



COLORADO
Department of Transportation

2024

Project Accomplishments



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From the Executive Director

In 2024, the Colorado Department of Transportation accomplished important construction milestones, completing 99 projects and enhancing 529 miles of rural roads across the state. The department awarded contracts for 123 projects and paid out over \$890 million to contractors in 2024, playing a significant role in helping to support Colorado's economy and workforce. This is an increase from the previous year's \$661 million paid to contractors.

CDOT has completed 71 projects from the 10-Year Plan to date, with an additional 39 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 – which originally covered the years through 2027 and will be updated soon – is now complete or in progress. With progress on the 10-Year Plan well underway and more coming quickly, Coloradans can expect CDOT to continue building and enhancing the connections we need to keep our state thriving. Our stakeholders and the general public can view progress on our 10-Year Plan through our real-time dashboard and quarterly reports, compliant with SB23-268. These reports will report on progress on delivery of 10-Year Plan projects, estimated construction start and end dates, and funding information. We believe that these reporting efforts continue to reinforce our commitment to accountability and transparency.

Federal grant successes in 2024 reached \$252.3 million, with several notable awards. CDOT received an award of \$47.2 to improve the safety of US 287 in rural areas in Boulder and Larimer counties. Additionally, CDOT secured grants of \$58.9 from the INFRA grant program for rural highway improvements in southwestern Colorado.

This year brought critical emergency work too. On Thursday, April 18, the US 50 Middle Bridge over Blue Mesa Reservoir was closed out of safety concerns after CDOT conducted a special inspection for high-strength steel bridges. From that point forward, CDOT partnered with the local communities and contractor partners to devise a plan to fix the bridge while limiting impacts to local communities. CDOT provided financial resources to open up County Road 26 to reduce a timely detour and crews worked on the project 24/7 to ensure rapid progress and held countless public meetings to ensure real time communication with the communities impacted by the closures. In just after 7 months, with round the clock work and more than 407 tons of steel plates, both the Middle Bridge and the Lake Fork Bridge fully opened to traffic this past December.

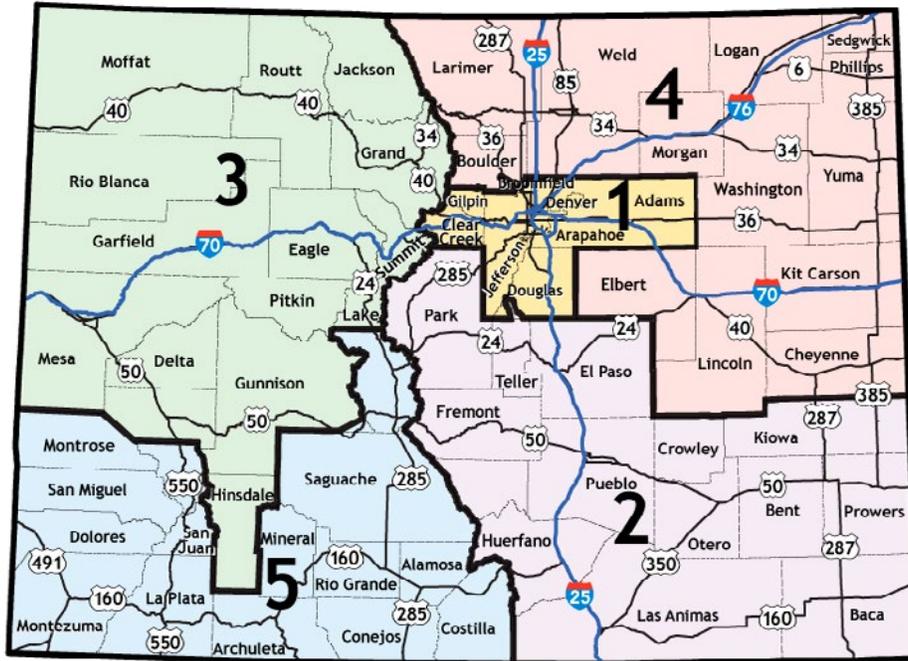
CDOT's commitment to providing various opportunities for travel through transit and passenger rail continued with increasing options along the I-70 corridor. The state's partnership with Winter Park resulted in 40% ticket cost reductions, on average, from the previous year while adding trips on Thursday and Monday for service five days a week on the Winter Park Express. Pegasus and Snowstang continue to provide alternate options for travelers commuting from Denver to ski resorts and other stops along the I-70 corridor.

In March, the Colorado General Assembly passed and the Governor of Colorado signed Senate Bill 24-184 which created a dedicated state funding source for transit and rail. This bill prioritizes mitigation of traffic congestion and pollution through multimodal transportation projects and operational funding opportunities. In addition, Senate Bill 24-230 was passed and signed and created an additional transit and rail funding stream for local and regional transit partners that will provide formula and grant opportunities to help support expanded and more reliable transit across the state. This report represents CDOT's continued commitment 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 2024



99 Projects Completed



\$890 M Paid to Contractors



529 Rural Miles Improved*



11% Bustang Ridership Increase



104 Projects Started



5.1 Million Miles Plowed**



\$252.3 M Grant Funding Won



5.5 Million Awarded through Revitalizing Main Streets Program



123 Projects Awarded, Totaling \$1.4 B



71 Projects from the Ten Year Plan Completed to Date

*Centerline Miles ** Lane Miles

Not all projects are included in report



1

Project Spotlights

Employee Housing

Many towns throughout the mountains are expensive to live in, making it difficult to recruit workers. In an effort to combat high housing costs and attract and retrain our workforce, CDOT has provided stipends to these workers that are critical to winter road operations. However, there was still a need for further housing support to maintain proper staffing levels. As a result, CDOT created its own housing community to meet the housing needs of the workforce.

2024 was a groundbreaking year for CDOT's affordable employee housing program. Although CDOT has leased mobile home pads to employees on maintenance sites for decades, the completion of "The Burro" in Fairplay was CDOT's first standalone housing development project. The Burro consists of 8 2-bedroom and four 3-bedroom single-family premanufactured homes. Current tenants in The Burro include CDOT new hire and transfer employees, CSP Officers, and Park County employees.

In addition to The Burro, The Residences at Granite Park development in Frisco is nearing completion. The Granite Park project is a joint effort between CDOT and the Town of Frisco. When complete, the development will have 22 units including studios, 1 and 2-bedroom apartments. CDOT will own 11 of the units in the development. The project is nearing completion, and it is anticipated the units will be ready for move-in around mid-February 2025.



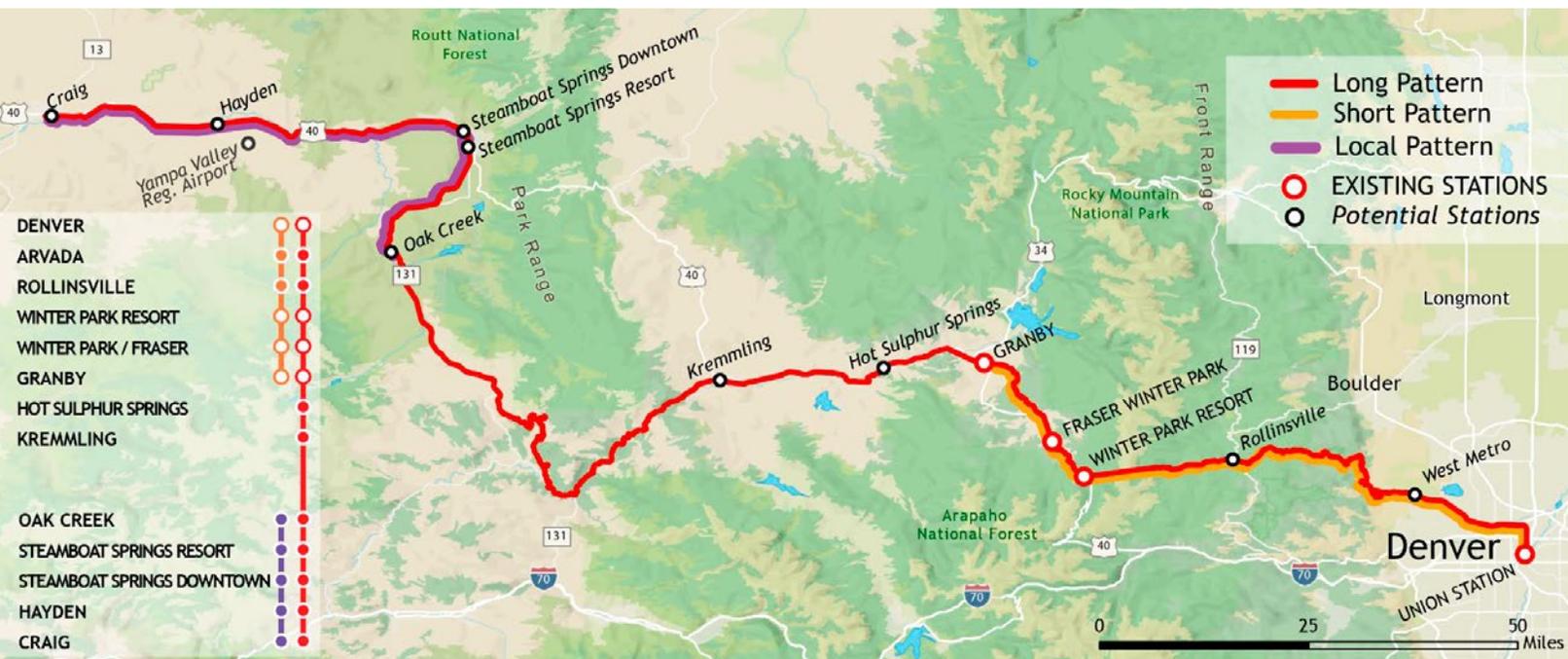
Mountain Rail

The Mountain Rail plan involves developing a passenger rail system that connects mountain towns and regions with urban centers and recreational locations using existing rail infrastructure to meet the growing demand for transit opportunities throughout Colorado. The first step in deployment of a new passenger rail service for Mountain Rail is creating a Service Development Plan ("SDP"). The SDP is the blueprint for all phases of the project, defining all aspects of planning, conceptual engineering, and cost estimating. The SDP process began in late-2023 and CDOT has since made significant progress in defining the scope, schedule, and broad cost parameters of the Mountain Rail Project throughout 2024.

Project Spotlights

As part of the SDP process, a robust stakeholder outreach and community engagement plan was implemented and executed, including three rounds of open houses over three months spanning across the mountain rail corridor. The meetings were spread across three areas of the corridor in the Yampa Valley, Grand County, and in the Denver Metro area with three meetings in each region. The full Service Development Plan is anticipated to be completed and published in the first quarter of 2025. As the SDP is completed, the team will also solidify station locations and advance station area planning with communities along the corridor, identify rolling stock and select an operator for the corridor. Access and use negotiations with UPRR will also be conducted based on the SDP identified needs for the project. The team will also continue to engage with local, regional, and State leadership as the program progresses. Collaboration with and support from CDOT's local partners is one of the keys to success for the program and the team will focus heavily on specific station-area planning efforts with local and regional partners.

In March, the Colorado General Assembly passed and the Governor of Colorado signed Senate Bill 24-184 to provide funding and operational flexibility needed to support the development and operation of transit opportunities including the Mountain Passenger Rail corridor from Denver Union Station to Craig via west Jefferson County, Grand County, and Steamboat Springs. The State leveraged this new funding to expand availability and access to preexisting passenger rail service along a portion of this corridor, the Winter Park Express. This line runs from Denver to Winter park 5 days a week during ski season. State funding allowed the service to start earlier in the season, beginning in December before the Christmas holiday, and ticket prices were reduced by 40% on average. Additionally, the Winter Park Express now provides an additional stop at the Fraser-Winter Park Station in downtown Fraser. In 2025, the service will operate five days a week (rather than three days a week historically) and trainsets will have more capacity with the addition of two more coaches. The State is also working with Union Pacific (UPRR) to further passenger rail service, including renewing UPRR's lease of the Moffat Tunnel to include rail line access for potential passenger rail service from Denver to Craig.



Region 1: I-70 Floyd Hill ^{10YP}

Significant progress has been made on the I-70 Floyd Hill Project, which will revamp eight miles of the I-70 Mountain Corridor from west of Evergreen to eastern Idaho Springs. Project improvements include adding a third westbound travel lane, which will function as an Express Lane, rebuilding bridges, adding the missing two-mile section of the frontage road between Evergreen and Idaho Springs and building an eastbound I-70 extended on-ramp for slow-moving vehicles. The project will improve traffic flow and safety, wildlife connectivity and the Clear Creek Greenway Trail. Construction started in July 2023 and is expected to conclude in late 2028. Secretary of Transportation Buttigieg visited the site in April 2024 and Deputy secretary Trottenburg visited in October 2024.



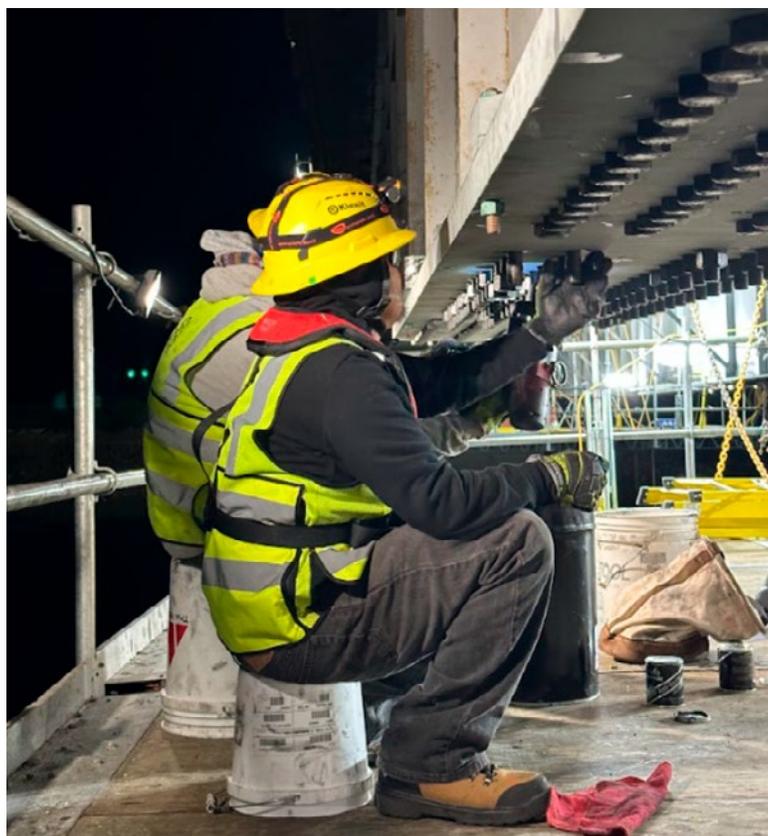
Accomplishments on the I-70 Floyd Hill Project to-date include:

- **Rock Scaling:** Crews completed rock scaling and blasting in the East Section of the Project, removing 97,000 tons of material from the hillside above eastbound I-70—equal to the weight of 850 blue whales. Crews began rock scaling and blasting in the Central and West sections of the Project along I-70 between the US 6 interchange and the Veterans Memorial Tunnels in late-2024.
- **Drainage and retaining wall installation:** Crews installed over 5,417 linear feet of drainage pipe and built retaining walls reinforced with over 70,000 square feet of shotcrete, which helps maintain the corridor aesthetic with a natural-looking finish.
- **Wildlife safety:** Crews implemented a wildlife mitigation system, which included 2 miles of deer fencing in both directions of I-70 between Soda Creek and Homestead roads, accompanied by seven escape ramps and deer guard on County Road 65. This work complements the recently completed I-70 Floyd Hill Early Project, which

- built a wildlife underpass at I-70 and Genesee, and is expected to decrease wildlife vehicle collisions by 90%.
- New pavement: Crews constructed 5.5 lane miles of permanent roadway between Idaho Springs (Exit 241) and CR 65 (Exit 248). Motorists are now driving on permanent pavement on eastbound I-70 between US 6 and CR 65.
- Multimodal support: The Project implemented an on-demand, daily courtesy shuttle from April through September, providing 650 trips to help multimodal users navigate the ongoing one-mile Clear Creek Greenway Trail closure between US 6 and the Hidden Valley interchange.
- Local economy boost: Nearly 1,000 field employees have contributed to more than 221,000 work hours to the Project. Kraemer North American currently has 157 subcontractors, with 146 being Colorado businesses and 82 certified as disadvantaged business enterprises, which are for-profit businesses that are majority-owned by socially or economically disadvantaged individuals. Nearly 100 suppliers support the Project.

Region 2: MAMSIP I-25 Safety and Efficiency Improvements ^{10Yp}

The improvements addressed in this project are located along an approximately 7.5-mile segment of the I-25 corridor beginning at South Academy Boulevard and extending to the Santa Fe Avenue (CO 85/87) exit at Fountain (mile point 128), which exits to Gate 19 of Fort Carson. This project included the replacement of two bridges over South Academy Boulevard, the widening of the inside and outside shoulders of the 7.5 mile stretch and concrete surface treatment. Furthermore, the implementation of safety improvements including, median barriers the entire length of this corridor, maintenance work on four bridges along the corridor and installation of deceleration lane at the interchange with CO 16. This project will improve military access and transit through the area.



Region 3: US 50 Emergency Bridge Repairs

CDOT conducted a special inspection for high-strength steel bridges for the US 50 Blue Mesa bridges, west of Gunnison, as required by the Federal Highway Administration. A defect was observed during an early investigation of the bridge at approximately Mile Point 136.3. CDOT immediately brought in a second inspection crew with resources to perform a more advanced method of testing to identify whether the defect posed a safety hazard to the traveling public. The second inspection took place on Thursday, April 18 and the US 50 Blue Mesa Bridge was closed as testing detected concerning defects that could pose a safety hazard.

CDOT recognized how impactful the closure was to the surrounding communities affecting Hinsdale, Gunnison, and Montrose counties, in addition to agricultural businesses as detour routes. CDOT promptly organized a public meeting with partner agencies and answered over

135 questions from community members and continued to host nine more meetings throughout repair work. To prevent a four hour detour, CDOT opened up county road 26 seven days a week except Wednesday to allow for maintenance of the roadway.

Work began on Middle bridge in May and was completed on Oct. 16, 2024 and Lake Fork bridge was completed on December 6, 2024 allowing traffic to freely move across without restriction or traffic control. This was a tremendous achievement in just over seven months, requiring 24/7 work, considering the amount of steel that was fabricated and transported to the project for the repair. The combined repair of both structures consisted of over 407 tons of steel in 1,947 steel plates and 51,504 bolts to secure them to the existing girders. Each steel plate, bolted beneath the bridge, measures approximately 23 feet long, 2 1/2 feet wide, and 2 1/2 inches thick, weighing around 9,000 pounds.



The repairs to the US 50 Middle Bridge were completed in phases to enable partial reopening for travel and lessen the burden on local communities. Phase I involved addressing cracks and critical issues in four areas that posed an imminent risk to the bridge's structural integrity. These repairs were completed in July 2024, allowing the bridge to reopen to smaller vehicles and emergency services. Phase II was completed in November 2024, with the full reopening of the Middle Bridge on November 13 and the Lake Fork Bridge on December 6.

The Blue Mesa Bridge Project is a major 2024 achievement for Region 3, reflecting CDOT's commitment to safety and infrastructure quality. This proactive approach underscores the dedication to safe, reliable infrastructure that will enhance connectivity and benefit surrounding communities.

Region 4: I-25 North Mobility Hub Network Build Out 10YP

Colorado has experienced significant population growth over the past decade and is projected to continue to grow and urbanize in the future, especially along the Front Range. The Colorado Department of Transportation (CDOT) and its local partners are working together to plan and implement high-quality transportation infrastructure and services that can accommodate Colorado's changing needs, for which mobility hubs play a critical role.

Mobility hubs, to service communities along the north I-25 corridor, further enhance CDOT's Bustang transit service, and will assist state initiatives to decrease air pollution, reduce vehicle miles traveled, and mitigate congestion along key travel corridors. Locations for mobility hubs were determined through a comprehensive evaluation that identified Bustang stops should be located every 10-miles along the Interstate 25 (I-25) Corridor from Fort Collins to Pueblo.

In Northern Colorado, as part of the 26-mile long operational and safety improvement projects along the I-25 corridor, three mobility hubs were constructed:

- Firestone-Longmont Mobility Hub at CO 119;
- Berthoud Mobility Hub at CO 56; and
- Centerra Loveland Mobility Hub located north of US 34 on Kendall Parkway.



The Bustang platforms at the Berthoud and Centerra Loveland Mobility Hubs are located in the median of Interstate I-25. This location allows for buses to quickly pull off, out of the express/HOV lane, into the station, load/unload passengers, and return on the journey without having to leave the interstate, wait at any number of lights, or make any complicated maneuvers. This design improves reliability and timing of Bustang services, as well as allowing passenger access to/from both sides of the interstate. The innovative center-loading platforms will reduce travel times for Bustang riders by an estimated 10-minutes at each stop.

Local agency and developer partnerships assisted CDOT to determine the layouts, amenities, and cost-sharing assignments for the Berthoud and Centerra Loveland Mobility Hubs. Developers added over \$10 million in private funding to enhance the functionality and aesthetics of the mobility hubs, which benefit the user experience. Local agencies have committed to providing east-west microtransit connectivity to the mobility hubs to fulfill First Mile/ Last Mile solutions.

While the Berthoud and Centerra Loveland Mobility Hubs are in their ultimate configuration, the interim configuration of the Longmont-Firestone Mobility Hub will still add upgrades and benefits to riders over the previous Park-n-Ride. Transit stops will be located on the northbound and southbound on/off ramps connected under I-25 through a pedestrian underpass. The reconstructed Park-n-Ride has improved access and safety enhancements, as well as greater capacity with 269 parking spaces. Large sidewalks and bicycle storage racks allow for multiple modes to utilize the mobility hub and enhance multimodal connectivity.

CDOT's mobility hubs offer an affordable, reliable and relaxing transportation experience to move riders safely between downtown Denver and Fort Collins. They also provide a catalyst for affordable housing choices and connect people to municipalities, employment centers, and entertainment/cultural experiences.

Region 5: US 550 Paco-Billy Wildlife & Safety Improvements 10YP

Wildlife and mobility safety improvements were made to an eight-mile stretch of US 550 in Ouray County near Ridgway State Park. The project included the installation of a wildlife underpass at Billy Creek and wildlife fencing north and south of the creek. The project connected three miles of new deer fencing to existing fencing and features to create a seven-mile wildlife safety corridor. Wildlife highway mitigation features can reduce wildlife-vehicle collisions by 85%. Shoulder widening was added for construction of a southbound passing lane just south of the Pa-Co-Chu-Puk campground. Drivers can now pass safely with the addition of a southbound passing lane.

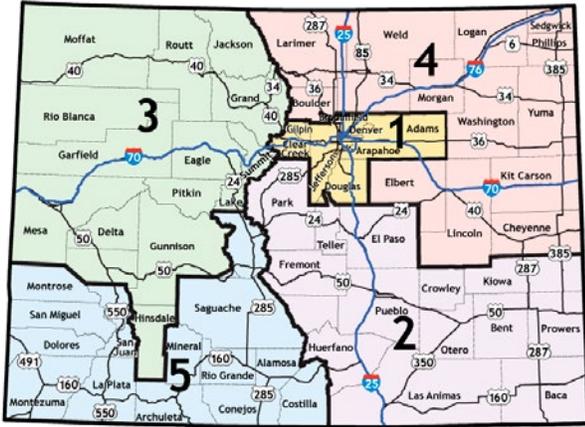




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Projects Completed

Completed Projects at a Glance



Denver Metro Region Region 1

17	6
Projects Total	10 Year Plan Projects

Southeast Region Region 2

24	5
Projects Total	10 Year Plan Project

Northwest Region Region 3

20	5
Projects Total	10 Year Plan Projects

Northeast Region Region 4

25	9
Projects Total	10 Year Plan Projects

Southwest Region Region 5

13	4
Projects Total	10 Year Plan Projects

Denver Metro Region

I-70 Genesee Wildlife Underpass ^{10YP}

The project constructed a wildlife underpass, installed deer fencing and other wildlife safety measures on I-70 between Lookout Mountain and Genesee. This area has the highest number of wildlife vehicle collisions on I-70 east of the Eisenhower Johnson Memorial Tunnels. The crossing and fencing are expected to decrease these collisions by 90%. Construction began in November 2022 and concluded in June 2024. The wildlife crossing was one of the I-70 Floyd Hill Early Projects advanced to improve traffic flow and safety.



US 40 & Floyd Hill Roundabouts ^{10YP}

The project reached substantial completion in 2024. The project built new roundabout intersections at US 40 & County Road 65 and US 40 & Homestead Road. This improves intersection operations and safety. The westbound US 40 bypass lane reduces conflict points and eases congestion. Bicycle safety at intersections is improved through bicycle specific signing, lower vehicle speeds, and the ability for cyclists to use the full lane. This is also one of the I-70 Floyd Hill Early Projects.

Eastbound I-70 Mount Vernon Emergency Escape Ramp ^{10YP}

The project rebuilt the emergency escape ramp located along eastbound I-70 just east of Genesee. The project made 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. The project built large barriers between the ramp's edge and adjacent steep embankment, giving truckers additional confidence to enter the ramp. Other improvements include a better ramp design allowing for another entry should truckers miss the escape ramp entrance. Better signage and other technology were also installed to guide runaway trucks to a safe stop.

I-70 over Ward Road in Wheatridge ^{10YP}

CDOT completed construction that replaced two aging bridges on I-70 over Ward Road in Wheat Ridge. Built in the 1960s, the structures have undergone frequent repairs and maintenance over the years. Age, heavy usage, and seasonal weather have all contributed to both bridges reaching the end of their lifespans and are now replaced to meet today's standards. The two bridges were replaced with a single structure that is wider and more durable, with a lifespan of 75 years. The project started in February 2023 and wrapped up in December 2024. The new bridge is among other bridge replacement projects along I-70 to upgrade vital infrastructure and improve safety.

Noise Walls on US 6 & Wadsworth Boulevard in Lakewood ^{10YP}

Key features include new noise walls along the frontage road south of US 6 between Meadowlark Drive and the Wadsworth Boulevard off-ramp. The noise walls have concrete guardrails on both sides to protect from errant vehicles. The project realigned a part of the southwest frontage road, added an auxiliary lane along eastbound US 6 from the Carr Street on-ramp to the Wadsworth Boulevard off-ramp, added a multi-use path on the west side of Wadsworth Boulevard and installed pedestrian crosswalks with flashing beacons at five of the ramps. This is an early action project of the full US 6 & Wadsworth interchange reconstruction and improvements project. This early action project enhanced pedestrian connectivity and mitigated traffic noise.

I-270 Bridge Preventative Maintenance in Adams County

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. 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.

CO 88 and CO 83 Bottleneck Mitigation in Arapahoe County ^{10YP}

The project improved the intersection of East Arapahoe and Parker roads near Centennial. Work consisted of modifications to the eastbound outside curb line and the southbound and westbound right turn lane. Along with changes to signing and striping, the project increased traffic flow and mobility, which improves safety and the functionality of the intersection.

I-70 Paving from the Eisenhower Johnson Memorial Tunnel to Georgetown

The project repaved 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 also replaced damaged guardrails with new, safer ones. Minor signage improvements will complete in early 2025.

Eastbound I-70 Mountain Corridor Variable Speed Limit Signs

Variable speed limit (VSL) signs on a 10-mile stretch of eastbound I-70 between Georgetown and Idaho Springs went live in March of 2024. A VSL sign is an electronic version of a regular speed limit sign which can be changed to best suit conditions on the highway. CDOT replaced 13 aging VSL signs and installed 13 new ones so there are signs on both sides of the highway, making it easier for drivers in any lane to see the speed limit. The project added new vehicle speed/volume and weather detectors to gather real-time and consistent traffic and weather data. This new technology automatically adjusts the speed limit based on congestion, traffic conditions and adverse weather such as a snow storm and icy roads.



Variable Speed Limit and Signage Improvements on I-70, CO 74 & US 285

The project replaced 13 variable speed limit signs on I-70 between Vail Pass and Denver West, and installed 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). Posting the appropriate speed limit in real-time helps prevent crashes and improves traffic flow through the corridor.

I-76 York to Dahlia Roadway Reconstruction in Adams County

The project replaced the aging I-76 bridges over York Street and reconstructed much of the driving surface on I-76 from York to Dahlia streets in Adams County. Built in 1967, the I-76 bridges were deteriorating, requiring multiple repairs. The bridges were permanently replaced for the long-term safety of the traveling public. Other roadway improvements, such as new pavement, greatly improved the driving surface.



I-70 Bennett to Deer Trail Concrete Panel Replacement

CDOT removed and replaced 147 deteriorated concrete panels along I-70 from Deer Trail to Bennett. The new panels provide long-term safety and improve roadway surface conditions.

I-70 Over Washington Bridge Repairs

This project repaired I-70 bridges over Washington Street. The work included expansion joint replacement, and repair and replacement of the approach slab, and median bridge barrier. These drastically improve passenger safety and roadway experience.

I-25 Bridge Preventative Maintenance Project in Adams County

The project improved I-25 bridges over the railroad north of East 58th Avenue and over East 62nd Avenue in Adams County. Work included 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.

CDOT Retaining Wall Improvements in Jefferson County

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

Aurora Traffic Signal Replacements on CO 30 (Havana Street)

This project replaced two traffic signals at the intersections of Havana Street (CO 30) and Yale Avenue and CO 30 and Jewell Avenue in Aurora. The project replaced ADA curb ramps and sidewalks, completed curb and gutter work, and made minor intersection improvements.

CO 88/Belleview Traffic Safety Project

This traffic safety project installed raised medians along Belleview Avenue between Federal Boulevard and South Prince Street. The project also included signal replacement, curb ramp upgrades, curb and gutter replacement, erosion control, signage, striping, and drainage improvements. These improve passenger and pedestrian safety.

Other Traffic and Safety Projects

- Guardrail improvements were made along US 285, I-25, US 6, I-76 and CO 86 and other roadways in the region. This also included pavement markings.
- Traffic signs were replaced along I-76 from I-70 to Louchbuie in Adams County.
- Curb ramp upgrades were made.
- US 285 Englewood Traffic Signal Update
- US 85 Signal Project and Guardrail from US 85 to Daniels Park Road
- US 85 Temporary Signal at Daniels Park
- Wadsworth Traffic Signal Replacement

Emergency Bridge and Culvert Repairs

- C-470 bridge over I-70 and I-76 bridge over Dahlia Street due to a truck strikes
- Culvert replacements at CO 72 and Indiana Street, and I-76 and E-470

Southeast Region

Drew Dix and Dillon Drive Safety Improvements ^{10YP}

This project included the construction of a roundabout at the intersection of Drew Dix Parkway and the west frontage road with the realignment of the southbound I-25 off-ramp at Drew Dix Parkway (exit 104) to utilize the new roundabout. The east frontage road built between Drew Dix Drive and Dillon Parkway runs parallel to northbound I-25 between the existing roundabout at Dillon Drive and the Drew Dix Parkway / northbound I-25 on-ramp intersection.

CO 115 Safety Improvements ^{10YP}

The project improves roadway and bridge safety on CO 115 from MP 27.7 to MP 39 by adding passing lanes, right turn lanes, reconstructing Rock Creek Bridge, and performing major rehabilitation or reconstruction of cracked and distressed pavement.

CO 109 over US 50 - La Junta ^{10YP}

Rehabilitation of the CO 109 bridge structure over US 50, BNSF Railroad and the Arkansas River between MP 56.4 and MP 56.9 in La Junta, included 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 160 Surface Treatment Pritchett to Kim ^{10YP}

This resurfacing project, located in Las Animas and Baca Counties on US 160 between Kim and Pritchett (MP 423 to MP 451), included the resurfacing of existing pavement, updated sign panels, new signage and the widening of a shoulder.

US 50 Drainage Improvements - Swink

Work consisted of the replacement of an old, corrugated metal culvert pipe under US 50 with a higher flow capacity than the concrete box culvert that was in place. The project will improve drainage along and under US 50, reducing the risk of flooding in the area.

Interstate 25 and CO 10 Walsenburg Bridges

A new bridge for southbound I-25 over CO 10 was constructed and the northbound bridge for I-25 over CO 10 was rehabilitated. Other work included widening and improving the on and off ramps, relocating a sanitary sewer line, and adding guardrail, signs, and safety features.

Region 2 Bridge Bundle

The project included the replacement of 17 rural structures across key highway corridors (CO 9, US 24 and US 350) in Region 2. The updated structures support intra- and interstate commerce, particularly the movement of agricultural products and access to tourist destinations, and will have a lifespan of 100 years.



Region 2 Pavement Marking

This project consists of pavement markings to multiple highways in Summit, Park, Douglas, Teller, El Paso, Las Animas, Huerfano, Bent, Prowers, and Pueblo Counties. Crews removed existing pavement markings, added rumble strips and new striping and markings. The pavement marking will make traveling conditions safer with brighter more visible lines. Rumble strips are an effective measure for reducing roadway departure crashes.

Region 2 Sign Replacement

The project consisted of the replacement of 1,025 signs and the addition of 35 more signs throughout Southeast Colorado helping motorists navigate the affected roadways safely. The new signs will have better reflectivity at night to help motorists navigate the highway safely and consist of speed limit, directional, street, mile point, guide, regulatory and warning signs.

Interstate 25 Resurfacing - Colorado City

Surface treatment of I-25 between MP 64 and MP 79.6 in Pueblo and Huerfano Counties. The project included 2.5 inches of mill and fill, guardrail replacement, and bridge preventative maintenance work on several major and minor structures. The surface treatment will greatly extend the life of the asphalt pavement. The guardrail and bridge maintenance will make for safer traveling conditions by improving the functionality of the structures.

Interstate 25 Resurfacing - Pueblo

Work on the project includes resurfacing, milling and overlay work, guardrail replacement, pavement markings and delineation along I-25 from MP 92 to 102. The project will improve drivability and provide safer driving conditions for motorists.

Interstate 25 Resurfacing - Midway

Work included resurfacing of the northbound and southbound lanes for a five-mile stretch of I-25 from Fountain all the way to the city of Wigwam. Additional work on the project included resurfacing, milling and overlay work, guardrail replacement, pavement markings and delineation along I-25 from MP 119 to MP 124.5.

Interstate 25 and CO 12 Critical Culvert Repair

This project consisted of repairing culverts that are in critical condition along the southern route of I-25 and CO Highway 12. All culverts are in immediate need of repair, which includes new linings, headwalls and concrete reinforcements. There are four locations on I-25 between Pueblo and the New Mexico border with three additional locations on CO 12 between La Veta and Trinidad.

US 24 Resurfacing - El Paso County East

Surface treatment work was completed along US Highway 24, between the city of Falcon and the city of Peyton, from Mile Point 318.5 to MP 332. Work included resurfacing, updating the guardrail, striping, minor signage replacement, removing the wooden rail at two structures, replacing them with bridge rail and guardrail, and adding centerline and edge line rumble strips.

US 24 Signal Replacement Project - Woodland Park

The project replaced outdated traffic signals on US 24 in Woodland Park at Trout Creek Road and Aspen Garden way/Paradise Circle with new traffic signal equipment, poles, mast arms, vehicle detection equipment, closed circuit television cameras, advanced flashing beacons, signing and minor striping at each intersection. Additional work included the installation of ADA ramps, curb and gutter at Aspen Garden Way/Paradise Circle.

US 50 and CO 115 Roundabout

A roundabout was constructed at the intersection of eastbound US 50 on- and off- ramps and CO 115 in the town of Penrose and included the addition of a concrete island, truck apron, curb and gutter, lighting and traffic signs. This will improve safety and traffic flow as well as the ability to accommodate trucks and wide loads with a wide turning radius/truck apron area.



CO 47 Microsurfacing - Pueblo

Work along CO 47 from MP 0 to MP 3 in Pueblo consisted of microsurfacing, providing a protective, thin and tough layer of asphalt blended with a finely crushed stone to make a seal coat. This will improve and prolong the life of the road surface as well as increase safety and driver experience.

US 24 Intersection Improvements

Work consisted of installation of pedestrian crossings with new pavement markings and signage at three locations along westbound US 24 at the intersections of 8th Street, 21st Street, 31st Street. The intersection at US 24 and Cliff Road was reconfigured with the addition of a westbound right turn lane with an island from Cliff Road onto US 24 and no left turn onto eastbound US 24.

El Paso County ADA Improvements

ADA ramp work took place on I-25, I-25 Frontage Road, US 24, US 85, CO 16, CO 105, and CO 115. Work consisted of replacement of ADA curb ramps and pedestrian push buttons in order to bring ramps into ADA compliance. These improvements have many important benefits including ensuring that all current standards are met and maintained on ADA ramps, and pedestrian safety and accessibility is enhanced.

Baptist Road and Terrazzo Drive Roundabout

This project includes the construction of a roundabout configuration at the intersection of West Baptist Road and Terrazzo Drive in Monument. The roundabout construction included concrete sidewalk and median construction as well as various drainage improvements adjacent to the intersection. Additionally, the project also includes clearing and grubbing, removals, utility relocation, striping, signing and erosion control. Roundabouts increase safety and reduce incidences of crashes by preventing left turns across oncoming traffic.

US 85 and Carson Boulevard Intersection Improvement

The project work includes roadway widening and pavement overlay for northbound lanes, adding raised medians to provide protected turn-lanes, installing new traffic signals and performing final striping on the roadway on US 85 at Carson Boulevard in Fountain.

Region 2 Timber Bridge Maintenance

Work consists of adding steel sister beams to the existing damaged timber girders to strengthen the support to the bridge deck along five roadways: US Highway 50, CO Highway 101, CO Highway 116, US Highway 160 and US Highway 350.

I-25 Ramp Metering in Southeast Colorado

The southbound Woodmen Road on-ramp, northbound and southbound Academy Boulevard on-ramps and the northbound North Gate Boulevard on-ramp were widened, and ramp meters were installed. The ramp meters enhance roadway safety and improve I-25 congestion through the spacing and pacing of vehicle entry onto the interstate. Intelligent Transportation Systems (ITS) were installed to monitor, trigger, and time vehicle release with automated vehicle and queue detection to mitigate any traffic backups by adjusting meter timing.



Northwest Region

US 550 Otter Road to R3-R5 County Line ^{10YP}

This project improved an 8.5 mile section of US 550 south of Montrose (Mile Point 126) and continues south to the Ouray-Montrose county line (MP 117.5). The project started at the south end of the US 50/US 550 with a resurfacing project in 2022 and was completed in 2024. The improvements were focused on safety and mobility.

CO 13 / 317 Hamilton South ^{10YP}

This work consisted of resurfacing and minor rehabilitation on CO 13 between Meeker and Craig and on CO 317 between Hamilton and Pagoda. CO 13 work included a one-inch leveling course and two-inch HMA overlay, bridge work, culvert slip lining, guardrail replacement, fencing and signage. CO 317 work included a slide repair using

I-70 Dowd Canyon Variable Speed Limit Sign (VSL) Project

The project installed 18 variable speed limit signs along I-70 in Dowd Canyon from Mile Point 169 to MP 173. The VSL signs change the speed along this stretch of I-70 based on traffic speed and volume, weather conditions, road conditions and traffic incidents. While working on the project, a roadway weather information system was also installed providing real-time weather updates to drivers, where adverse weather conditions can significantly affect road safety. Guardrails were also replaced along the project limits which will prevent vehicles from leaving the roadway and may prevent far more serious crashes.

CO 13 Garfield County Rio Blanco Hill ^{10YP}

This 3.5-mile widening project on Colorado Highway 13, from Mile Point 12.78 to MP 16.18, located 11 miles northwest of Rifle in Garfield County, made wider lanes for safe passing with pull outs added for slower vehicles. The improvements were designed to give motorists wider roads during inclement weather and periods of heavier traffic.

CO 64 West of Meeker Bridges

The work consisted of replacing two existing bridge structures on CO 64 at Mile Point 54 (White River Bridge) and MP 70 (Strawberry Creek Bridge). Also, the work included building temporary detours in order to keep traffic moving. The former bridges were at the end of their service life, had very low sufficiency ratings and did not meet modern design standards. The project also included grading, guardrail removal and replacement, roadway reconstruction, erosion control, signing and permanent striping.

US 6/North Ave Traffic Signal Replacement Project

New traffic signals were installed at three locations in Grand Junction along US Highway 6/North Avenue. The project includes upgraded traffic lights and pedestrian controls at three major intersections and ADA ramps, curb and gutter improvements

GJ Residency Chip Seal CO 65 & CO 330

On CO 65 from Mile Point 48 to MP 61.376 (the Interstate 70 Exit 49 interchange to 1.5 miles south of the Town of Mesa) and on CO 330 from MP 0 to 11.394 (the intersection of CO 330 and CO 65 to the Town of Collbran) the crew worked to chip seal and add fog coat and pavement markings for improved drivability and increased lifespan of the highway surface.

CO 13 and CO 317 Surface Treatment

Surface treatment was performed on CO 13 for 15 miles from Mile Point 64 to MP 79 and consisted of a 2" hot mix asphalt overlay, bridge maintenance work and culvert repair at 4 different locations. In addition, more work took place on CO 317 over a 12 mile stretch from MP 0 to MP 12.24. Crews recycled the existing asphalt and placed 1 1/2" overlay from MP 6 to MP 12. A chip seal application was installed from MP 0 to MP 12.24. Other improvements for both highways consisted of guardrail replacement, shouldering and striping.

CO 133 Rockfall Mitigation

This was a rockfall mitigation project located near the Paonia Reservoir on Colorado Highway 133 between Paonia and Carbondale in Gunnison County, including adding rock bolting (soil nail walls), mesh, rock scaling and ditch cleaning in four locations between Mile Points 24 to 31 near the Paonia Reservoir.

US 50 Olathe North Resurfacing ^{10YR}

This resurfacing project on US Highway 50 through the town of Olathe spanned over ten miles on US 50 from Mile Point 76.84 to 86.04, including the US 50 Business Loop (MP 0.0 to MP 0.93) and three adjacent US 50 frontage roads. The project's primary focus was to resurface both the east and westbound lanes of each roadway using a leveling and overlay process. Other elements of the project included constructing Americans with Disabilities Act (ADA) compliant curb ramps at several intersections through Olathe, new traffic camera systems, implementing new striping and rumble strips and placing new guardrails and delineators.

US 40 Crack Seal, Dinosaur to Massadona

Over a fourteen mile stretch of US Highway 40, in northwest Colorado from Dinosaur to Massadona, Mile Points 7 to 21, this project improved and prolonged the life of the road surface.

I-70 Essential Wall Repair

This wall replacement project was along westbound I-70 in Dowd Canyon (Mile Marker 169.5 to MM 171.5) in Eagle County between Eagle-Vail and West Vail, removed portions of the existing earth wall above US 6 at MM 170.5 and replaced it with a new Mechanically Stabilized Earth (MSE) wall. Additionally, the roadway was widened, new guardrails were installed, and lighting and striping took place in the project zone.

US 40 Granby Trail (Joint w/Town of Granby)

This project consisted of improvements to a shared use pedestrian trail along US 40 south of Granby. In addition, storm water management and erosion control, trail construction, surfacing, signage and guardrail placement were also completed.

US 40 Steamboat PCCP Rehab

This rehabilitation improvement project on US 40 in Steamboat Springs, Mile Point (MP) 130.5 to 133.5, improved and prolonged the life and durability of the roadway. In addition, ADA sidewalk accessibility was improved. Work also included concrete pavement panel replacement, ADA pedestrian ramps, and sidewalk improvements.

US 24 Minturn South

Work on this project included surface treatment, 2.5" HMA mill and overlay, pavement markings, and delineation on US 24 south of Minturn (MP 147 to MP 158). The project will improve drivability for motorists and provide safer conditions for pedestrians and individuals using bicyclists.

US 6 Hillcrest Roundabout

This project reconfigured the existing "T" intersection between Highway 6 and Hillcrest Drive into a single lane roundabout. The project will improve safety for vehicles, bicycles and pedestrians.



CO 82 Snowmass Canyon Resurfacing

The project took place along CO 82 for approximately 7 miles from Mile Point 26 (west of the intersection with Snowmass Creek Road/Capitol Creek Road) to MP 33 (near Woody Creek). The project consisted of a 2" asphalt milling, 2" hot mix asphalt overlay, bridge repair at six locations, guardrail replacement and striping. Benefits of the project include the installation of ADA compliant curb ramps at Snowmass Creek Rd., Watson Divide Rd. and Aspen Village Rd. The new ramp was constructed in compliance with the Public Right of Way Accessibility Guidelines requirements and provided functional accessibility to all travelers using state and US highways.

I-70 Silverthorne to EJMT Phase II

This project consisted of resurfacing eastbound and westbound I-70 from mile point 211 to the Eisenhower Johnson Memorial Tunnel (MP 213.27). Additionally, crews removed and replaced over 12,000 feet of guardrails and made drainage improvements throughout the project zone (MP 207 to EJMT) creating a safer and smoother drive on a heavily trafficked portion of the I-70 corridor.

US 40 Passing Lanes Project ^{10YP}

Work included adding passing lanes for both eastbound and westbound US 40, extending culverts, signing, striping and traffic control west of Kremmling. The construction of new passing lanes allowed for safer transportation of commercial/freight trucks, motorists and cyclists on this busy corridor by providing a stretch of highway with space and opportunity for faster vehicles to safely pass slower moving traffic.

Northeast Region

I-25 North Express Lanes: Segments 6, 7 & 8 ^{10YP}

The I-25 North Express Lanes Projects from Berthoud (CO 56) to Fort Collins (CO 14) are substantially complete, improving a 20-mile stretch of I-25 that meets the evolving needs of our communities by prioritizing safety, offering multimodal options and providing operational efficiency, while extending and preserving the life of the transportation infrastructure to maintain reliability and resiliency on a regional and national level to promote lasting connectivity to safety move people, goods and information. The corridor improvements were delivered on time and on budget with the following scope elements included:

- **Safety Improvements:** Enhanced safety through bettering elements such as horizontal and vertical roadway alignment, pavement quality, striping visibility and lighting.
- **Mobility Hub Network:** Installed a network of mobility hubs that offer I-25 users a north-south transit choice. These regional mobility hubs are located approximately every 10-miles between downtown Denver and Fort Collins. The mobility hubs include carpool lots, future EV charging stations and will connect with local east-west transit services.
- **Flood Resiliency:** Upgraded structures to elevations above the 100-year floodplain so motorists and emergency responders can safely travel the corridor in high rain events.
- **Structure Resiliency:** Upgraded aging structural elements from the 1950's with new bridges and drainage culverts built with highly resilient materials with a functional life of >100 years.
- **Interchange Improvements:** Upgraded interchange layouts to enhance safety, multimodal and operational capabilities to accommodate the rapidly growing communities.
- **Shoulder Widening:** Widened existing four foot wide shoulders to 10-12 foot wide shoulders to allow for recovery, refuge, and enforcement areas.
- **Express Lane Addition:** Provides trip reliability and is free to use with 3+ people in the vehicle. Offers variable tolling through a transponder if there are under three occupants in the vehicle.
- **Buffer Addition:** Added a four foot separated buffer between the General Purpose lanes and Express Lane for safety.
- **Preliminary safety data** has shown the I-25 corridor, from Berthoud to Fort Collins, has experienced an average 41% reduction in crash rates post construction. This affirms that the constructed improvements are not only efficient and resilient, they are saving lives.

CO 71: Region Line North ^{10YP}

CDOT completed a much needed resurfacing project in Lincoln County on CO 71 from milepost 48.66 to milepost 63.80. This roadway rehabilitation will extend the life of the pavement another 20 years and also provides a safer and smoother driving surface for the traveling public.

US 85 / WCR 44 interchange at Peckham ^{10YP}

The project included the first new interchange built on US 85 within Colorado in at least 30 years. This project is also the last and the most significant project that was part of closing or moving 12 different railroad crossings along US 85 as part of a compromise agreement forged by CDOT, Weld County and the Union Pacific Railroad. The new interchange improves safety, eliminates interaction between roadway traffic and the Union Pacific Railroad tracks and provides efficient access control. Other project features included in the project are:

- Two new bridges to carry WCR 44 over US 85 and UPRR tracks
- Roundabout at southbound US 85 ramps/WCR 44 intersection
- Intersection improvements at WCR 44 and Niobrara Boulevard
- Permanent closure of WCR 33 at US 85 and UPRR



CO 119 Nederland West to Roundabout

Crews completed 3 miles of resurfacing and shoulder widening, on CO 119, from the traffic circle on the north side of Nederland to the junction with CO 72 to the south. This project will reduce the potential of crashes from vehicles veering off the main roadway and provide a smoother driving experience.

CO 7 28th Street to US 28

CDOT resurfaced CO 7 from milepost 54 to milepost 60 in Boulder County. Providing an improved riding surface for all modes with enhanced striping, pedestrian crossing pavement markings and ADA ramp improvements. The purpose of this project is to improve traveler safety, improve personal travel efficiency and operations and improve access to multimodal travel.

CO 66 at WCR7 & WCR13 Intersection Improvements

The intersections at CO 66 at Weld County Road 7, CO 66 and WCR 13, and CO 66 and WCR 1 were improved to address aged pavement, existing and future growth in the area as well as pedestrian connectivity. Additional turning lanes and signal poles were constructed to improve operations today and into the future.

Critical Culvert Const. Pkg B (CO 52/66)

This project is located in Weld County. The work included replacing two 60-inch culverts on Colorado Highway 66, that had reached their useful life and were imminent of failure. This project also included asphalt patching, pavement marking, wetland protection, and mitigation and seeding.

US 287 and CO 52 Intersection Improvements

This project improved the safety and operational efficiency of the US 287/CO 52 intersection. These changes included widening CO 52 on the north and south sides to accommodate an additional left turn lane and create a 6-foot bicycle lane for eastbound and westbound traffic and on US 287, widening to the east to accommodate an additional left turn lane for northbound and southbound traffic. Crews also added capacity at all four corners to improve traffic flow. They also replaced traffic signal poles, pedestrian poles and ADA ramps to maintain a pedestrian-friendly signalized intersection. Crews also replaced culverts and ditches.

I-70 Agate Structure Rehab

Crews completed bridge preventative maintenance on eight structures on I-70 in Elbert County. The improvements are designed to give motorists safer travel during inclement weather and prevent future erosion to the bridge structure. The resurfacing of the asphalt will create smoother pavement and improved driving conditions.

US 40/287 and CR109 Intersection in Hugo

The intersection of US40/287 and CR109 was reconstructed to improve safety and to accommodate the heavy freight and emergency vehicle traffic movements, while not impeding or conflicting with oncoming vehicular and pedestrian traffic. Work included widening the south side of the intersection with concrete pavement and improvements to the inlet, sidewalk, curb, gutter and curb ramp in Lincoln County. This project was a big win for local stakeholders, including Lincoln County, the Town of Hugo and CDOT.

CO 61 Resurfacing East of Sterling 10YP

Crews completed a 9-mile resurfacing and widening project on Colorado Highway 61, just east of Sterling. Work started on CO 61 from approximately Mile Point 41 (Intersection of CO 6 and 61) and extended south to Mile Point 32. The existing asphalt was milled and filled with two inches of new hot mix asphalt. The smoother surface offers safer driving for motorists. The shoulders were widened with superelevation correction to six feet at several locations to improve safety along this corridor. Additional safety improvements included painting lane markings for better lane recognition. Crews also added rumble strips to the shoulder, which is an effective strategy to decrease the occurrence of crashes due to vehicles departing from the roadway.

CO 61 North of Otis, D-25-EA

One of eight timber bridges throughout the region was removed and replaced with concrete bridges or box culverts in this project. Other project work included roadway reconstruction or resurfacing, shoulder widening, new guardrail, drainage improvements, upgraded signage and striping. This project utilized a bridge slide technique. The bridge was constructed adjacent to the roadway and slid into place under a full road closure.

CO 66 and WCR 21 Widening

This project at CO 66 and Weld County Road 21 added two left turn lanes, resurfaced the intersection with asphalt pavement and reconstructed two siphons and an irrigation system. This provides increased safety as well as a smoother and more enjoyable drive feel.

CO 52: Hudson East Resurfacing

Crews resurfaced for seven miles of CO 52 east of Hudson. The project also included safety improvements, the replacement of aged cross culverts and the addition of 2-foot shoulders along the project limits and at specified locations. Larger pullouts were built to allow the Colorado State Patrol to set up temporary weigh stations and to provide a safe place to conduct enforcement activities.

CO 144 Bridge Replacement

At CO 144 and Bijou Creek in Morgan County, crews completed limited deck repair, removing and installing waterproofing (membrane) and HMA, removing and replacing existing leaking joints, existing bridge rail and transition rail and miscellaneous concrete repairs. In addition, the project also constructed a short section of full-depth reclamation on CO 144 near the structure.



FY23 Signal Pole Replacement

Crews replaced signal poles on US 34 and Clayton Street in Brush, US 34 and Main Avenue in Akron, US 34 and Washington Street in Otis and US 34 and Main Street in Wray. Three of the four intersections upgraded from span wire configurations to mast arm signals.

FY24 Signal Pole Replacement

Crews completed a signal pole replacement and curb ramp improvements on US 287 at 11th Avenue and 19th Avenue in Longmont. The project will improve traffic flow for motorists and enhance pedestrian safety at crosswalks. These improvements have many significant benefits, including ensuring that all current standards are met and maintained on ADA ramps, and pedestrian safety and accessibility are enhanced.

US 34 Weather Cameras and RWIS

This project involved furnishing and installing Closed-Circuit Television cameras and weather monitoring equipment along US Highway 34 between Greeley and Wiggins. The installation of CCTV cameras provides real-time information about weather conditions and ultimately makes roads safer and more efficient for the traveling public.

Region 4 FY24 Epoxy

Crews replaced highway pavement markings across a variety of locations in Region 4. These improvements maintain high visibility of highway markings for motorists.

Region 4 FY24 Stencils Southeast

This project replaced all stencils in the Southeast quadrant of Region 4. These improvements maintain high visibility of highway markings for motorists.

Southwest Region

US 550 - US 160 Connection South ^{10YP}

The new US Highway 550 - 160 Connection South project just south of Durango opened to traffic in July. All northbound and southbound motorists now utilize the new divided highway between County Road 302 and the US 160 and US 550 Grandview Interchange. The project included a brand new four mile stretch of four-lanes and two new bridges located south of the interchange. Roundabouts are located on either side of the Grandview bridge, including the existing Wilson Gulch roundabout to the north and the new Grandview roundabout to the south. This traffic switch culminated with the permanent closure of the existing US 550 route of “Farmington Hill,” sending motorists instead through the continuously-flowing and safer Grandview Interchange. The signal at the old intersection was removed, the pavement was rubbled and removed with the road grade re-vegetated.

US 50 / US 285 Intersection Improvement ^{10YP}

The intersection of US 50 and US 285 in Poncha Springs, Chaffee County was reconstructed and realigned from the previously existing three-way intersection into a new four-way signalized intersection for improved traffic movement. The project also included overlay resurfacing of US 50 from the project intersection to six miles west at Maysville.

US 24 Buena Vista Signal Installation ^{10YP}

The project installed a new signal at the US 24 and DePaul Avenue/Baylor Drive intersection in south Buena Vista. The intersection received a new asphalt overlay to remove old pavement markings and facilitate new pavement markings. The project included ADA ramp and sidewalk upgrades. The new signalized intersection will create a safer environment and more efficient flow of traffic for local commuters and area visitors.

CO 84 Slope Failure Repair

Slope repair work was performed on US 84 in Archuleta County, south of Pagosa Springs and just north of the New Mexico state line. Work consisted of the installation of subsurface beams as well as replacement of an existing drainage culvert beneath the roadway. Crews also improved the downslope end of the project site, widened the roadway with a 13-foot shoulder, paved the roadway with a new asphalt surface and installed new guardrail. The project will help mitigate landslides and stabilize the US 84 roadway infrastructure.

South Central Colorado Culvert Repairs

Culvert repair work took place along four roadways in two south-central Colorado counties: US 160 in Costilla County and US 24, US 285 and US 50 in Chaffee County. Work consisted of re-grading the culvert inlet to align drainage with the invert of the pipe, removing the existing inlet headwalls and replacing the culverts with new headwalls, wings and concrete lining the pipe. The project enhancements accommodate higher accumulations of rainfall and lower risks associated with flooding to maintain safe driving conditions.

US 160 Chip Seals

This project included two surface treatment projects on US 160 in southwest Colorado. One 20-mile stretch was located west of Durango in Montezuma and La Plata Counties. The second 14-mile stretch of highway was located east of Bayfield in La Plata and Archuleta Counties. Chip seals are cost-effective pavement preservation treatments used to build an effective moisture barrier to protect the roadway from water intrusion by sealing cracks in the existing pavement. This type of work extends the life of heavily trafficked corridors and creates a good skid resistant surface for icy and snowy weather conditions.

CO 145 Ophir Wall Replacement

The project replaced the existing retaining crib walls under the highway, just south of Telluride and near Ophir in San Miguel County. Retaining crib walls are built under the surface of the road to hold up and support the roadway. The replacement work at this location will benefit the public by improving the integrity of the roadway making it safer for traffic to travel over this rural southwest Colorado highway.

US 550 Durango Signal Replacement

The project replaced a 30 - year - old signal at the intersection of US Highway 550 and 14th Street in downtown Durango. The project improved safety where several modes of travel converge at one busy location. A new crosswalk configuration now allows pedestrians safer access points at the intersection. Ramps were constructed in compliance with the Americans with Disabilities Act (ADA) at every corner of the intersection. The project was also in partnership with the Durango-Silverton Narrow Gauge Railroad. While the project was underway, the train company took advantage of the intersection closure to install new track at railroad crossing and upgrade the train signals.



CO 17 Culvert Replacement and Repairs

This project completed the permanent repairs of culverts at three different locations just north of the New Mexico state line after the discovery of structure failures on Cumbress Pass, Conejos County in April 2023. Crews evaluated the culverts in the area and found it necessary to reinforce the drainage with larger outlet piping, build wing walls and headwalls and change out piping from steel to concrete. Work included the installation of new culverts at locations where failure occurred and at locations identified as potential for failure. Additionally, the project rebuilt and resurfaced the roadway while re-establishing proper water drainage in the areas.

US 160 Wolf Creek Tunnel Repair

The project updated the existing underdrain system that runs under the tunnel with a larger, improved drainage system. Crews also installed manholes at both ends of the tunnel to improve maintenance access. Additional work included the replacement of several concrete panels and installation of delineators near the drainage structures. The tunnel is located on the east side of Wolf Creek Pass, approximately 10 miles west of South Fork and seven miles east of the Wolf Creek ski area. The improved drainage near the east entrance of the tunnel will reduce the potential for icy and hazardous conditions during the winter season.

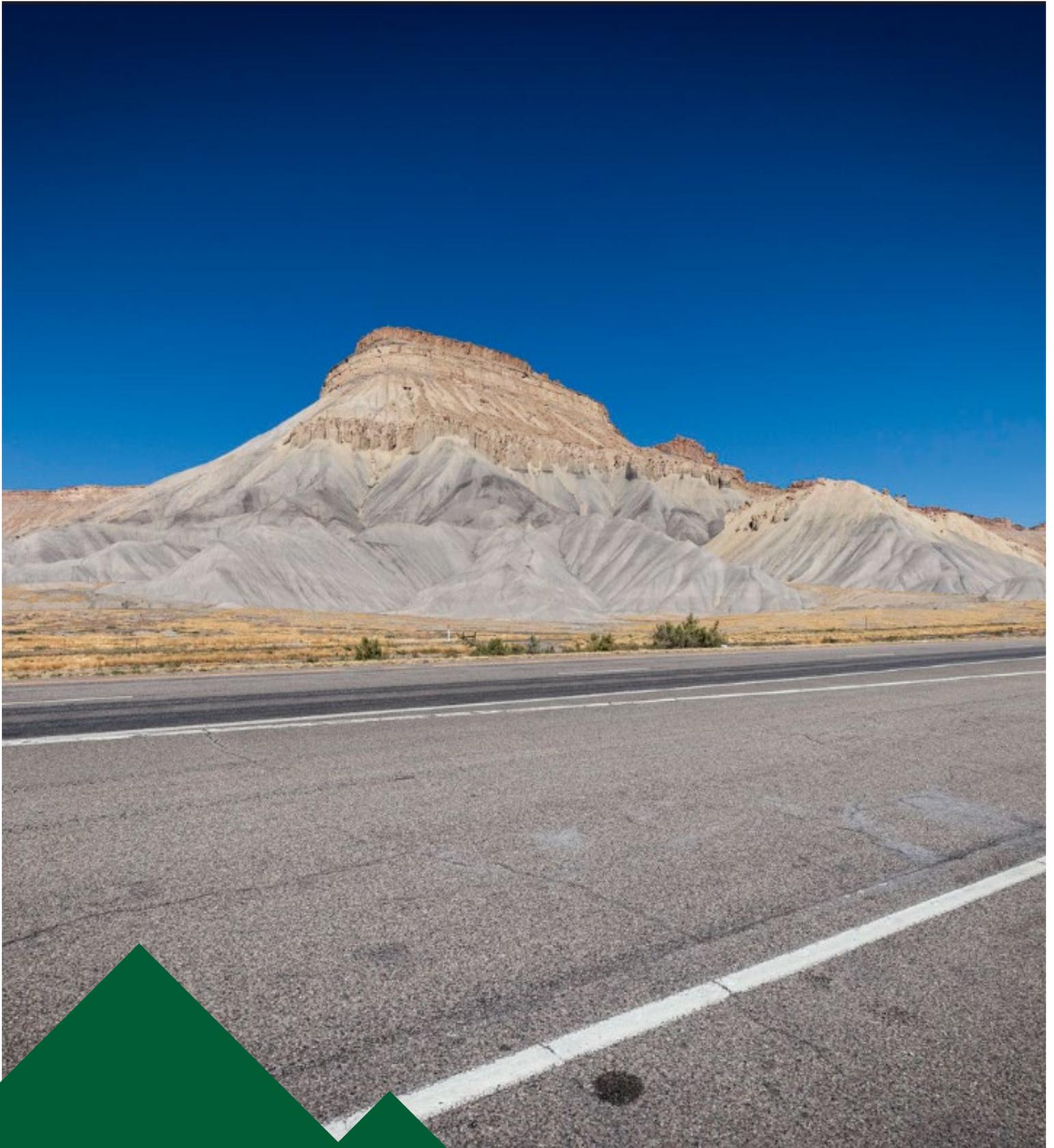
US 550 Cascade Curve Wall

The project, located 30 miles north of Durango on US 550, replaced the existing 470 feet of existing guardrail with a larger permanent concrete barrier that is anchored into the subsurface of the highway. The new barrier also wraps around onto US Forest Service Road 783, which provides access to Cascade Creek Recreation Area. Improving drainage at the site is an additional aspect of the project. The southbound travel lane received additional shoulder area. New asphalt was laid along with one culvert replacement. This stretch of highway has a steep grade and therefore requires extra measures of safety. Concrete barriers can deflect veering vehicles back to the roadway, slow vehicles down to a complete stop, or in certain circumstances, slow vehicles down and let them proceed past the guardrail.

US 160 Bridge Maintenance in Montezuma County

Work occurred along US 160 at two bridge sites, one on the San Juan River and the second on Aztec Creek, near the Four Corners in southwest Colorado. Work included the removal of sandy sediment that accumulated over time around the bridges' foundations. Crews removed the sediment and placed rocks (or rip rap) around the foundation. The more stable rockfill will help protect the foundations during high water flows.

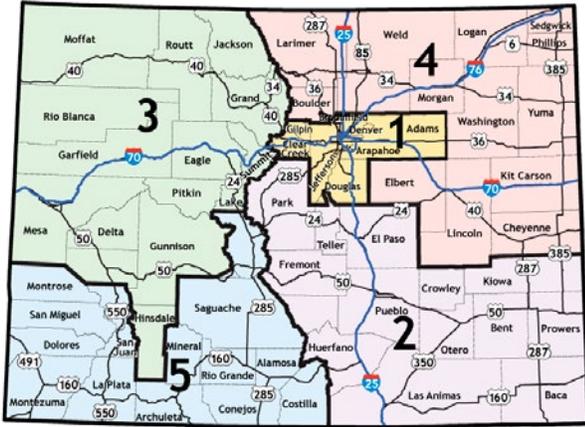




3

Projects Underway

Projects Underway



Denver Metro Region Region 1

17

Projects Total

5

10 Year Plan Projects

Southeast Region Region 2

7

Projects Total

1

10 Year Plan Project

Northwest Region Region 3

8

Projects Total

2

10 Year Plan Projects

Northeast Region Region 4

11

Projects Total

4

10 Year Plan Projects

Southwest Region Region 5

2

Projects Total

0

10 Year Plan Projects

Denver Metro Region:

I-70 El Rancho Pegasus Transit Shuttle Stop ^{10YFP}

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. Much of the construction was completed in 2024 with final work to wrap up in 2025.

Eisenhower Johnson Memorial Tunnels Infrastructure Repairs ^{10YFP}

Work continues on a variety of infrastructure maintenance projects to bring the EJMT to modern standards. The tunnels are faced with outdated and aging infrastructure. These projects will increase the resiliency and operating condition of one of the state of Colorado’s greatest assets. CDOT completed the first project, which replaced and repaired grout beds that support the interior wall panels in the north tunnel (Eisenhower). Other projects that are close to completion 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.



I-70 over Harlan Street Bridge Replacement ^{10YFP}

Significant progress has been made on the bridge replacement and intersection improvement project on I-70 over Harlan Street. The project includes building a safer bridge with modernized infrastructure, upgraded guardrail, wider shoulders, and an improved intersection at Harlan Street and West 48th Avenue. The improvements will prevent crashes, provide for better traffic flow, and have safer accessibility with new sidewalks along Harlan Street under the I-70 bridge. The project started in August 2022 and is expected to last into early 2025. I-70 over Harlan Street is among other bridge replacement projects along I-70 to upgrade vital infrastructure and improve safety.

I-70 Noise Wall Replacement from I-76 to Pecos ^{10YR}

This project is replacing the noise walls along I-70 between I-76 and Pecos Street in Denver and Jefferson counties. The purpose of the noise walls is to reduce traffic related noise to adjacent homes and businesses along the corridor. Work includes removing the existing timber walls and replacing them with new concrete panels and replacing the guardrails and barriers. The project started in March 2024 and is scheduled for completion in September 2026. This project is the second of two phases, the first of which replaced the I-70 noise walls between Tennyson Street and Lowell Boulevard.

I-70 Resurfacing from Chief Hosa to Colfax

Work includes full width milling and overlay to restore the roadway for smoother driving conditions, replacing guardrail, repairing two bridge decks at the eastern end of the project, installing drainage improvements and adding variable speed limit signs and message boards on eastbound I-70 from Genesee Park (Exit 254) to Colfax (Exit 262). The project started in August 2024 and is scheduled for completion in November 2025.

I-25 & Alameda Bridge Replacement over South Platte River in Denver

This project is replacing the West Alameda Avenue bridge over the South Platte River and making 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. In 2024 the northside bridge deck girders were set and the deck was poured. The southside demolition, piers and abutments construction were completed. The girders were set in December 2024 and the remaining southside deck will be poured in January 2025. Built in 1911 and widened in 1966, the original Alameda Bridge that is being replaced was the oldest bridge on the state highway system.



Chain Station Technology & Communications Upgrades

Work started in November of 2024 to upgrade technology and enhance safety at 20 of the state's chain stations including many in Region 1. Technology improvements will allow the stations to be opened and closed from any one of CDOT's four operations centers, replacing the single location at the Eisenhower-Johnson Memorial Tunnels for I-70 or manually by maintenance personnel for stations along I-25. Work got underway on chain stations along I-70 in Vail, Summit, Clear Creek and Jefferson counties and I-25 in Monument at Raton Pass.

C-470/Quincy Interchange in Jefferson County

This project is adding a single lane roundabout with bypass lanes at the Quincy and C-470 northbound ramp intersection, and a T-intersection with a traffic signal at the Quincy and C0479 southbound ramp intersection. Other work includes road widening, building retaining walls, adding signs and making drainage improvements. This project will improve traffic flow and safety to and from C-470 from Quincy Avenue. Project completion is expected in late 2025.

York Street Bridge over I-270 Repairs in Commerce City

The project is mounting a wooden decking system under areas of the York Street bridge to prevent debris from falling onto I-270. This work will create a more stable driving surface on the bridge and prevent emergency lane closures due to safety issues. The project is scheduled for completion in February 2025.

Denver Metro Bridge Maintenance in Adams and Arapahoe Counties

The project is removing and replacing expansion joints on five structures along I-76 and I-225: I-76 at Second Creek, I-76 at 144th, I-225 at 28th Avenue, I-225 at southbound I-25 and northbound I-225 and CO 83 at the I-225 ramp. Work includes placing a concrete overlay on two of the structures, other concrete pavement work, joint sealant and minor guardrail repairs. The project will improve and prolong the life of the structures.

Denver Metro Culvert Repairs in Jefferson, Denver and Clear Creek Counties

Culvert repair work is taking place on US 6 in Jefferson County near Lakewood, CO 95 in Denver County, US 40 in Clear Creek County near Conifer and US 285 in Jefferson County. The project will improve and prolong the life of the road surface. Project completion is expected in October 2025.

CO 7 Resurfacing between I-25 and Brighton in Adams County

The project started in August of 2024 to resurface CO 7 from I-25 east to Brighton. The project includes asphalt patching, milling, paving, ramp repair, pipe work and traffic light installation. These improvements will increase the longevity, smoothness and safety of the road. The project is currently in winter break and will resume in the spring once temperatures are consistently warmer for asphalt operations. The project is scheduled for completion in summer of 2025.



CO 83 (Parker Road) Sidewalks East Side Improvements near Aurora

This project is building a new sidewalk along the eastern side of Parker road from south of Hilltop Road to just north of Sulphur Gulch. The project includes a pedestrian bridge that will span Sulphur Gulch north of Clubhouse Drive and Parker Road, enhancing connectivity and safety in the area. The project is scheduled for completion in early 2025.

Federal Boulevard Median from 92nd to 105th in Adams County

The project is building a median that creates a physical barrier between opposing traffic lanes on Federal Boulevard from 92nd to 105th avenues. Work also includes signing and striping improvements. The project will help to prevent crashes, improve safety, reduce traffic congestion and improve the aesthetics of the roadway. Construction is scheduled for completion by spring of 2025.

US 85 Corridor Improvements from Highlands Ranch Parkway to C-470 in Douglas County - Local Agency Project

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.

Mount Blue Sky (CO 5) Permafrost Improvement Project (Federal Lands Access Program)

Construction started to improve the roadway surface and subgrade conditions, drainage and wetland conditions along a 0.7-mile stretch of CO 5 between mile Mile Points 8.7 and 9.4. 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. The Federal Highway Administration is leading this project. Construction started in July 2024 and is scheduled for completion in Fall 2025. CO 5 will not open until Memorial Day 2026.

Other Traffic and Safety Projects

- CO 121 Westminster Signals and Intersection Improvements
- Hampden Signal Cabinet Replacement
- Regionwide Striping
- CO 74 and US 285 Variable Message Sign and Fiber Installation

Southeast Region

Powers Boulevard (CO 21) and Airport Road Diverging Diamond Interchange

Construction includes a diverging diamond interchange at the intersection of Airport Road and Powers Boulevard (Colorado Highway 21 / US Highway 24) to replace the existing signalized intersection. Work includes bridge and ramp construction, placing embankment, concrete paving, overhead sign structure installation, new traffic signal systems and permanent water quality ponds.

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

The project will enhance safety for Colorado’s traveling public by adding acceleration and deceleration lanes between Fillmore Street and Garden of the Gods Road and includes the replacement of the bridge over Ellston Street in Colorado Springs.

US 285 and CO 9 Intersection Improvement & 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 Fairplay. 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.

US 50 Las Animas Bridge Repair

This bridge repair project is located on US 50 just north of Las Animas at Mile Point 399.8. The project will consist of bridge deck asphalt removal and bridge bearing device repair followed by bridge deck resurfacing and striping. This will improve safety and driver experience.

US 50 Las Animas Resurfacing & ADA

Project work consists of US 50 surface treatment, ADA ramp replacement and drainage improvements from Mile Point 397 to 399.78 in Las Animas. Once complete, the project will improve drivability for motorists and provide safer conditions for pedestrians and individuals using wheelchairs.

US 50 Resurfacing & Bridge Repair Coaldale to Salida

Project work consists of resurfacing US 50 from Coaldale to Salida (MP 222 to MP 241) and bridge deck replacement at MP 233.8. The project will improve drivability and provide safer driving conditions for motorists.

Southern Colorado Pavement Marking

Crews will remove existing pavement markings and add new striping and markings on CO 21, US 24, US 85, CO 45, CO 47 and US 50 in El Paso and Pueblo Counties. The pavement striping and markings will make traveling conditions safer providing brighter, more visible lines.

Northwest Region

I-70 West Vail Pass Aux Lanes

The I-70 West Vail Pass Auxiliary Lanes Project is designed to improve safety and operations in both directions of the highway on West Vail Pass. The project limits extend from the East Vail Exit at Mile Point 180 to the Vail Pass Rest Area at Mile Point 190 and include a wide range of improvements to address the unique nature of Vail Pass. This stretch of I-70 includes steep grades and tight curves and the intermingling of faster-moving passenger vehicles with slower-moving trucks that often results in inconsistent and slow travel times along the corridor.

US 6 New Castle Roundabout

New Castle Roundabout is located on US 6 and Castle Valley Road/Spur Road in Garfield County, with the work taking place from Mile Point 107.03 and MP 107.35. The ongoing work consisted of constructing a multilane roundabout at the intersection, a ¾ 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.

US 6 Palisade Access Control Plan

The US 6 Palisade Intersections Study was completed. Based on feedback from the community and the Town of Palisade, funding considerations and additional data points conducted by the project team, CDOT is moving towards a preliminary design of one roundabout at the US Highway 6 and Elberta Avenue Intersection to improve operations, safety and pedestrian/bicycle mobility in the Town of Palisade.

US 6 Clifton Improvements

The US 6 Clifton Improvements Project took place in Clifton on US Highway 6 (F Road). The project was just west of the I-70B intersection to just east of Clifton Elementary School. The project improved safety by realigning and updating traffic patterns on US 6, adding roundabouts and medians and an additional eastbound travel lane. The project also included improving pedestrian and bicycle connections through the corridor.

I-70 South of Rood

I-70 Business Loop is the backbone of the transportation system in Grand Junction, serving as a gateway to regional retail, interregional connections, commuters, employment centers and other local institutional facilities, recreational facilities, and neighborhoods. This project is aimed at access consolidation, improving street connections, separation of traffic, improving bicycle/pedestrian connections and improving utility.

I-70 Exit 37 East Resurfacing Project

This resurfacing project took place along I-70 in Mesa County for approximately 6 miles. Work consisted of a 2” asphalt milling, 2” hot mix asphalt overlay, bridge repair, guardrail replacement and striping. The HMA will add approximately 10 years of life to the highway, provide a smoother road surface and will add durability by increasing the resistance of ruts and road damage. This will allow for a smoother and safer drive for motorists. Also, the new guardrail that will be 31 inches high, designed to meet new safety standard requirements. The higher railing will help veering vehicles remain on the road more effectively, making the highway safer for the traveling public.

I-70 Vail Pass Rest Area Replacement Project

The purpose of the Vail Pass Rest Area replacement is to improve the existing rest area facilities by increasing restroom user capacity, updating the existing drinking water treatment system in accordance with health department criteria, increasing parking capacity for all users and, improving traffic circulation, accessibility, safety and connectivity. Improvements will also address winter maintenance operational issues and increase capacity for maintenance equipment storage and snow storage on site.

US 6 and Post Blvd Roundabout in Avon

The highway improvement project on US Highway 6 and Post Boulevard in Avon constructed a new roundabout at the popular intersection. The new roundabout will have three legs that connect US 6 and Post Boulevard that were designed to meet current safety standards. The new roundabout is anticipated to improve safety at the intersection.



Northeast Region

CO 119 Safety, Mobility & Bikeway ^{10YP}

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. Project improvements will include:

- New signage, striping, and improved signal timing at all pedestrian crossings at signalized intersections.
- Signal timing adjustments at key intersections (Jay Road, 63rd Street, CO 52, Niwot Road and Airport Road).
- Reconfiguring the CO 52 intersection to improve safety and accommodate new Bus Rapid Transit (BRT) stations and Boulder County’s Commuter Bikeway between the northbound and southbound travel lanes.
- Changing access at Airport Road and CO 119 to reduce crashes and to improve safety and traffic flow.

Once complete, the project will allow users to move through the corridor faster, with shorter wait times at traffic lights. If traveling by bus, travel time savings are expected to reduce commuting times by approximately 50 percent! Integration between BRT, Park-n-Rides, pedestrian crossings and Boulder County’s Commuter Bikeway will enable commuters to switch travel modes safely and reliably. Construction began in September 2024 and is expected to be completed by late 2026.

I-70 Pkg: Bethune E and W & Burlington WB ^{10YP}

Crews started roadway improvement on I-70 between Bethune and the Kansas state line during the Spring of 2024. Improvements will be made in both the eastbound and westbound lanes from Bethune to Burlington and the westbound lanes from Burlington to the Kansas state line. Work completed this year occurred from the westbound Kansas state line to Burlington and the westbound segment from Burlington to Bethune. Crews addressed the public’s concerns about rough surfaces, ultimately leading to a nomination for the Colorado Asphalt Pavement Association (CAPA) smooth award.

The first phase of the project will consist of constructing two detour crossings, resurfacing the east and westbound lanes of I-70, some shoulder reconditioning, rehabilitation of one overpass, upgrading emergency median crossovers, traffic signage, delineators, striping and guardrails. This work will occur in a nine-mile stretch from Mile Point 427 near Bethune to MP 436 at Burlington.

In the next phase, crews will resurface an eleven-mile portion of westbound I-70 from MP 438 near Burlington to MP 449.6, the Kansas state line. Additionally, crews will upgrade guardrails, delineators and striping along this stretch of interstate.

I-76 Corridor Improvements ^{10YP}

This project is located in Logan County. The project consists of concrete panel replacements with diamond grinding on I-76 from MP 132-149, including constructing multiple median crossovers to accommodate traffic, new sign replacements, guardrail upgrades and final striping.

US 34-85 Interchange Signage & Striping ^{10YR}

Crews started work to upgrade the signage and striping at the US Highway 34 and US 85 interchange and complete limited bridge rehabilitation. The project is expected to finish in 2025.

North Express Lanes: Segment 5 (CO 56 to CO 66)

This project on the I-25 corridor is a continuation of the recently completed 20 miles of improvements from Berthoud to Fort Collins over the past six years. This approximately six mile project will expand and enhance I-25 from CO 56 in Mead and connect to the newly built portion of I-25 just south of CO 56 in Berthoud. By eliminating the bottleneck between Mead and Berthoud and enhancing multimodal connections, the project will advance safety, trip reliability, freight efficiency and reduce emissions. The project includes safety improvements, flood resiliency, structure resiliency, interchange improvements, shoulder widening, express lane additions and buffer additions.

I-25 Diamond Grind and Concrete Panel Replacement

Project work consisted of concrete panel replacement, diamond grinding, sealant replacement, erosion control, temporary traffic control and striping on I-25 north of Fort Collins from CO 14 to the Owl Canyon Interchange in Larimer County. A smoother ride is a better driver experience and it also lessens the damage to the road from bouncing vehicles.

Bridge Replacements near US 40/287

This project is located in Lincoln County. Project work consists of bridge replacement on US 40/287. Work will include bridge items, embankment, ABC (class 6), concrete pavement, culverts, construction traffic control, seeding/mulching, erosion control, signing/striping, expanding the passing lanes and guardrail work. With the construction of passing lanes, the project also allows safer transportation of commercial/freight trucks, motorists and cyclists on this busy corridor by providing a stretch of highway with space and opportunity for faster vehicles to safely pass slower-moving traffic. This project addresses significant safety concerns.

US 36 Guardrail Near Lyons

This project focuses on upgrading Type 3 guardrail along steep slopes and adding guardrail based on crash history. Some measures to reduce erosion will also be implemented. The project will help improve the prevention of vehicles from running off the road, going down steep embankments and veering off the roadway into oncoming traffic

CO 14 Cameron Pass East

This project is located in Larimer County through the Poudre Canyon. It consists of the following construction activities: 10 miles of resurfacing HMA and striping/signing, bridge deck repairs to extend the longevity of the three separate structures, installation of safety railing on an existing minor structure and the reinstallation of center rumble strips through the narrows of the canyon.

US 34/36 Resurfacing Estes Park

This project is located in Estes Park, Larimer County. It consists of constructing a retaining wall in the Big Thompson River along US 36, resurfacing US 34 and US 36 near and through Estes Park, reconstructing ADA curb ramps and resetting guardrails. Striping patterns will be slightly adjusted to provide a larger shoulder.



US 34, 40 & Boulder County Rumble Strips

Crews will complete the replacement of epoxy pavement markings and installation of centerline rumble strips at various locations in Boulder County, Larimer County, Weld County, Morgan County, Washington County, Yuma County and Cheyenne County in 2025.

Southwest Region:

Southwestern Colorado Chain Station Improvements

This project will construct or improve four chain stations through the southwest region. Locations include US 160 La Veta Pass in Costilla County, CO 17 Cumbres Pass in Conejos County, US 160 Wolf Creek Pass in Mineral County, CO 145 near Mountain Village and CO 145 near the Telluride Society Turn in San Miguel County. The station improvements include widening and paving, conduit installation, light installation and new guardrails where needed. In addition to chain stations, four electronic variable message signs will be replaced in Saguache County.

US 160 Wolf Creek Pass Fiber and Safety Systems

This project will install fiber optic cable and additional dynamic safety signage on US 160 between Pagosa Springs and the east side of Wolf Creek Pass. The project was made possible, in part, through a \$4.4 million Advanced Transportation and Congestion Management Technologies Deployment grant awarded by the Federal Highway Administration. The fiber optic cable will connect with existing fiber that was installed in 2017 along a 16-mile stretch of the US 160 mountain corridor from Wolf Creek Pass east tunnel to the community of South Fork. The project will also include 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.





4

Rural Roads

Rural Roads

CDOT is responsible for maintaining and repairing a transportation network that contains more than 23,000 miles of roads across Colorado's 100,000 square miles. The rural road network throughout the state connects small communities and makes it possible for critical goods to make it to market. CDOT put renewed focus on these roads as part of its 10-Year Plan with a rural paving program. In total, CDOT improved the road conditions along approx 469 miles of rural roads in 2024.

Southeast Region Region 2

296

Miles Improved

Northwest Region Region 3

94

Miles Improved

Northeast Region Region 4

49

Miles Improved

Southwest Region Region 5

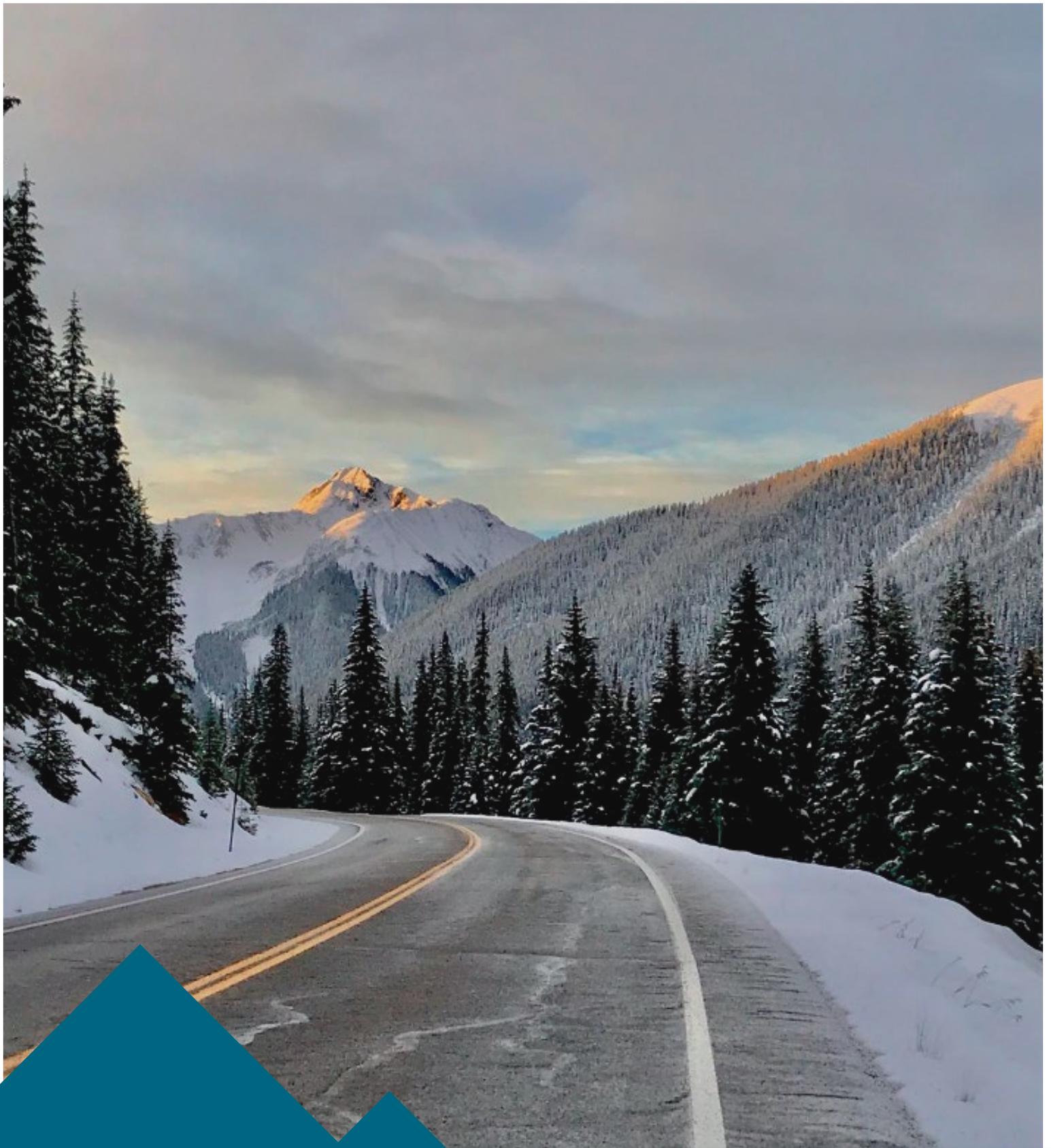
97

Miles Improved

Total Statewide

536

Miles Improved



5

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 Colorado communities today. The program takes pride in supporting local visions that make our economic areas more easily accessible for all people. Below is information about grants, totaling over \$5.5 million awarded throughout the calendar year 2024.

Recipient	Grant Amount
<p>Town of Akron</p> <p>The Town will replace deteriorated sidewalks and ADA ramps, as well as integrate locally branded active transportation amenities such as wayfinding, public seating, shade structures, traffic calming murals and downtown lighting.</p>	<p>\$248,500</p>
<p>Town of Berthoud</p> <p>The Town plans to install six solar-powered Rectangular Rapid Flash Beacons at three busy intersections in their downtown area. These intersections experience heavy pedestrian and vehicle traffic, and the installation of RRFBs will make it easier for motorists to detect pedestrians at key crossings.</p>	<p>\$54,000</p>
<p>Town of Blanca</p> <p>The town of Blanca plans to transform an unused piece of land into a park and plaza with sidewalks and shade trees. To accomplish this the town will use the grant fund to support the local school woodshop teacher to teach youth and unemployed to build transitional wood structures for hosting festival and event vendor spaces.</p>	<p>\$244,557</p>
<p>City of Brush</p> <p>The Town is pursuing downtown safety enhancements supporting community and economic development, including enhancing lighting and re-leveling existing pedestrian pavers.</p>	<p>\$249,477</p>
<p>City of Central</p> <p>Central City has a larger plan to strengthen active transportation connections and create a more inclusive experience for residents' and visitors'. This project is the first step in creating missing connections with a new sidewalk on Lawrence Street.</p>	<p>\$250,000</p>
<p>City of Craig</p> <p>The Alice Pleasant Park Improvements Project serves to cultivate community connections and promote active transportation through implementation of new ADA accessible concrete walkways, outdoor seating, pedestrian lighting, bike racks, a multipurpose shade/amphitheater shelter, and a public restroom.</p>	<p>\$250,000</p>

Recipient	Grant Amount
<p>Town of Dinosaur</p> <p>The Town will add necessary sidewalks and ADA ramps alongside Highway 40 through their downtown where no sidewalks currently exist, and add two crosswalks with signage, striping and rapid flashing beacons.</p>	<p>\$250,000</p>
<p>City of Durango</p> <p>The City of Durango is implementing a pilot program to improve pedestrian accessibility and safety in downtown Durango. This project will install extended sidewalks (pedlets), painted curb extensions with delineators, bicycle parking, and planters.</p>	<p>\$171,040</p>
<p>Town of Eaton</p> <p>The town of Eaton is converting a parking lot into a downtown pedestrian plaza with ADA accessible walkways, lighting, landscaping and pedestrian amenities.</p>	<p>\$250,000</p>
<p>City of Fort Lupton</p> <p>This project is a part of a larger effort to rehabilitate Harrison Avenue, a historic street in Fort Lupton connecting residents to community amenities. Grant funds will reconstruct and widen deteriorated sidewalks between 1st Street and 4th Street.</p>	<p>\$250,000</p>
<p>Town of Fraser</p> <p>The Town of Fraser will construct a bike park in downtown Fraser to include a bicycle playground and skills course.</p>	<p>\$250,000</p>
<p>Town of Hotchkiss</p> <p>The Town will enhance pedestrian safety by adding wayfinding and three rapid flashing beacons at unsafe intersections crossing Colorado Highway 92 and Colorado Highway 133.</p>	<p>\$111,000</p>
<p>Town of Kersey</p> <p>The town of Kersey will widen sidewalks, install bulb outs and paint new crosswalk markings along first street, which is the town’s main street at the intersections of Campbell and Trumbell Streets. These intersections were selected due to the high volume of pedestrian traffic around the post office, library, town hall and local businesses.</p>	<p>\$245,893</p>

Recipient	Grant Amount
<p>City of Loveland</p> <p>The City of Loveland is installing a safe crossing for pedestrians and cyclists at third street. The results of a recent traffic study indicated safety concerns for pedestrians crossing from a parking structure across the street to a public event space with no safe crossing.</p>	\$230,080
<p>Town of Monte Vista</p> <p>This grant funded project will replace dirt paths by constructing new sidewalks along the east side of North Broadway.</p>	\$36,258.20
<p>Town of Mountain Village</p> <p>The community’s workforce housing apartment complex area is adding a bus stop shelter, constructing sidewalks connecting the neighborhood to the shelter, and adding bike racks and delineated bus lane markings.</p>	\$250,000
<p>Town of Norwood</p> <p>This project will convert an unused lot into a downtown pocket park and plaza, providing a gathering area for community and regional events.</p>	\$242,591
<p>Town of Parker</p> <p>This project will replace and expand an alley sidewalk connecting visitors and residents to their main street, improve lighting, and add landscaping.</p>	\$250,000
<p>City of Pueblo</p> <p>The City of Pueblo’s City Center and Northern Avenue are arterial roads in Pueblo’s downtown and the Bessemer neighborhoods and present significant safety challenges. The installation of sidewalk and plaza art, bold gateways, and lighting improvements will support an arts-driven pedestrian infrastructure redesign project that will improve safety, revitalize public spaces, and re-enliven the way people experience Pueblo’s main streets.</p>	\$248,300
<p>County of Sedgwick</p> <p>The project will replace deteriorating sidewalks in downtown Julesburg.</p>	\$250,000

Recipient	Grant Amount
<p>Town of Silverthorne</p> <p>The town of Silverthorne is investing in adding sidewalks along Highway 9, the town’s most heavily traveled road, to connect highly visited commercial areas. There are no sidewalks here today.</p>	<p>\$250,000</p>
<p>Town of Telluride</p> <p>The town of Telluride is adding accessible bulb outs at four key corners on Colorado Avenue, which acts as their main street. Current sidewalks at these intersections are not ADA compliant, therefore this will enhance safety and accessibility.</p>	<p>\$250,000</p>
<p>University of Colorado at Colorado Springs</p> <p>The University of Colorado at Colorado Springs (UCCS) will extend a multi-use path along Clyde Way which currently has a dirt desire line created by walkers. This multi-use path extension will create an accessible connection for all users between the campus, local businesses, a regional network of trails and public transportation.</p>	<p>\$250,000</p>
<p>City of Wheat Ridge</p> <p>The City of Wheat Ridge will transform the current empty field between Stevens Elementary and 38th Avenue (Wheat Ridge’s “Main Street”) into a vibrant community plaza, event, and park space known as The Green at 38th. Grant funds will support building the new plaza, and adding benches, trash bins, bike racks and a public restroom.</p>	<p>\$250,000</p>
<p>City of Yuma</p> <p>The city of Yuma will be renovating City Park and installing sidewalks, walking trails and ADA ramps throughout the park.</p>	<p>\$216,000</p>



6 Safety

Safety Accomplishments in 2024

- Developed a new dashboard featuring year to date counts and recent history of traffic fatalities statewide. This dashboard is publicly accessible through the CDOT website. The dashboard includes details about the crash as to specific time and location (city, county, CDOT region) as well as what type of traffic users were involved (vehicles, motorcycles, pedestrians, bicyclists, etc).
- CDOT purchased 70 Smart Cushion Impact Attenuators (SCI) and installed them at key locations across the State. This device is compliant with the Manual for Assessing Safety Hardware (MASH) and minimizes crash severity, CDOT worker presence and maximizes maintenance resources.
- CDOT successfully deployed 30 new radar speed feedback signs on state and US highways throughout Colorado during 2024. These radar speed feedback signs help communicate posted speed limits and the current speeds of approaching vehicles to alert drivers to slow down for safety. Local agencies who received the radar speed feedback signs reported immediate impacts on their roadways.
- The 3rd Annual Colorado Traffic Safety Summit was held on July 22-23, 2024. There were 324 attendees and over 70 speakers discussing safety best practices and innovations in the fields of engineering, enforcement, education, and others related to safety. Overall, the Summit had an average 6 out of 7 satisfaction rate.

Updated Child Passenger Safety Laws

Effective Jan 1 2025

In June 2024, Gov. Jared Polis signed HB24-1055, a new bill that updates Colorado's child passenger safety law. Children under 18 must use age- and size-appropriate restraints, including rear-facing seats (<2 years), forward-facing seats (2-4 years), booster seats (4-9 years), or seat belts (9-18 years). To help with the new regulations, CDOT provides free trainings to first responders across the state on how to properly install car seats in vehicles.

Safety Measures for Commercial Motor Vehicles (CMVs)

Effective September 1, 2024

On May 20th 2024, Governor Polis signed into effect SB 24 100, the Commercial Vehicle Highway Safety Measures act. Known as the Must Carry campaign, this provides increased regulations for commercial vehicles. Snow Chains/ Traction Devices are required Sept-May on designated routes (e.g., I-70, US 50, CO 9, US 40, US 160, US 285, and US 550 in designated locations). Additionally, no left lane for CMVs in high-risk areas (e.g., Glenwood Canyon, Vail Pass).

Hands Free Law

Effective January 1, 2025

In a move to enhance road safety and reduce distracted driving crashes, a new Colorado law went into effect on Jan. 1, 2025 that prohibits drivers from using a mobile electronic device while driving, requiring all drivers to use a hands-free device.

To raise awareness about the law, in January 2025 CDOT launched a campaign called “Heads Up, Phones Down Colorado!” The campaign includes radio, digital and out-of-home ads as well as a robust social media campaign. CDOT will also work with an array of stakeholders, including AAA, Colorado State Patrol and Bicycle Colorado to reach an even wider audience. Otterbox is the campaign’s industry partner. The campaign will engage the news media to cover stories on the issue. Chambers of commerce will help reach businesses, especially those who employ drivers, across the state. CDOT’s traffic safety data will be carefully watched to evaluate the effectiveness of the new law.

Penalties for violating the law start with a \$75 fine and two license suspension points for the first offense. Repeat offenders face higher fines and more license points. First-time violators can have the charge dismissed if they provide proof of purchasing a hands-free accessory. Hands-free accessories include Bluetooth headsets, dashboard mounts, CarPlay and Android auto and car speaker phone systems.

Colorado Legislation 42-4.110.5

Effective 2025

This law establishes the legality of any automated vehicle identification system (AVIS) on any roadway. Allows SSC in school zones, work zones, and by city parks as well as legally justified AVIS corridors by CDOT or local agencies on state, US, and interstate highways (CDOT only). CDOT is focusing on work zones first in March 2025 with one (1) pilot site expanding to up to four (4) more within the calendar year. School zones and AVIS corridors expansion after work zone deployments are successful and system is ready for scale. Broad public outreach begins in January/February 2025. Fixed unit speed safety cameras can reduce crashes on urban principal arterials up to 54% for all crashes 47% for injury crashes.





7

Grant Wins

Grant Wins



\$252.3M Awarded in 2024
Calendar Year



\$540.64M Won in since 2022



11 Grants Awarded

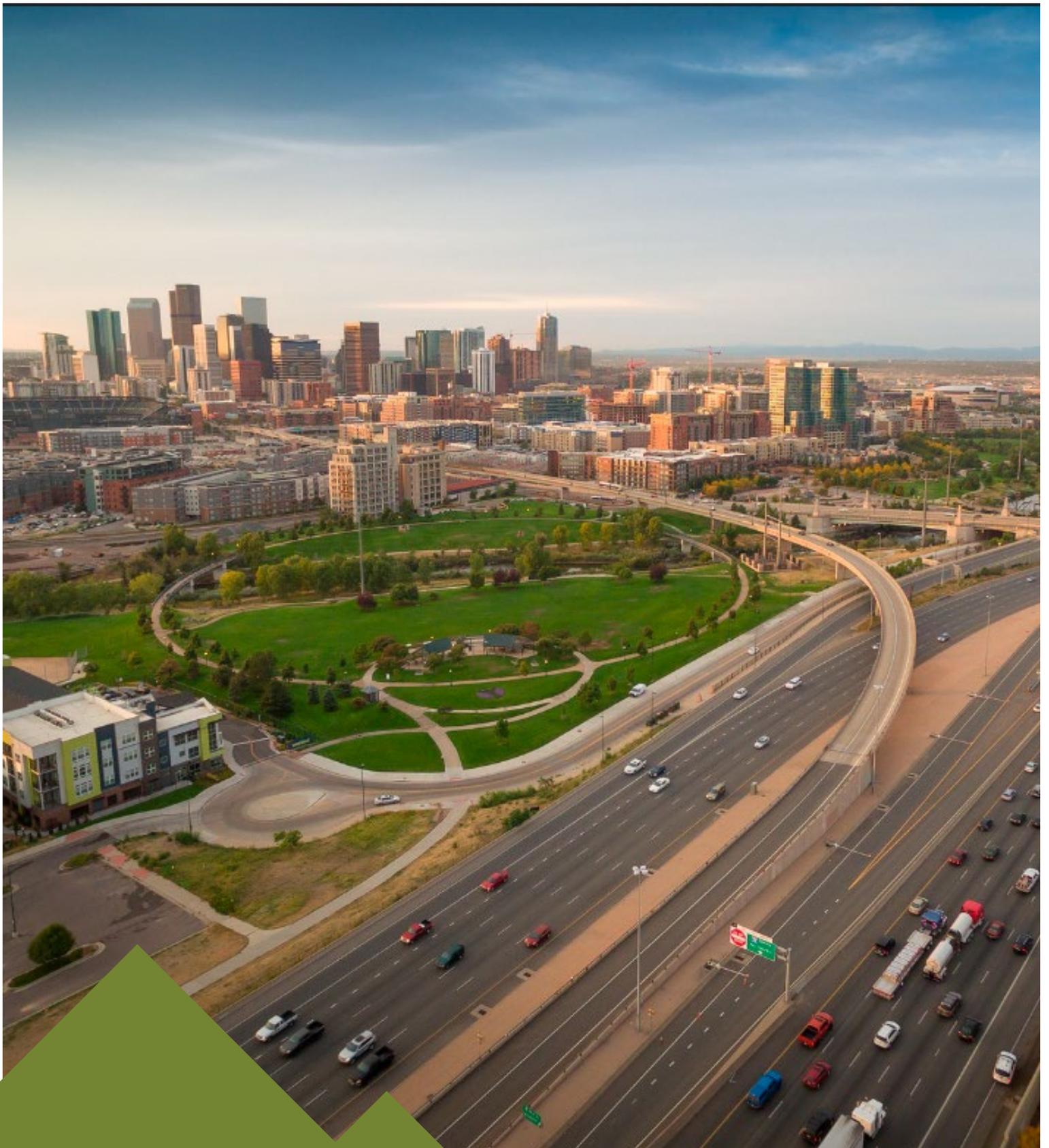
Grant Program	Location	Funding Received
<p>Consolidated Rail Infrastructure and Safety Improvements (CRISI)</p> <p>In a monumental win for rail efforts, CDOT, in partnership with the Front Range Passenger Rail District and Burlington Northern and Santa Fe Railway (BNSF), won \$66.4 million dollars to invest in safety improvements along priority locations along the Front Range Corridor. The grant will fund railroad-highway crossing safety improvements to address easy-to-fix crossings, will conduct essential planning to begin tackling the most complicated crossings (US 66/Ute Highway and CO 119/Diagonal Highway in Longmont), and will invest in a suite of safety technologies known as positive train control (PTC). Positive train control technologies increase overall safety for both train operations and maintenance crews. This grant will improve the safety of freight rail traffic in some of our busiest growing communities while providing critical building blocks for Front Range Passenger Rail.</p>	<p>Adams, Boulder, Broomfield, Larimer, and Jefferson Counties</p>	<p>\$66,400,000</p>
<p>Infrastructure for Rebuilding America (INFRA)</p> <p>This rural highway project will help drivers in Colorado’s most southwest urban center travel safely, while also supporting wildlife connectivity through a wildlife crossing. The project, taking place between Durango and Bayfield, and adjacent to the Southern Ute Indian Tribe (SUIT) reservation, will widen approximately 4.1 miles of US 160 from two to four lanes to account for increased traffic needs; will add an approximately 2.64 mile continuous will increase safe left turn access through a two-way left turn lane and new left turn lanes; will widen shoulders; and will implement one wildlife underpass with complementary fencing to guide wildlife to the new safe crossing location. US 160 bisects critical habitat for both mule deer and elk - up to 70% of all accidents on the corridor are collisions with wildlife. With the wildlife crossing, the project will facilitate better safer driving conditions, wildlife movement and habitat connectivity.</p>	<p>La Plata County</p>	<p>\$58,900,000</p>

Grant Program	Location	Funding Received
US 287 Highway Safety & Mobility Improvements	Boulder and Larimer Counties	\$47,200,000
<p>This Project delivers a suite of essential safety improvements to key rural segments of US Highway 287 to reduce risk of fatal and severe crashes. It also promotes network resiliency on the only redundant north-south route west of Interstate 25 (I-25), and improves transportation safety and reliability between two of Colorado’s state universities and the University of Wyoming. The project delivers high-impact improvements including safety and passing lanes in key areas; three intersection improvements that will add acceleration and deceleration lanes; standardized shoulder widths; wildlife fencing and crossings; adding concrete median barriers; rumble strips; and targeted bulb-outs at unsignalized intersections to aid in emergency vehicle mobility and access.</p>		
Low Carbon Transportation Materials (LCTM)	Statewide	\$32,000,000
<p>The LCTM grant will support CDOT’s pre-existing efforts to establish a comprehensive program that ensures the use of construction materials and products with “substantially lower” levels of embodied GHG emissions compared to the estimated industry averages of similar materials or products. This work is in line with efforts begun in 2021 to address Colorado’s Buy Clean Colorado Act, HB 21-130.</p>		
Regional Improvements for Safety and Mobility	Morgan County	\$29,100,000
<p>The RISE Project delivers multifaceted transportation improvements for Colorado’s northeast communities including Fort Morgan, Greeley, and Sterling. The project will reconstruct 1.45 miles of concrete pavement, replace four bridges and two concrete box culverts, convert a partial clover interchange into a tight diamond, as well as install a park-n-ride facility and potential transit facility from which users could access Fort Morgan, Greeley, Fort Collins, and Denver to the west and Sterling and other communities to the East. These improvements benefit the rural communities across the Eastern Plains by strengthening vehicle ease and safety along the key Colorado Corridor of I-76.</p>		
Electric Vehicle Charging Reliability Grants	Statewide	\$8,300,000
<p>This grant supports CDOT’s Office of Innovative Mobility (OIM) to repair and replace existing but non-operational publicly accessible Level 2 and direct current fast charging (DCFC) stations. Taking equity into consideration, 10% of the chargers that CDOT will improve through this grant will be located in historically disadvantaged communities.</p>		

Grant Program	Location	Funding Received
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Commerce City	\$4,800,000
<p>This Planning project will conduct vital planning and environmental clearance work to set the stage for future construction efforts, tying into planned future work along CDOT's I-270 corridor. Planning will support future construction of two grade-separated pedestrian tunnels and a 10 foot concrete trail and sidewalk network linking travelers to key bike & pedestrian trails including the Sand Creek Greenway, East 56th Ave, the Dahlia trail head, and existing sidewalk infrastructure along northbound Vasquez Blvd. Better facilities for pedestrians and bicycles in the Central Commerce City area will improve multi-modal connections to essential destinations beyond the immediate Project limits, like medical centers and employment.</p>		
Reconnecting Communities Program (RCP)	City and County of Denver	\$2,000,000
<p>Through this grant, CDOT will complete planning and environmental clearance to support eventual reconstruction of the existing and dangerous interchange at Federal and Colfax. The current interchange is difficult for non-motorists to traverse, despite the high presence of pedestrians, wheelchair users, and bicyclists traveling to and from the transit connections directly off the intersection.</p>		
Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN)	Statewide	\$1,440,000
<p>With this ATTAIN grant, CDOT will deploy innovative Lidar and Photogrammetry technology equipment and software to facilitate data-driven decisions across many transportation system related use cases. Leveraging this technology will increase efficiency, strengthen collaboration between CDOT and local partners and will increase institutional knowledge and data resources. Most importantly, this data will support CDOT in protecting the safety of its employees by supporting data collection for work zones. The data will provide more clarity, consistency, and transparency in decision making related to speed and safety studies, as well as asset management of signing, striping and guardrails.</p>		

Grant Program	Location	Funding Received
Strengthening Mobility and Revolutionizing Transportation (SMART)	Denver Metro Area	\$1,400,000
<p>This Project will build upon the prior grant success of the 2021 CARM Pilot on I-25 and will evaluate, plan, and design an expanded ramp metering concept to four other priority Metro Denver corridors. This proposed system of coordinated adaptive ramp meters will improve travel reliability and high-traffic safety, and reduce congestion on a regional scale.</p>		
Bridge Investment Program: Planning	City of Pueblo	\$760,000
<p>This feasibility study will determine the most feasible, efficient, safe, environmentally sustainable, and cost-effective options for redesigning and reconstructing two poor bridges on CO 96 that carry thousands of daily travelers from the disadvantaged, low-income communities in East Pueblo to Pueblo’s downtown hub.</p>		





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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.



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