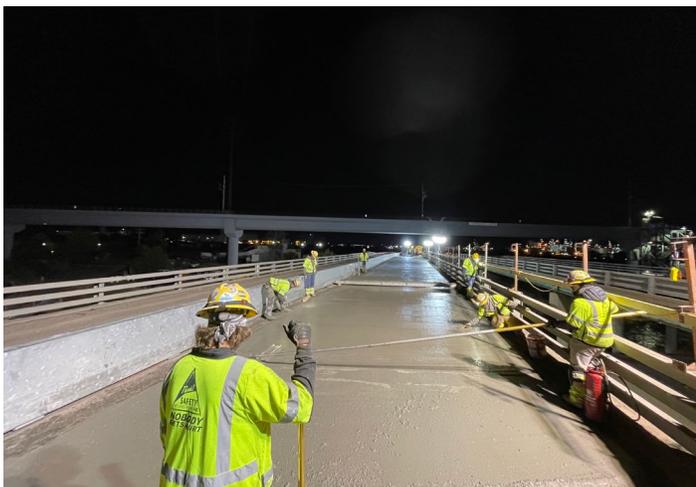


I-25 & Alameda Bridge Replacement over South Platte River

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 began in early 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 completed in the fall of 2024.



I-270 Bridge Preventative Maintenance

The project resurfaced six of the eight bridges within a two-mile stretch of I-270 between York Street and Vasquez Boulevard in Adams County. The project replaced the old asphalt with reinforced concrete. Most of the work occurred over the weekends through late 2023. Repair, final striping and other work will be completed in the spring of 2024. This project has already greatly improved the driving surface and safety of these bridge decks until the bridge structures can be completely replaced in the future as part of the I-270 Corridor Improvements Project.

I-25 Bridge Preventative Maintenance Project in Adams County

The project will improve I-25 bridges over the railroad north of East 58th Avenue and over East 62nd Avenue in Adams County. Work includes replacement of bridge expansion devices, concrete repairs to the existing bridge deck, bridge wall repairs, polyester concrete overlays and concrete panel repairs on the roadway approaching the bridges. The project will increase the service life of the bridges, improve safety and improve the driving surface.

Retaining Wall Improvements in Jefferson County

This project will create both structural and aesthetic improvements to retaining walls next to several roadway locations in Jefferson County. Locations include areas along westbound I-70, westbound CO 74, northbound US 285 and westbound C-470.

ADA Curb Ramps on CO 2, US 285 and CO 88

This project will replace approximately 207 curb ramps to comply with ADA standards at the following locations:

- Twelve miles of US 285 from South Simms to South Clermont streets
- Five miles of CO 2 from Dickenson Place and Batavia Place
- Four miles of CO 88 from Boston and South Clinton streets to South Helena Street and Cornerstar Way



Aurora Traffic Signal Replacements on CO 30 (Havana Street)

This project is replacing two traffic signals at the intersections of CO 30 (Havana Street) and Yale Avenue and CO 30 and Jewell Avenue in Aurora. Included in the signal replacement work is replacement of ADA curb ramps, sidewalks, curb and gutter work and minor intersection improvements.

CO 88/Belleview Traffic Safety Project

This traffic safety project is installing raised medians along Belleview between Federal Boulevard and South Prince Street. The project also includes signal replacement, curb ramp upgrades, curb and gutter replacement, erosion control, signage, striping and drainage improvements.

CO 74/US 285 Variable Signage Improvements

This project is installing one overhead Variable Message Sign (VMS) on northbound US 285 at Foxtan Road, two sign post-VMS 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 variable speed limit signs on I-70 between Vail Pass and Denver West.

I-270 Corridor Improvements 10YP

CDOT and FHWA have initiated an Environmental Impact Statement (EIS) process to evaluate ways to improve the I-270 corridor. CDOT and FHWA began a National Environmental Policy Act process in 2020, initially anticipating an Environmental Assessment. Moving into 2023, CDOT determined a more detailed environmental review was needed and requested an EIS be prepared.

The 7-mile-long I-270 corridor serves as an inner beltway for the Denver region, providing a direct connection between I-25 and I-70. It is a corridor of commerce, where the region’s key industry clusters of energy, advanced manufacturing and logistics companies reside. The congested interstate carries far more traffic than it was designed for. Nearly 10 percent of daily traffic on I-270 is freight trucks. The pavement and bridges are stressed by the traffic loads and emergency repairs are needed regularly. The corridor also lacks safe and efficient walking, cycling and public transportation options for residents and businesses near the highway.

CDOT and FHWA are considering a range of alternatives to improve traffic flow and safety on the I-270 mainline highway, interchanges and surrounding pedestrian and bicycle facilities. These include widening the highway, reconfiguring interchange ramps, replacing deteriorating bridges and pavement, improving pedestrian and bicycle crossing facilities across I-270 and providing modern drainage, water quality, intelligent traffic systems and other supporting infrastructure.



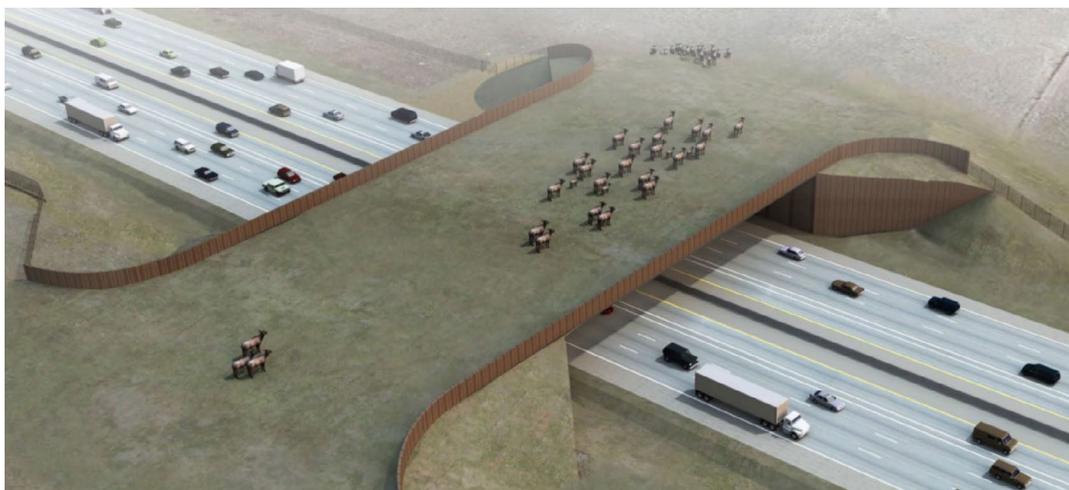
While I-270 corridor improvements are necessary, minimizing environmental and community impacts is important.

CDOT and FHWA need input from residents and businesses in the area, highway and transit users and other interested groups on how to improve the corridor and minimize negative impacts.

CDOT and FHWA have been engaging residents and businesses over the past three years and are planning an extensive outreach program for the EIS that is expected to employ various methods, such as public meetings, bus tours, stakeholder meetings, elected official meetings and agency meetings. CDOT and its bilingual community liaison plan on hosting and attending community events and meetings to develop relationships with the community and agency partnerships to share information and gather feedback.

Greenland Wildlife Overpass

CDOT in collaboration with Douglas County, the Colorado Parks and Wildlife and other partners will build a 200-foot-wide wildlife overpass crossing I-25 near the Greenland Interchange between Larkspur and Monument. This overpass will be one of the largest wildlife overpass structures in the U.S., built for big game animals such as elk, mule deer and pronghorn. The overpass completes the wildlife crossing system of underpasses and fencing as part of the I-25 South Gap project, which improved 18 miles of I-25 From Castle Rock to Monument.



The overpass will be built over I-25 at Mile Point 165.4 near the Greenland Interchange, about three miles north of Monument. This overpass will be strategically located to address the 3.7 mile gap from the other wildlife crossings. The overpass location will connect wildlife corridors and preserve open space with good proximity to water. The location is also a known area for high movement of large game.

Project design is expected to be completed in early 2024. Later in 2024, the project is expected to go to advertisement. Once construction starts, it will take more than one year to complete the project.

Vasquez Boulevard Improvements I-270 to 64th Avenue 10YP

CDOT, in close coordination with Commerce City and Adams County, is conducting the Vasquez Boulevard I-270 to 64th Avenue project. This project aims to improve traffic operations, safety and pedestrian connections within the project area. The preliminary design includes intersection improvements at 62nd Avenue and Vasquez Boulevard, turn lane improvements, better local roadway connections, sidewalk improvements and many other enhancements. Environmental clearance and final design are scheduled to be completed in 2024 and construction is expected to begin before the end of 2024.

I-270 Critical Bridges

Once the I-270 Corridor Improvements environmental study is complete, replacing the eight bridges within the corridor will be a top priority for the project's first construction phase. In the last 10 years, CDOT has conducted 160 planned maintenance repairs and 65 emergency maintenance repairs. Repairs require lane and sometimes highway closures and contribute to the critical safety and travel delays on the corridor. In 2023, CDOT resurfaced six of the bridge decks to improve safety and driving conditions until the bridges can be replaced as part of the I-270 Corridor Improvements project.

I-25 Lone Tree Mobility Hub

CDOT is actively completing the design of the Lone Tree Mobility Hub which includes both the northbound and southbound directional movements and hubs on I-25 in the City of Lone Tree, located in Douglas County. This transit improvement project will consist of constructing slip ramps along the northbound I-25 off-ramp and southbound on-ramp for use by Bustang transit services, a pedestrian bridge connecting the two transit stops and sidewalks. The project will go to advertisement in 2024 with construction expected to start at the end of 2024 or early 2025.

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 (Santa Fe Drive) from Highlands Ranch Parkway to C-470. Construction started in early October 2022. The project is widening US 85 from four to six lanes, replacing and widening 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 at County Line Road. This is a Douglas County local agency project.

I-25 Interchange Reconstruction Study at Speer Boulevard and 23rd Ave. 10YP

This is a study for a project that will replace the bridges at Speer Boulevard and 23rd Avenue over Interstate 25 in Denver.

Other Studies and Design Work:

- CO 7 Preliminary Analysis, Environmental and Engineering from Boulder to Brighton
- I-25 from US 36 to 104th Safety and Operations Design and Environmental
- US 285/Kings Valley Drive Interchange
- CO 72 (Ward Road) Full-Depth Reconstruction from I-70 to 52nd
- CO 85 (Sedalia to Meadows) Final Design 10YP
- I-70 East Corridor Multimodal Transportation Demand Management Plan
- Improving I-25 and Lincoln Avenue in Douglas County (Local agency project)

Southeast Region

CO 109 Bridge Rehab Over US 50 10YP

This project consists of work on an aging 1,448 ft long bridge structure constructed in 1967. It carries CO 109 over US 50, the BNSF Railroad and the Arkansas River. The work includes removing existing asphalt surfacing, class 2 and 3 deck repairs, patching concrete piers, bearing repair corbels, fiber-reinforced polymer wrap, waterproofing membrane, asphalt surfacing and a mill and overlay on the roadway approaches.

US 287 Reconstruction in Lamar Between Park and Savage 10YP

This project will improve a portion of US 287 through Lamar and includes reconstruction of US 287 and a portion of US 50 in Lamar from Park Street to Savage Ave.

I-25 Bridge Replacement at Walsenburg

Built in the 1960s, the structures crossing over CO 10 and the BNSF Railroad will be removed and replaced. To achieve this, the northbound bridge's deck will be rehabilitated and median crossovers built to route traffic. Other planned work includes widening and improving the on and off ramps, relocating a sanitary sewer line and adding guardrails, signs and safety features. This \$19.3 million project should be completed in late 2024.

US 50 Drainage Improvement Project

This project consists of replacing a culvert pipe under US 50 with a concrete box culvert and involves drainage improvement work on the south side of US 50. The project began in November 2023 and is expected to be complete by June 2024.



Drew Dix Parkway and Dillon Drive at I-25 Interchange

This safety and mobility improvement project will construct a roundabout at the intersection of Drew Dix Parkway and the west frontage road. The southbound I-25 off-ramp at Drew Dix Parkway (exit 104) will be realigned to utilize the new roundabout. The east frontage road will be built between Drew Dix Drive and Dillon Parkway. This new connection will run parallel to northbound I-25 between the existing roundabout at Dillon Drive and the Drew Dix Parkway/northbound I-25 on-ramp intersection. Expected completion in early 2024.

US 24 Pedestrian Safety Improvements

The project will improve and enhance the pedestrian crossings on the north side of US 24 across the right turn lanes of US 24 and right, southbound turn lanes of 8th Street, 21st Street and 31st Street. New signs and pavement markings will bring greater attention to the pedestrian crossing. The pedestrian crossing across the east side of US 24 at 31st Street will be moved to the west side of the intersection, removing the conflicts between southbound left-turning traffic and pedestrians. Work will primarily consist of raised crosswalks requiring motorists to slow down, curb and gutter, pavement and crosswalk markings. Work will be done primarily in the westbound direction for a 3-mile stretch of US 24 just west of I-25 in Colorado Springs.



Military Access, Mobility & Safety Improvement Project

- **Interstate 25**
I-25 is the backbone of Colorado’s vehicular mobility and freight movement and is the major north to south transportation corridor in Colorado Springs. The improvements to I-25 addressed in this project are located along an approximately 7.5-mile segment of the corridor beginning at South Academy Boulevard and extending to the Santa Fe Avenue (CO 85/87) exit at Fountain (MP 128), which exits to Gate 19 of Fort Carson.
- **South Academy Bridges**
The project replaces two bridges crossing South Academy Boulevard, widening the inside and outside shoulders with safety improvements, concrete surface treatment overlay, median barrier installation and installation of a deceleration lane at the interchange with CO 16.

US 50 and CO 231 Intersections Improvement

This project will improve safety by adding an intersection conflict warning system for CO 231 northbound and US 50. In addition to the warning system, a raised island and widened roadway to allow for a deceleration lane for US 50 eastbound travelers.

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.



Southeast Region Bridge Bundle 10YP

Seventeen rural bridges across key highway corridors, including CO 9, US 24 and US 350, in the Southeast Region will be replaced. The 17 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.

US 285/CO 9 Intersection Improvements and Bridge Replacement 10YP

The project consists of making intersection improvements on US Highway 285 at Colorado Highway 9 and replacing a bridge on US 285, in the town of Fairplay in Park County. Work includes roadway widening and reconstruction to accommodate additional through lanes and acceleration /deceleration lanes, installation of new traffic lights and ADA Ramp work in both Fairplay and Alma. Other work includes storm sewer and drainage improvements, sidewalk and curb and gutter replacement and repairs to an existing pedestrian bridge.

I-25 Acceleration/Deceleration Lanes from Fillmore Street to Garden of the Gods Road

The growth of the community and business expansion has necessitated the initiation of this improvement project. Continuous acceleration and deceleration lanes will be added to both the northbound and southbound directions of I-25, spanning from Garden of the Gods Road to Fillmore Street. The new lanes will be constructed/added where the existing right shoulder is located. These auxiliary lanes aim to even out traffic flow and assist drivers in merging and exiting traffic efficiently. To enhance road safety, the roadway will undergo resurfacing, curve cross slope adjustments will be implemented to address drainage concerns on the road and the bridge over Ellston Street will be reconstructed and widened. Additionally, bridge deck repairs will be made on the Garden of the Gods overpass structure. Upgrades to the intelligent transportation system (ITS) infrastructure (fiber optics and ramp meter station) will help with the flow of traffic to monitor, trigger and time vehicle release with automated vehicle and queue detection to mitigate any traffic backups by adjusting meter timing.

Freight Chain Up Stations

The Colorado Department of Transportation, in collaboration with Zak Dirt, has completed the Chain-up station project on Colorado Highway 9, north of Alma and on US Highway 285 south of Grant. At both locations, shoulders were widened, erosion control measures were put in place and electrical components were installed. The stations provide a safe location for passenger and freight vehicles to put chains on or off when the chain law is in effect, or during snow-packed driving conditions for traveling over Hoosier Pass (CO 9) or Kenosha Pass (US 285). Due to production delays, the installation and powering of control lighting centers at both locations will take place in the summer of 2024. Despite these delays, truckers and other motorists will still be able to use the chain-up station without lighting and electronic signs this winter.

CO 115 Improvements

The project improves a 13-mile stretch of roadway and bridge safety on CO 115 just south of Fort Carson toward Penrose by adding passing lanes, right turn lanes, reconstructing Rock Creek Bridge and performing major rehabilitation or reconstruction of cracked and distressed pavement.

Northwest Region

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

Crews have made significant progress on the I-70 West Vail Pass Auxiliary Lanes project, which started in 2021. Work accomplished in 2023 includes a new westbound bridge with three lanes, standard-width shoulders, improved curve geometry and new wall; relocating part of the US Highway 6 trail to make room for the new bridge and highway alignment; utility and technology preparation for a new westbound highway closure system at exit 190 at the top of Vail Pass; and new collection basins to help to prevent roadway sediment from entering Black Gore Creek. Completed work in 2021 and 2022 included necessary preparation for the new westbound bridge; rebuilding and relocation two miles of the popular Vail Pass recreation path; reconstruction of a runaway truck ramp and more. The ramp has been used in 18 emergencies since opening in 2021. Work in 2024 will focus on a new eastbound bridge to match the new westbound bridge, construction of the eastbound I-70 auxiliary lane and wildlife underpasses. The project is part of CDOT's statewide 10-year plan and focuses on significant safety improvements for the Interstate 70 mountain corridor. Work is anticipated to be complete in 2026.

CO 64 West of Meeker Bridges

Bridge replacement work at two locations on Colorado Highway 64 in Rio Blanco County, west of Meeker. The current bridges are at the end of their service life, have very low sufficiency ratings and do not meet modern design standards. Project is anticipated to be complete in 2024.

CO 13 Rio Blanco Hill

Located 11 miles northwest of Rifle, work continues on this project 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. Once complete, the project will improve safety on CO 13. Widening, embankment and drainage work and a new wildlife underpass are designed to improve safety, allow for higher traffic volumes and prevent road erosion.

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 the 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 for improvements for the US 6 corridor in Mesa County. The project is anticipated to be completed 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 2024.

US 50 Little Blue Creek Canyon 10YP

US Highway 50 through Blue Creek Canyon is a steep, curvy and very narrow section of roadway between Montrose and Gunnison. Located between Montrose and Gunnison, crews are widening the highway and non-paved shoulders to better accommodate heavy, large traffic, 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. Project is anticipated to be complete in 2024.

US 550 Montrose to Ouray County Line (Otter Road) 10YP

Crews are improving 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. Improvements include wildlife fencing systems, passing and auxiliary lanes and intersection realignments to improve safety along the project corridor. Work is anticipated to continue through Spring 2024.

CO 133 Slope Stabilization

Crews continue work on installation of retaining walls on Colorado Highway 133 at four locations north of Paonia.



Northeast Region

CO 66 at WCR7 & WCR13 Intersection Improvements 10YP

This project is located in Weld County. Project work consists of Colorado Highway 66 at Weld County Road 7 and WCR13 Intersection Improvements

US 34, 40 & Boulder County Rumble Strips 10YP

This project is located in various counties. Project work consists of replacement of epoxy pavement markings and installation of centerline rumble strips at various locations.

I-25 and CO 119 Park-N-Ride 10YP

Construction on the Firestone-Longmont Mobility Hub project located at the I-25 and CO 119 interchange began in January 2023. Communities along the I-25 corridor are continuing to rapidly expand, creating more congested roadways. This is one of several mobility hubs along the I-25 corridor that are currently under construction and will significantly improve bus service along I-25. The hub will improve multimodal access to promote regional transit. Construction anticipates completion in Spring 2024.

I-25 Diamond Grind and Concrete Panel Replacement

This project is located in Larimer County. Project work consists of concrete panel replacement, diamond grinding, erosion control, temporary traffic control and striping on I-25 north of Fort Collins.



US 34 & US 36 FLAP Estes Park Couplets 10YP

Creates Estes Loop one-way couplet. Project administered and constructed by Central Federal Lands.

CO 61 North of Otis, D-25-EA

Construction Package 3 replaced Timber Bridge north of Otis. The bridge is located approximately three miles north of U.S. Highway 34 (1st Avenue). It also included demolition of the old bridge and sliding in the new one.

Signal Pole Replacement

This project is located in Morgan county. Work includes signal pole replacement at four separate intersections.

R4 Timber Stringer Repair

This project is located in Elbert, Logan and Sedgwick counties. Project work consists of Stringer repairs on 13 structures throughout Region 4.

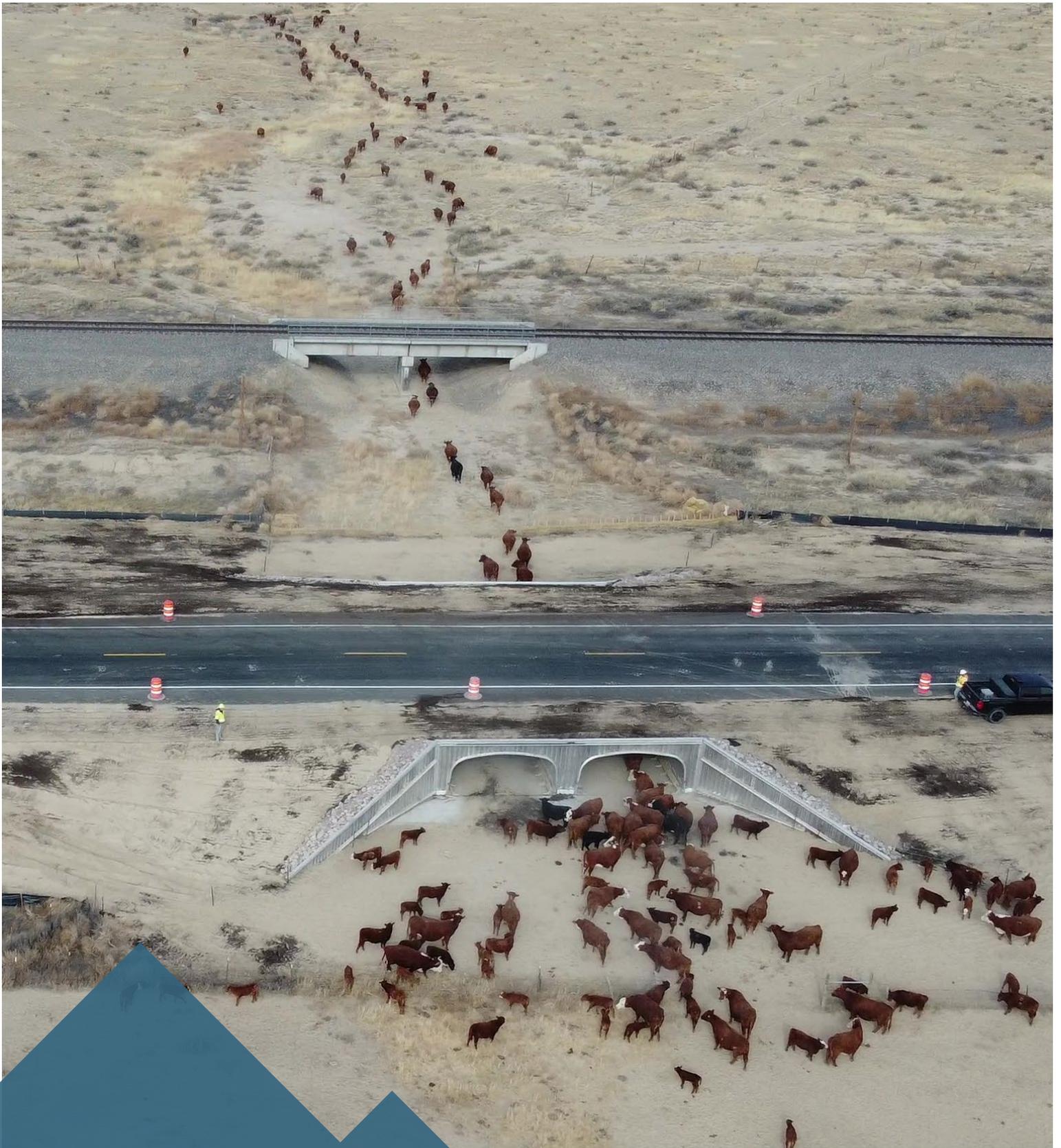
Southwest Region

US 550 - US 160 Connection South

This multi-season project, which began in August 2020, involves constructing a new 1-mile realignment of US 550. The new four-lane section will connect US 550 with the existing US 160 interchange. The project will also widen an additional 3.5-mile section of the existing US 550 south of the interchange from two to four lanes. The project includes two large game underpasses and several small mammal crossings. The project will be completed in May 2024.

US 160 Wolf Creek West Fiber

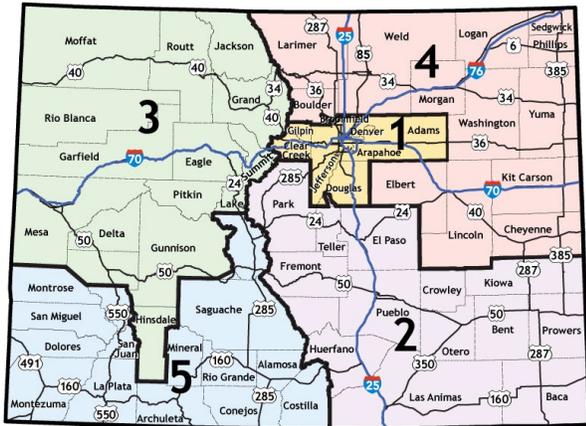
This multi-season project, which began in the spring of 2022, will install 30 miles of fiber optic cable on US 160 between Pagosa Springs and the east Wolf Creek tunnel. The cable will connect with existing fiber that was installed in 2017 along a 16-mile stretch of the US 160 mountain corridor from the tunnel to the community of South Fork. The project also includes the installation of new and upgraded dynamic signs that will provide additional safety and warning messages to all Wolf Creek Pass travelers regarding road and weather conditions, lowered speeds and the west-side hairpin turn. This project is expected to be completed by August 2024.



05

Projects to Begin in 2024

Upcoming Projects at a Glance



Denver Metro Region

Region 1

21

Projects Total

2

10 Year Plan Projects

Southeast Region

Region 2

20

Projects Total

4

10 Year Plan Projects

Northwest Region

Region 3

15

Projects Total

7

10 Year Plan Projects

Northeast Region

Region 5

25

Projects Total

12

10 Year Plan Projects

Southwest Region

Region 5

15

Projects Total

5

10 Year Plan Projects

Denver Metro Region

US 6 & Wadsworth Early Action 10YP

This project is an early action breakout of the full US 6 & Wadsworth interchange reconstruction and improvements project. This early action project is expected to begin later in early 2024, focusing on improvements in the southwest quadrant including noise walls, frontage road, drainage, auxiliary lane, partial right-of-way acquisitions and sidewalk along the west side of Wadsworth.

Regionwide Repaving Projects

The following paving projects are planned in the Denver region for 2024:

- I-70 from Chief Hosa to the Morrison/Golden exit
- CO 7 from I-25 to US 85
- US 40 in Empire from Mile Points 252.0 to 258.3
- US 85 from I-76 to 124th



I-70 Noise Walls Phase 2 10YP

The second of two phases to replace the noise walls along I-70 between I-76 and Pecos in the Denver region will take place in 2024. Phase 1 was completed in 2022, which removed the degraded 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, continues noise reduction and will provide safety and quality of life benefits for the communities next to the highway. Phase 2 will replace the entire section of existing timber noise walls on I-70 between I-76 and Pecos, which is expected to kick off in early 2024.

El Rancho West Parking Lot

This project will provide a carpooling parking lot and transit stop for the Pegasus shuttle transit service in the Evergreen/Floyd Hill area. The Pegasus shuttle will be able to use the Mountain Express Lanes west of Idaho Springs and the new Floyd Hill westbound Express Lane.

Regionwide Guardrail Project

This project consists of guardrail improvements at 11 locations throughout the Denver region, including US 285, I-25, US 6, CO 74, CO 86 and I-76.

Mount Blue Sky (CO 5) Permafrost Improvement Project

The purpose of the project is to improve the roadway surface and subgrade conditions, drainage and wetland conditions along a 0.7-mile stretch of CO 5. This segment consists of steep, mountainous terrain with winding curves and harsh weather conditions. CDOT owns and maintains the highway and has entered a Project Memorandum of Agreement (MOA) with the Federal Lands Access Program (FLAP) for this project. FHWA will advertise the project.

Construction is scheduled to start in July 2024 and complete in Fall 2025 with CO 5 fully closed beginning Labor Day 2024 and will not open until Memorial Day 2026.

Other Projects

The following projects are anticipated to begin construction in the Denver region in 2024:

- Broadway Signal Replacement
- C-470 and Quincy Ramp Roundabout and Florida
- CO 53 at 62nd Avenue Culvert Failure Replacement
- CO 88 & CO 83 Bottleneck Mitigation
- Crystal Valley Interchange (Local agency project)
- Federal Signal Improvements
- I-25 & CO 7 Interim Transit Improvements
- I-76 & I-225 Expansion Device Replacements
- I-76 at E-470 Culvert Siphon Failure Replacement
- Northbound I-25 Chain Down Station in Larkspur
- North Federal Boulevard Medians: 92nd to 105th
- R1 Signal Controller Upgrade Phase 5

Southeast Region

CO 21 and US 24 Interchange

Construction of an interchange at Powers Blvd (CO 21) and Airport Road (US 24) in Colorado Springs will begin in early 2024. It will incorporate a Diverging Diamond Interchange to replace the existing signalized intersection which is a critical access point of Peterson Space Force Base in Colorado Springs.

I-25 and US 50 Interchange in Pueblo

Reconstruction of the interchange at US 50B and I-25 in Pueblo between Mineral Palace Park and 29th Street and Hudson Ave./Bonforte Blvd. will begin in late Summer 2024. The purpose of the project is to improve safety and traffic flow to meet existing and future travel demands as well as replace structurally deficient and functionally obsolete structures. It will incorporate a Diverging Diamond Interchange (DDI) with pedestrian walkways replacing five aging bridges. The project will also feature noise walls along I-25. The project is expected to be complete by late 2026/early 2027.

Resurfacing I-25 through Pueblo

The I-25 surface treatment project will improve and prolong the life of the road surface from just south of Pueblo through the city of Pueblo, ending just south of the Eagleridge Blvd interchange. The scope of work consists of an hot mix asphalt mill and overlay in both directions along with guardrail replacement, signing, striping and delineation. Much of the work will be completed at night for fewer impacts to the traveling public.

Resurfacing I-25 at Colorado City

The 15.6 mile I-25 surface treatment project will improve and prolong the life of the road surface from ten miles north of the Colorado City exit and south 5.6 miles. The scope of work consists of an hot mix asphalt mill and overlay in both directions along with guardrail replacement, signing, striping and delineation.

I-25 and CO 12 Critical Culvert Repair

This project will perform seven critical culvert repairs in Pueblo and Las Animas counties along I-25 and CO 12. These culvert repairs will include spray lines, end section replacements, wingwall replacements and slip lining.

CO 12 Passing Lane

This project will add an eastbound passing lane and four-foot shoulders just west of Weston.

Southeast Timber Bridge Retrofit

This project will encompass 15 bridges in Baca, Bent, Las Animas and Powers counties. Work will consist of adding sister beams to timber bridge structures to reinforce and strengthen the structures.

CO 69 Safety Improvements

This project will widen shoulders to six feet in three sections along CO 69 through and south of Gardner.

CO 47 Microsurfacing

This project in the Pueblo area will incorporate microsurface pavement treatment to prolong the life of the roadway.

US 50 Las Animas Resurfacing, ADA and Drainage Improvements

This resurfacing project will incorporate curb ramps, storm drainage repairs and striping in Las Animas.

CO 71 Passing Lane at Ordway

This project will implement a one-mile passing lane between the Arkansas River and County Road C in Ordway.

US 50 Las Animas Bridge Rehabilitation Project

This project will consist of deck replacement on the westbound structure and bridge rehabilitation on the eastbound structure over the Arkansas River just north of Las Animas.

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.

CO 45 Corridor Safety Improvements

Restriping to create dedicated, center left turn lanes from Goodnight Ave. to Lake Ave. in Pueblo.

CO 115 US 50 Roundabout

This project will incorporate a roundabout on CO 115 for eastbound US 50 on- and off-ramps.

CO 160 Kim to Pritchett

The project will prolong the life of the road surface between Kim and Pritchett. Work will primarily consist of resurfacing the roadway with leveling, overlaying, upgrading guardrails and minor structure repairs. A smooth road or highway has many important benefits including safety and improved quality for the driving experience. Construction of wider shoulders, on a small section, will improve safety by providing a larger recoverable area on the side of the roadway and reduce the potential of crashes from vehicles veering off the main roadway. Additional curve signing and warning just west of Kim will also take place to improve curve visibility and driver awareness.

CO 67 Surface Treatment in Woodland Park

The resurfacing project will improve and prolong the life of the road surface in Woodland Park. The scope of work includes shoulder widening, curb and gutter and drainage improvements.

I-25 El Paso County Surface Treatment

The resurfacing project will improve and prolong the life of the road surface south of Colorado Springs along Pikes Peak International Raceway. The project will consist of mill and overlay.

US 50 Resurfacing Coaldale to Salida

The resurfacing project will improve and prolong the life of the road surface from Coaldale to Salida. The scope of work includes shoulder widening, curb and gutter and drainage improvements.

ADA Ramps Colorado Springs

This project will add ADA ramps in Colorado Springs on US 85/87 from I-25 to CO 16, I-25 and Circle/Lake, and US 24 and CO 105 from Monument to Palmer Lake.

Northwest Region

I-70B East of 1st Street to 15th Street 10YYP

Construction is anticipated to begin in 2024 for the I-70B South of Rood Avenue project, which is Phase 6 in a series of improvements along the I-70B corridor in Grand Junction. The design addresses congestion; brings multimodal improvements that will allow for a safer and more comfortable travel experience for cars, pedestrians and cyclists; and provides effective business access along the corridor. Safety improvements were identified during the 2008 Environmental Assessment and previous public engagement efforts. These and other safety and mobility improvements are part of CDOT’s 10-year plan for improvements statewide.

I-70 Exit 37 East Resurfacing

This project is located on I-70 in Mesa County near Grand Junction, Clifton and Palisade. Work will take place from approximately the interchange with I-70B (exit 37) to just east of exit 42 in Palisade. The work consists of spot leveling, spot variable milling and a 2” hot mix asphalt Mill and Fill. The project will also include guardrail replacement, delineation and pavement marking.



US 40 and Downhill Drive Signal

This project is located on US 40 in Steamboat Springs and aligns Riverside Drive and Downhill Drive as well as lowering the grades on Downhill Drive. Utility work includes PRV relocating, lowering utilities, a sanitary sewer extension, storm sewer improvements and various dry utility relocations. Additional work includes pavement marking, sidewalk extension and traffic control.

I-70 Silverthorne to EJMT Phase 2 10YYP

Work consists of an overlay, guardrail replacement and culvert cleaning and lining along I-70 between Silverthorne and the Eisenhower Johnson Memorial Tunnel. Crews will resurface a section of I-70 on the eastern side of the project. This project is on CDOT’s 10-year plan.

I-70 Essential Wall Replacement

This project consists of the replacement of an existing wall along westbound I-70 near exit 171 for Minturn.

CO 13 / CO 317 Hamilton South

This project is located on Colorado Highway 13 and Colorado Highway 317 in Moffat and Routt Counties. Work consists of surface treatments, guardrail replacement, culvert and bridge work, shouldering and striping. This project is on CDOT's 10-year plan.

US 6 New Castle Roundabout

This project is located on US 6 and Castle Valley Road/Spur Road in New Castle in Garfield County. The work consists of constructing a multilane roundabout at the intersection, a $\frac{3}{4}$ movement intersection at the Castle Valley Blvd and New Castle Plaza access, improvements to the RFTA park and ride/bus stop crossing, installing RRFBs, drainage, lighting and utility improvements. This project is on CDOT's 10-year plan.

CO 82 Snowmass Canyon Resurfacing

This project is located on CO 82 in Pitkin County from Old Snowmass to approximately Woody Creek. Work includes 2 inch rotomilling and hot mix asphalt repaving, guardrail replacement, bridge joint replacement, curb ramp replacement and pavement marking.

US 50 Olathe North Resurfacing

This project is located on US 50 in Montrose and Delta Counties, as well as US 50D in Montrose County. Resurfacing will take place on US 50 to the north and south of Olathe and on US 50D in Olathe. This project is on CDOT's 10-year plan.

US 24 Resurfacing

This project includes resurfacing from south of Minturn past the Red Cliff bridge, as well as minor bridge rehab, shoulder widening and rock scaling.

US 40 Steamboat Springs Concrete Pavement Preservation Rehab

Project work focuses on concrete slab replacement and diamond grinding for nearly a mile through downtown Steamboat Springs. Work will take place on eastbound and westbound US 40.

US 40 Passing Lanes Project

The project is located 12 miles north of Kremmling and 40 miles southeast of Steamboat Springs. Work includes removing and replacement of pavement, drainage crossings and grading.



CO 65 and CO 330 Mesa County Chip Seals

Crews will chip seal Colorado Highway 65 in the community of Mesa and move north towards I-70. Crews will also chip seal CO 330 from the intersection with CO 65 to the Town of Collbran.

US 6 Post Blvd Roundabout

Crews will construct a new roundabout on US 6 in Avon at the intersection with Post Boulevard. The purpose of the project is to improve safety, efficiency and mobility for all users.

I-70 Exit 105 Interchange and US 6

This project is located on US 6 and Castle Valley Road/Spur Road in Garfield County. Work consists of constructing a multilane roundabout at the intersection, a $\frac{3}{4}$ movement intersection at the Castle Valley Blvd and New Castle Plaza access, improvements to the RFTA park and ride/bus stop crossing, drainage, lighting and utility improvements.

Northeast Region

Critical Culvert Construction Package B (CO 52/66)

This project is located in Weld County. Project work consists of replacement of two 60-inch RCP culverts on Colorado Highway 66 with hot mix asphalt temporary patching and paving, pavement marking, wetland protection, mitigation and seeding.

I-25 CO 66 to CO 56, Segment 5

This project adds Express Lanes, replaces substandard structures and interchanges, improves road geometry, widens shoulders and adds bicycle and pedestrian facilities. This project is supported by Weld and Larimer counties, including all the communities from Longmont to Fort Collins and three planning organizations (NFR, UFR and DRCOG).

US 36 Guardrail Near Lyons

This project work is focused on upgrading Type 3 guardrail along steep slopes, along with addition of guardrail based on crash history. Some measures to reduce erosion will also be implemented.

US 34/85 Interchange Reconstruction Study & Phases

This project includes upgraded signage and striping for the US Highway 34 and US 85 interchange as well as limited bridge rehabilitation.

CO 66 and WCR 21 Intersection Improvements

This project is located in Weld County. Project work consists of widening Colorado Highway 66 & Weld County Road 21 to add left turn lanes and resurface the intersection with asphalt pavement including reconstruction of two siphons and an irrigation system.

UPRR Spur Removal - US 34 (Kersey)

Located on US Highway 34 near Kersey, this project aims to remove a segment of abandoned UPRR tracks to alleviate issues experienced by maintenance while plowing that has damaged/destroyed blades due to the angle rail and the uneven settling that has occurred over time.

CO 7 28th Street to US 287

Current pavement recommendations are a mix of treatments from 2.5" mill/fill to full depth patching. Curb ramps will range from full replacement to modification to bring each ramp up to ADA standards.

Bridge Replacement US 40/287

This project involves the replacement of a bridge located on US Highway 40 and US 287, 19.2 miles southeast of Hugo. Horizontal alignment will be maintained, resulting in the need to create a temporary shoofly detour. The project is funded by Bridge Enterprise and the total budget is set at \$8 million. An additional project is being funded through FASTER Safety to extend a currently-deficient existing passing lane past the south of the bridge. This is considered a combined project.

US 34/36 Resurfacing Estes Park

This project is located in Larimer County. Project work consists of resurfacing on US Highway 34 & US 36 near Estes Park including retaining wall, ADA and guardrail improvements.

CO 14B Cameron Pass East

This will consist of the removal and replacement of a bridge which also includes hydraulic and safety upgrades.

Critical Culvert Construction Package C (CO 14)

Culverts will be replaced, upsized or added to increase flow capacity and decrease possibility of roadway overtopping.

US 6 and US 385 Bridge Replacements

This will consist of the removal and replacement of five bridges near the town of Holyoke. It will include hydraulic and safety upgrades.

CO 61 Sterling East

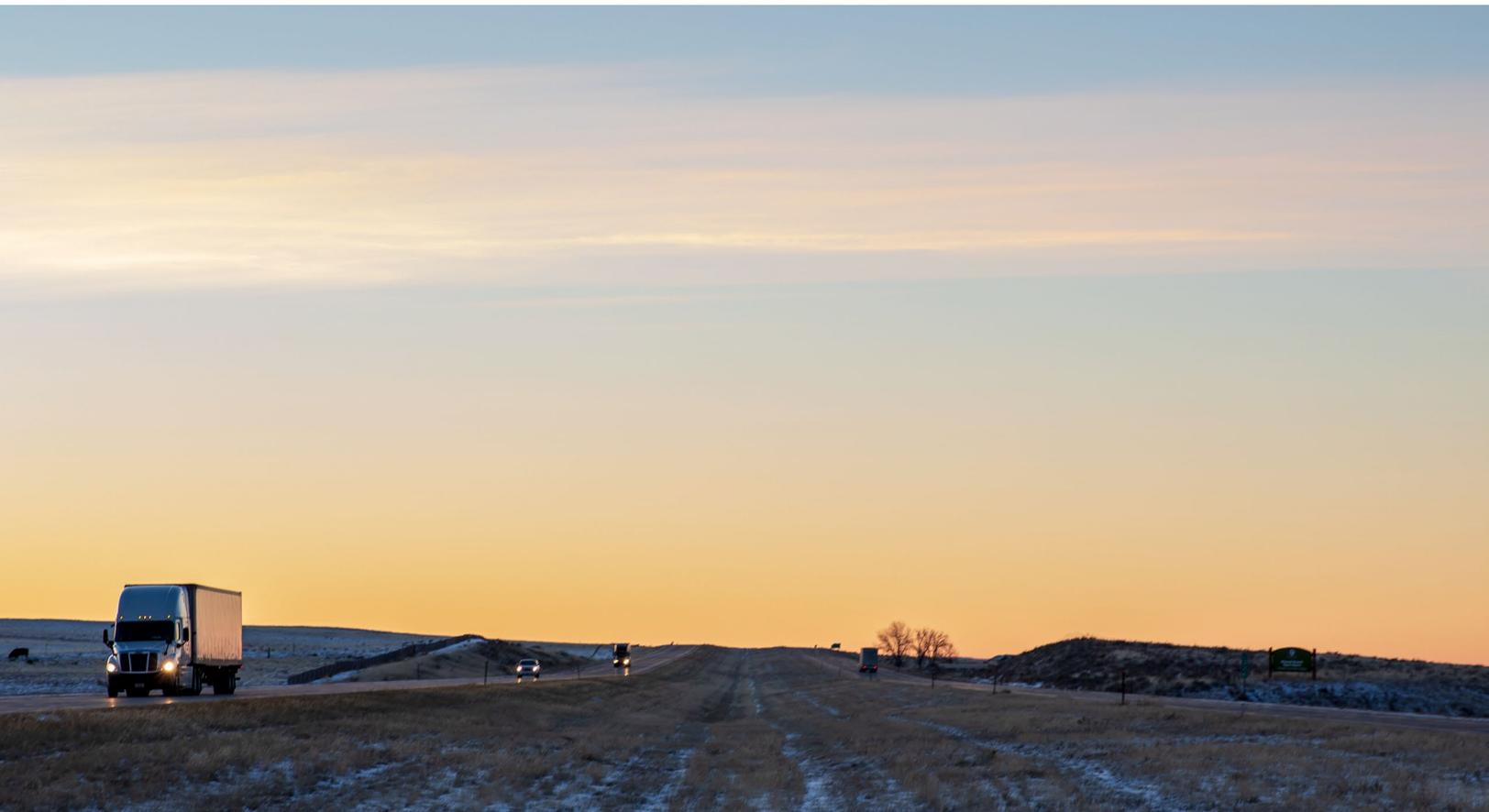
This project is located in Logan County. Project work consists of hot mix asphalt resurfacing on nine miles of Colorado Highway 61. Safety improvements on curved sections will be made.

I-76 Corridor Improvements

This project includes pavement preservation and safety improvements. It will include panel replacements and diamond grinding between the Iliff and Crook interchanges.

Signal Pole Replacement

This project is located in Boulder County. Project work consists of signal pole replacement and curb ramp improvements on US Highway 287 at 11th Ave and 19th Ave.



US 85 5th to O St. Business Surface

The scope of this project is to remove and replace deteriorated concrete panels that have been identified along route US Highway 85, repair/replace asphalt shoulders, mill/fill two structures as well as some additional bridge preventative maintenance of these structures and to protect bridge piers that are at the end of the project limits.

CO 52A Hudson East Resurfacing

This project is located in Weld County. Project work consists of Colorado Highway 52 Hudson East hot mix asphalt overlay for seven miles with shoulder improvements.

CO 144 Bridge Repair

The work involves limited deck repair, removing and installing waterproofing (membrane) and hot mix asphalt, removal and replacement of existing leaking joints, replacing existing bridge rail and transition rail and miscellaneous concrete repairs.

US 40/287 and CR109 Intersection in Hugo

This project is located in Lincoln County. Project work consists of intersection improvements on US 40 and County Road 109. Work will include widening the south side of the intersection with concrete pavement with inlet, sidewalk, curb and gutter and curb ramp improvements.

I-70 Package Bethune E and W & Burlington WB

This project is located in Kit Carson County. Project work consists of various roadway improvements on I-70 between Bethune and the Kansas State Line.

CO 119 Operational Improvements Boulder to Longmont

This project includes operational, intersection, safety and transit improvements including Bus Rapid Transit facilities and a regional bike path, connecting local communities along this corridor. This multi-season project, estimated at \$84.9M, and the major infrastructure improvements are expected to begin late 2024 through Summer 2027. Fall of 2023 an early action safety improvement project was done to add rumble strips to the corridor to prevent off the road departures.

CO 119 Nederland West to Roundabout

This project is located in Boulder County. Project work consists of resurfacing and roadway widening for cyclist safety on Colorado Highway 119 for three miles west of Nederland.

Southwest Region

US 160 Downtown Pagosa Springs Reconstruct 10YP

This project will take place on US 160 in downtown Pagosa Springs, Archuleta County. The current asphalt roadway will be reconstructed with concrete pavement through the town’s business district for a two-mile stretch beginning just east of Pike Drive and continuing through 1st Street.

US 50 / US 285 Intersection Realignment and Resurfacing 10YP

This project, taking place near Poncha Springs in Chaffee County, will realign and reconstruct the existing three-way intersection into a four-way signalized intersection for improved traffic movement. The project also includes overlay resurfacing of US 50 from the project intersection to six miles west at Maysville.

US 160 Fort Garland Wildlife & Safety Improvements 10YP

Wildlife mitigation features include three wildlife underpasses, exclusion fencing along both sides of US 160 and earthen escape ramps for big game throughout the fenced corridor. Deer guards or gates will be installed at highway approaches and access points. Acceleration & deceleration lanes will be added at the Trinchera Ranch Road intersection.



US 550 Pacochupuk & Billy Creek Wildlife & Safety Improvements 10YP

The project includes the installation of a wildlife underpass, wildlife fencing, jump outs and deer guards along a three-mile stretch of the highway, as well as shoulder widening for construction of a south-bound passing lane just south of the Pa-Co-Chu-Puk campground. Fencing will connect with two previous wildlife treatments creating a 12.3 mile fenced wildlife corridor along Ridgway State Park.

Chain Stations

This project will construct or improve four chain stations throughout the southwest region. Locations include US 160 La Veta Pass, CO 17 Cumbres Pass, US 160 Wolf Creek Pass, CO 145 near Mountain Village and CO 145 near the Telluride Society Turn. The stations will include light installation, widening and paving, conduit installation and guardrails where needed. In addition to chain stations, four electronic VMS will be replaced in Saguache County.

US 160 Chip Seals west of Durango and East of Bayfield

This project includes two surface treatment projects on US 160. One 20-mile stretch is located west of Durango in Montezuma and La Plata Counties. The second 14-mile stretch of highway is located east of Bayfield. Work will include a chipseal, fog coat, the addition of rumble strips and new pavement markings.

US 160 San Juan River Bridge and Aztec Creek Bridge Maintenance

To maintain the integrity of two bridge structures located on US 160 near the Four Corners, a preventative maintenance project will provide protection for the piers and foundations. Unstable sandy sediment will be removed and replaced with more sturdy rockfill to help protect the foundations during high water flows.

US 24 Buena Vista Signal Installation

The project will install a new signal at the US 24 and DePaul Avenue/Baylor Drive intersection in south Buena Vista. Microsurfacing will be performed through intersection project limits to remove old pavement markings and facilitate new pavement markings. The project includes ADA ramp and sidewalk upgrades.

US 550 Durango Signal Replacement

The project will replace the current light signal with a new advanced-technology signal at the intersection of 14th Street and Main Avenue/US 550. Work will include minor mill and fill on side streets and the construction of ADA ramp upgrades.

US 550 Cascade Curve Wall

The project located 30 miles north of Durango in San Juan County, will replace the existing 470 feet of guardrail with a slab concrete wall. The southbound travel lane will receive additional shoulder area. The project area will receive new asphalt paving and one culvert replacement.

CO 145 Ophir Wall Replacement

Work includes the replacement of the existing retaining walls just south of Telluride and near Ophir in San Miguel County.

CO 84 Slope Failure Repair

The project is located in Archuleta County 21 miles south of Pagosa Springs. The intent of this geohazard project is to stabilize a slope prone to earthen slides. Work includes the installation of the subsurface drilled shear pile system, widening of the roadway shoulder, replacement of a broken cross culvert pipe, asphalt replacement and repair and slope flattening of the adjacent road embankment.

CO 17 Culverts - Replacements & Repairs

This project includes the repair of drainage culverts after failures occurred on CO 17 Cumbress Pass, in Conejos and Archuleta Counties in April 2023. New culverts will be installed at locations just north the NM state line where failure occurred, as well as at locations identified as potential for failure. Work will include the rebuilding and resurfacing of the roadway and re-establishing proper water drainage in the areas.

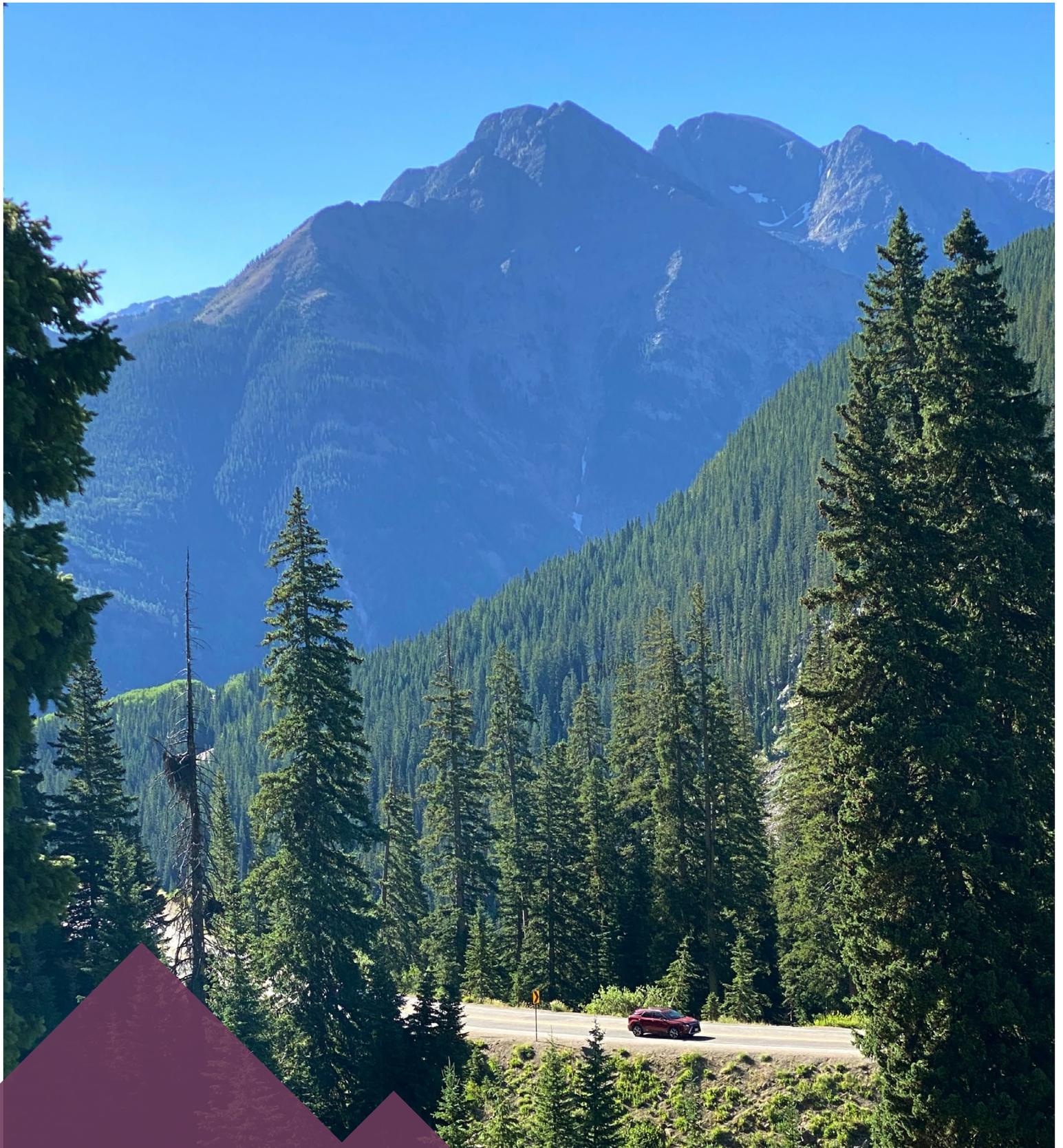
Priority Culvert Repairs

This project will take place in Chaffee County on US 285 south of Poncha Springs and on US 24 north of Buena Vista. Two critical culverts will be repaired or replaced.

Regionwide Striping

Re-striping locations along several highways: CO 145, US 550, US 24, US 50, US 285 and CO 291.





05

Rural Roads

Rural Road Improvements

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 improved the road conditions along approx 818 miles of rural roads in 2023.

Southeast Region

Region 2

323

Miles Improved

Northwest Region

Region 3

254

Miles Improved

Northeast Region

Region 5

80

Miles Improved

Southwest Region

Region 5

160

Miles Improved

Total Statewide

818

Miles Improved



06

Revitalizing Main Streets

The Revitalizing Main Streets (RMS) grant program through the Colorado Department of Transportation was created in mid-2020 and continues to grant awards to communities today. The program takes pride in supporting local visions that make our economic areas more easily accessible for all people. In 2023, **over \$6 million** was awarded to projects across Colorado. 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.

Recipient	Grant Amount
<p>Town of Poncha Springs</p> <p>The town of Poncha Springs is currently segmented into quadrants due to highway 285 and 50. A first attempt to integrate the quadrants for active transportation traffic is the construction of the first pedestrian crossing and refuge island across highway 50. Construction of this new crossing will include concrete curbs, refuge elevated island, flashing beacons, signage and an ADA compliant walkway.</p>	<p>\$250,000</p>
<p>Colorado City Metro District</p> <p>This project will connect Colorado City’s ‘downtown area’ with 80 acres of hiking, walking, biking and outdoor recreation area that winds through residential and open space areas. This will happen by installing asphalt walking paths, including ADA compliant ramps at trail heads, connecting Greenhorn Park to the ‘downtown area’ and park amenities such as a restroom, benches and bike racks.</p>	<p>\$223,677</p>
<p>Town of Silverthorne</p> <p>This project will enhance the multi-mobility connection in Silverthorn’s downtown core by filling gaps in the pedestrian and biking infrastructure along Third Street, a site identified in their Master Plan for improvement. These improvements will include constructing ADA compliant ramps, intersection signage, new pedestrian crossings, street lighting and other traffic calming measures. Third Street before the project is completed looks like the image below.</p>	<p>\$250,000</p>
<p>City of Fort Lupton</p> <p>This project will rehabilitate the pedestrian connection of Harrison Ave, a historic street section, to downtown community amenities. These funds will upgrade the safety and accessibility of sidewalks between 4th and 9th Streets.</p>	<p>\$250,000</p>

Recipient	Grant Amount
<p>Jefferson County</p> <p>This project will improve pedestrian access, mobility and safety along Buffalo Park Road between Wilmot Elementary and Evergreen High School. New sidewalks and a protected crosswalk will launch an active transportation corridor in a heavily trafficked area for local youth.</p>	<p>\$249,849</p>
<p>City of Pueblo</p> <p>Bessemer is a historic neighborhood in the city of Pueblo. This project will rehabilitate the existing pedestrian lighting luminaires and poles along the Northern Avenue corridor to support the cultural and economic renewal movement for the area.</p>	<p>\$222,750</p>
<p>City of Rifle</p> <p>This project will upgrade existing sidewalks to ADA compliance, improve street lighting, enhance landscaping buffers and replace dysfunctional traffic signals on 5th street. This will boost pedestrian safety by creating a more accessible pedestrian area and encourage active transportation in Rifle’s downtown area.</p>	<p>\$250,000</p>
<p>Creekwalk Marketplace Business Improvement District</p> <p>This project will add pedestrian lighting, raised curb and concrete bollards in a lower income area of Colorado Springs. These improvements will enhance pedestrian safety in an active transportation and public transportation dependent area of an urban community.</p>	<p>\$250,000</p>
<p>City of Black Hawk</p> <p>Black Hawk is a city which has two separate economic hubs: the gambling area and the historic arts district. Adding two crosswalks with flashing beacons will more safely allow pedestrians to travel between the two areas, which requires crossing a road with vehicles that often travel at higher speeds than allowed.</p>	<p>\$89,640</p>
<p>Town of Basalt</p> <p>The town of Basalt applied for phase two funding of the Midland Streetscape project. This phase of the project will expand existing sidewalks, furnish bike share stations and racks, add pedestrian amenities such as pedestrian level lighting, benches, chairs and tables, add utilities for future e-vehicle charging stations and install street buffer landscaping.</p>	<p>\$250,000</p>



Recipient	Grant Amount
<p>Town of Estes Park</p> <p>This project will reconstruct the narrow Cleave Street, which is directly behind main street and has become an extension of the main street district, into a multimodal corridor. This project will transition this road into an activated alley encouraging active transportation, add wayfinding and a heated drain pan at the street center to convey stormwater and snowmelt. See the future state rendering below.</p>	<p>\$241,300</p>
<p>City of Fort Collins</p> <p>The city will replace aging and corroded bike racks with new bike racks that have a uniform look and feel throughout downtown. The 20 new bike racks will encourage people to use bicycles as a primary means of transportation to downtown destinations.</p>	<p>\$15,050</p>
<p>Town of Georgetown</p> <p>The town of Georgetown requested funding to refresh Stousse Park, a central community gathering space with pedestrian and socialization amenities. Park updates will include new flagstone installation, improved pedestrian lighting, a new sidewalk to connect the park to close restrooms and landscaping materials.</p>	<p>\$250,000</p>

Recipient	Grant Amount
<p>City of Lamar</p> <p>The town of Lamar requested funding to replace and convert existing sidewalks into ADA compliant pedestrian infrastructure in the downtown economic hub on the west side of highway 287.</p>	<p>\$125,000</p>
<p>Town of Meeker</p> <p>The town of Meeker will install streetlight luminaires to create dark sky friendly pedestrian lighting. Replacing existing lighting will reduce energy consumption and encourage pedestrian safety while not compromising the local value for experiencing a dark sky.</p>	<p>\$150,000</p>
<p>Town of Paonia</p> <p>This project will reconstruct the intersection of Grand Avenue and 5th Street to include replacement of sidewalks, curb and gutter and integrating new ADA compliant ramps and replacing rectangular rapid action flashing beacon signals. This is an important project for the community due to the increasing aging population.</p>	<p>\$217,630</p>
<p>City of Las Animas</p> <p>The city will upgrade the core downtown with amenities that encourage active transportation. These upgrades include adding pedestrian outdoor seating, lighting, signage, bicycle racks and a pocket park to the downtown area.</p>	<p>\$203,250</p>



Recipient	Grant Amount
<p>Town of Kersey</p> <p>This project will add pedestrian safety upgrades to a busy freight intersection in downtown Kersey at 1st Street & Campbell. Improvements include wayfinding, improved crosswalk visibility and safety through bulb outs, stripping and landscape buffers.</p>	<p>\$250,000</p>
<p>Town of Akron</p> <p>The town of Akron will transform a vacant city-owned lot into an economically magnetic pocket park and install interactive art installations at that new pocket park as well as the town library. Together these additional elements in their town will enhance walkability and foster community connections in the downtown area. The area before the project looks like the image below.</p>	<p>\$92,466</p>
<p>Town of Elizabeth</p> <p>This project will provide a safer pedestrian environment in their downtown area. Project elements include building new ADA accessible sidewalks, amenity zones, pedestrian level lighting, street trees, benches and bump outs along the seven main blocks of the downtown area.</p>	<p>\$250,000</p>
<p>City of Littleton</p> <p>The city will improve the east-west multimodal connection to downtown Littleton from regional routes. By upgrading existing bike lanes and adding ADA curb ramps along Church Avenue, the project will provide a safe and accessible link between the downtown transit station and primary destinations including students and staff at Arapahoe Community College and the Colorado Center for the Blind.</p>	<p>\$250,000</p>
<p>City of Steamboat</p> <p>The city is repurposing a recently closed portion of 10th Street into a downtown plaza. The plaza will increase the vitality of this portion of downtown by demolishing the road and replacing the space with an interpretive plaza including a walking path, benches, pedestrian level lighting, native landscaping, a shade structure, interpretive signs and public art.</p>	<p>\$100,000</p>

Recipient	Grant Amount
<p>Town of De Beque</p> <p>The town will replace their currently 3 feet narrow sidewalks with new ADA compliant 6 feet wide sidewalks around their main street, while also safely connecting the main street to the town’s primary school. In addition, pedestrian amenities including benches, trash bins, wayfinding and pedestrian level lighting will enhance the pedestrian experience of De Beque’s downtown.</p>	<p>\$250,000</p>
<p>County of Las Animas</p> <p>The road connecting the Hoehne’s school and community center will be replaced with active transportation elements including a separated shared bike and pedestrian lane, wayfinding designating the lane separation, bike racks and a pedestrian bench. This will allow community members to safely use active transportation to and from the school as well as events at the community center.</p>	<p>\$56,780</p>
<p>Town of Mead</p> <p>The town of Mead will install missing links in an eight foot wide sidewalk and trail system connecting the downtown area to residential areas as well as the local elementary and middle schools.</p>	<p>\$250,000</p>
<p>Town of Minturn</p> <p>Five foot wide ADA compliant sidewalks, traffic calming measures such as street speed bumps and reflective striping, signage and fencing will be installed by the town with these grant funds. These components together will connect northern residential areas and visitors who access trails into Minturn’s downtown area. The areas that will integrate new sidewalks today look like the image below.</p>	<p>\$226,800</p>
<p>Town of Olathe</p> <p>The town of Olathe will improve community connections by constructing new sidewalks between Main Street and the local elementary schools, by adding a secure pathway along a well traveling pedestrian path. In addition to sidewalk improvements, the town will add pedestrian amenities such as pedestrian lighting, benches and shade trees along the walkway.</p>	<p>\$223,512.20</p>



Revitalizing Main Streets

Recipient	Grant Amount
Town of Pagosa Springs The town of Pagosa Springs will replace sidewalks and crumbing tree wells to eliminate tripping hazards. In addition, the town will enhance the pedestrian experience by integrating street lighting, hanging planter baskets, street trees and electrical outlets for holiday lighting installations.	\$250,000
Town of San Luis The San Luis Town Plaza project will create a community gathering space for residents and visitors to connect inside central San Luis.	\$181,592.26
Town of Westcliff The town of Westcliff will replace sidewalks connecting residential areas to the commercial areas along 6th street, which is a secondary main street for the town. In addition the sidewalks will connect the trail system connecting the town to the neighboring town, Silvercliff.	\$250,000





07

Transportation Commission

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



Jessica Holguin
District 1



Shelley Cook
District 2



Eula Adams
District 3



Karen Stuart
District 4



Jim Kelly
District 5



Rick Ridder
District 6



Barbara Bowman
District 7



Mark Garcia
District 8



Hannah Parsons
District 9



Terry Hart
District 10



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