



US 550–US 160
Connection South

Bridging to
the Future

WELCOME

THANK YOU FOR ATTENDING OUR PUBLIC OPEN HOUSE



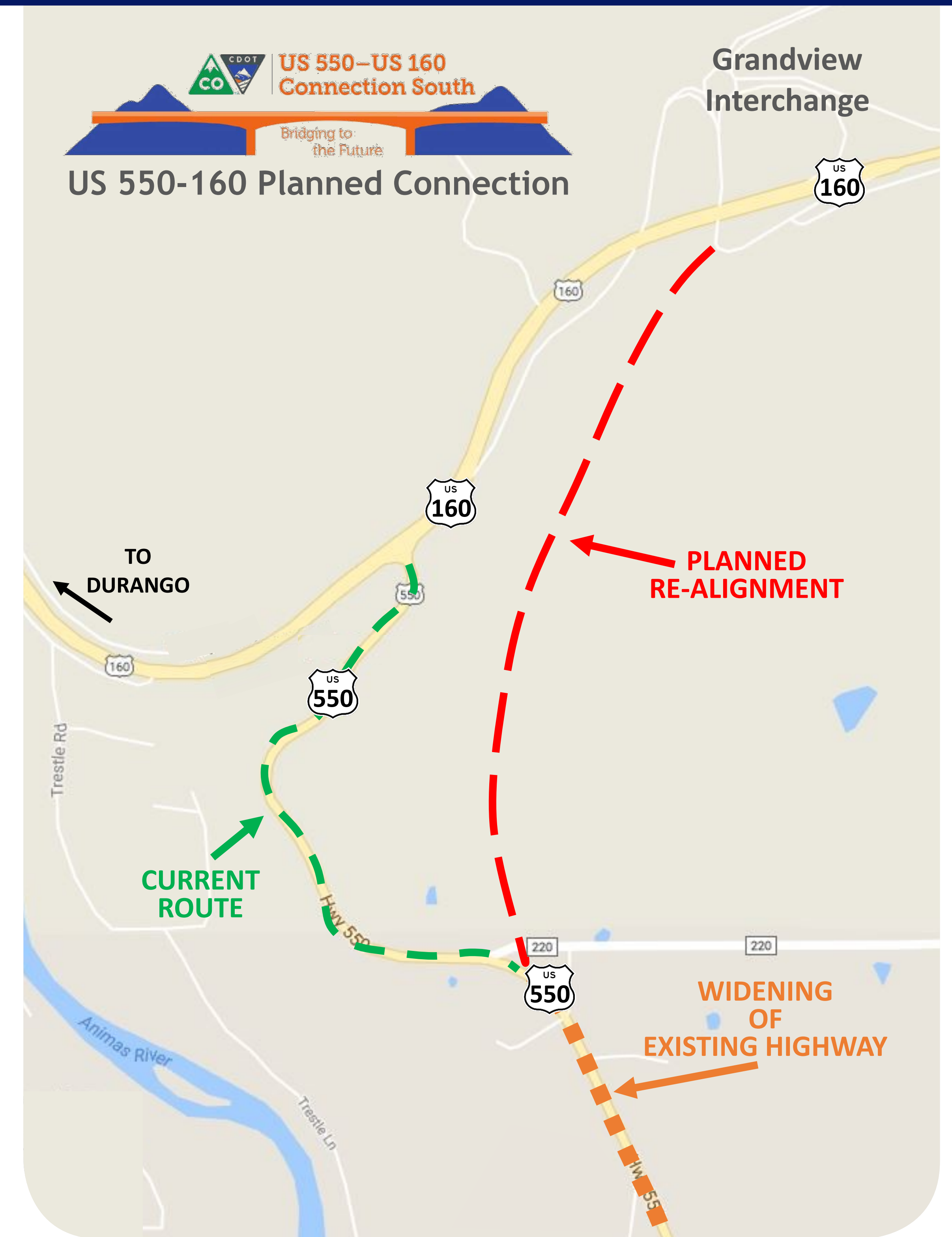
LEARN MORE: US550-160CONNECTIONSOUTH.CODOT.GOV

PROJECT OVERVIEW

Widening of US 550 and the connection to the US 160 Grandview interchange is part of a long-range plan to enhanced mobility for the entire southwest Colorado region.

Completion of this project is key for supporting future growth providing mobility, safety, economic vitality and connectivity for the entire Four Corners area and all communities within this growing region.

- ⊕ La Plata County was awarded a \$12.3 million FASTLANE grant from the U.S. Department of Transportation.
- ⊕ Since fall of 2017, right-of-way acquisition has been underway.
- ⊕ Design-build contract will be issued in 2019.



PROJECT PARTNERSHIPS AND FUNDING

PARTNERS



Transportation Commission members gave provisional approval of \$54.4 million for the connection of US 550 to the US 160 Grandview interchange in November. The connection project is expected to cost under \$100 million.

La Plata County's successful \$12.3 million FASTLANE grant application to the United States Department of Transportation, was among nearly 200 applications submitted and was the largest grant awarded for small projects.

PROJECT FUNDING

Colorado Department of Transportation
\$84.4 M

FASTLANE Grant
\$12.3 M

Colorado Department of Local Affairs
\$1 M

Southern Ute Indian Tribe
\$500 k

La Plata County
\$250 k

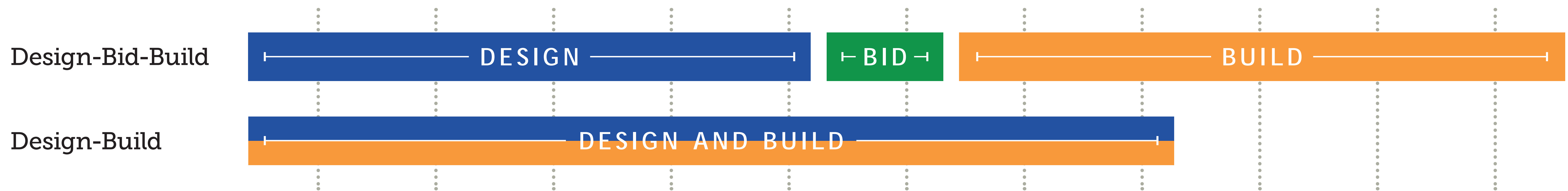
City of Durango
\$250 k



WHAT IS A DESIGN-BUILD?

An alternative to the typical design-bid-build approach is the design-build method that combines design and construction into a single contract.

TYPICAL TIMELINE



ADVANTAGES OF A DESIGN-BUILD PROJECT



Typically faster construction



Promotes innovation (design, construction techniques, phasing, public information)



Potentially saves costs and improves quality



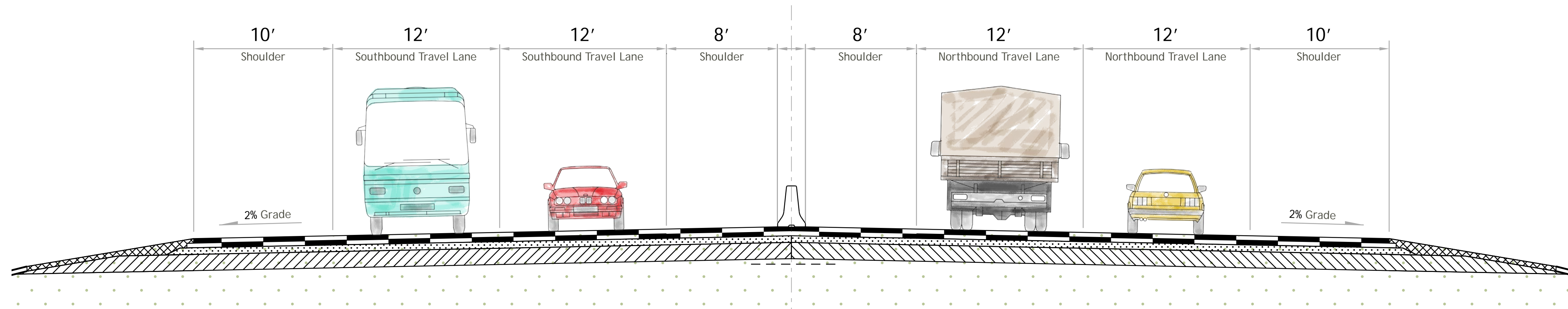
Reduces risk to CDOT

PROJECT IMPROVEMENTS

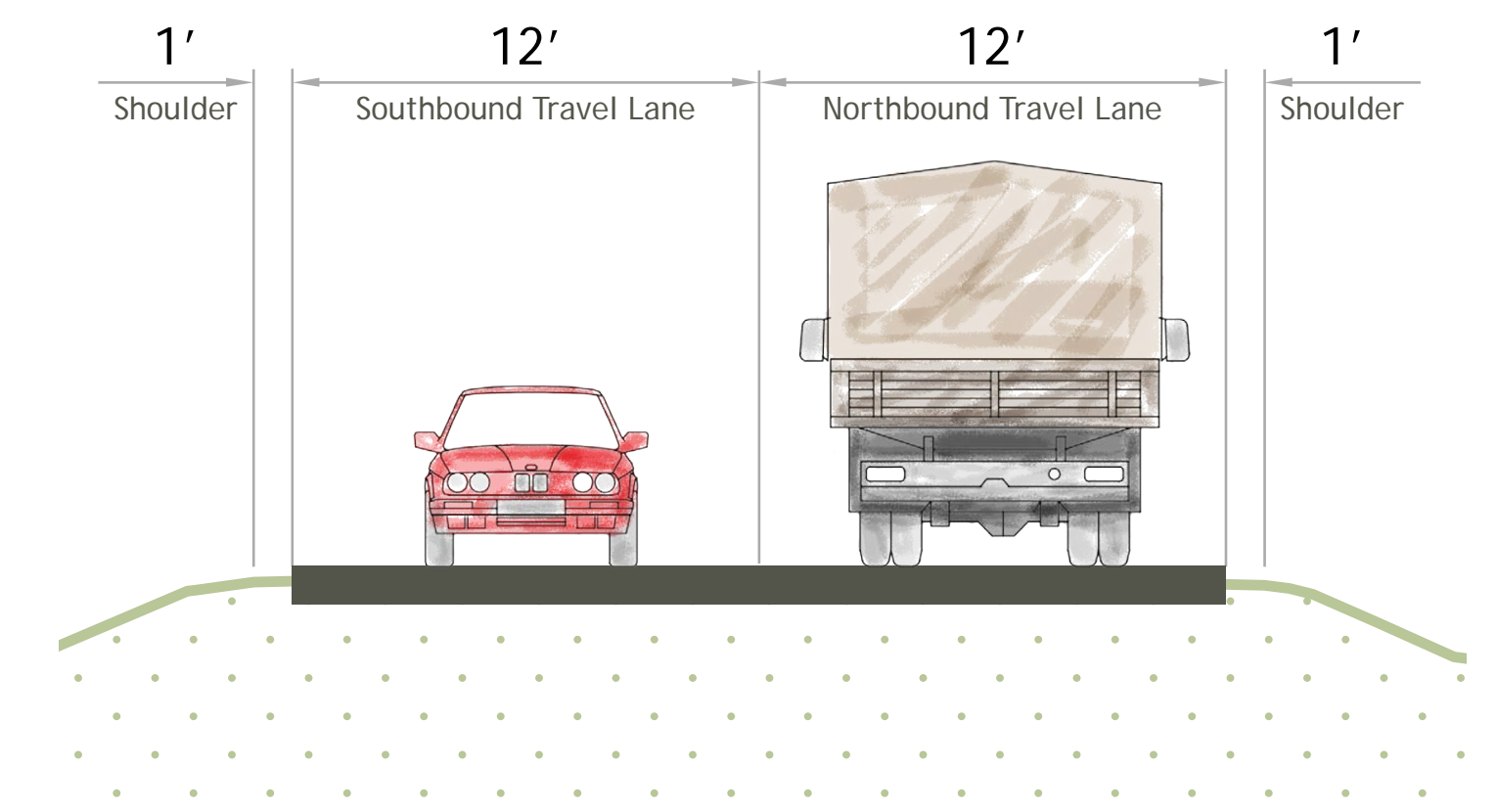
EXPAND US 550 TO FOUR LANES

Proposed Footprint

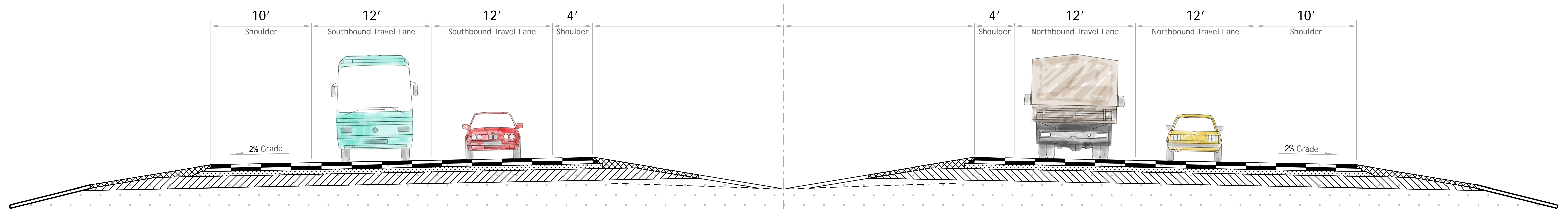
North of County Road 220



Existing Footprint



South of County Road 220



PROJECT IMPROVEMENTS

ROADWAY IMPROVEMENTS

- + Relocate US 550 intersection with US 160 east of its current location
- + Consolidate access to minimize driveway breaks
- + Add a roundabout south of the new Grandview interchange
- + Improve intersections with County Road 220, County Road 219 and County Road 302



Example of a Wildlife Underpass Crossing that was built at Dry Creek on US 160 in 2016

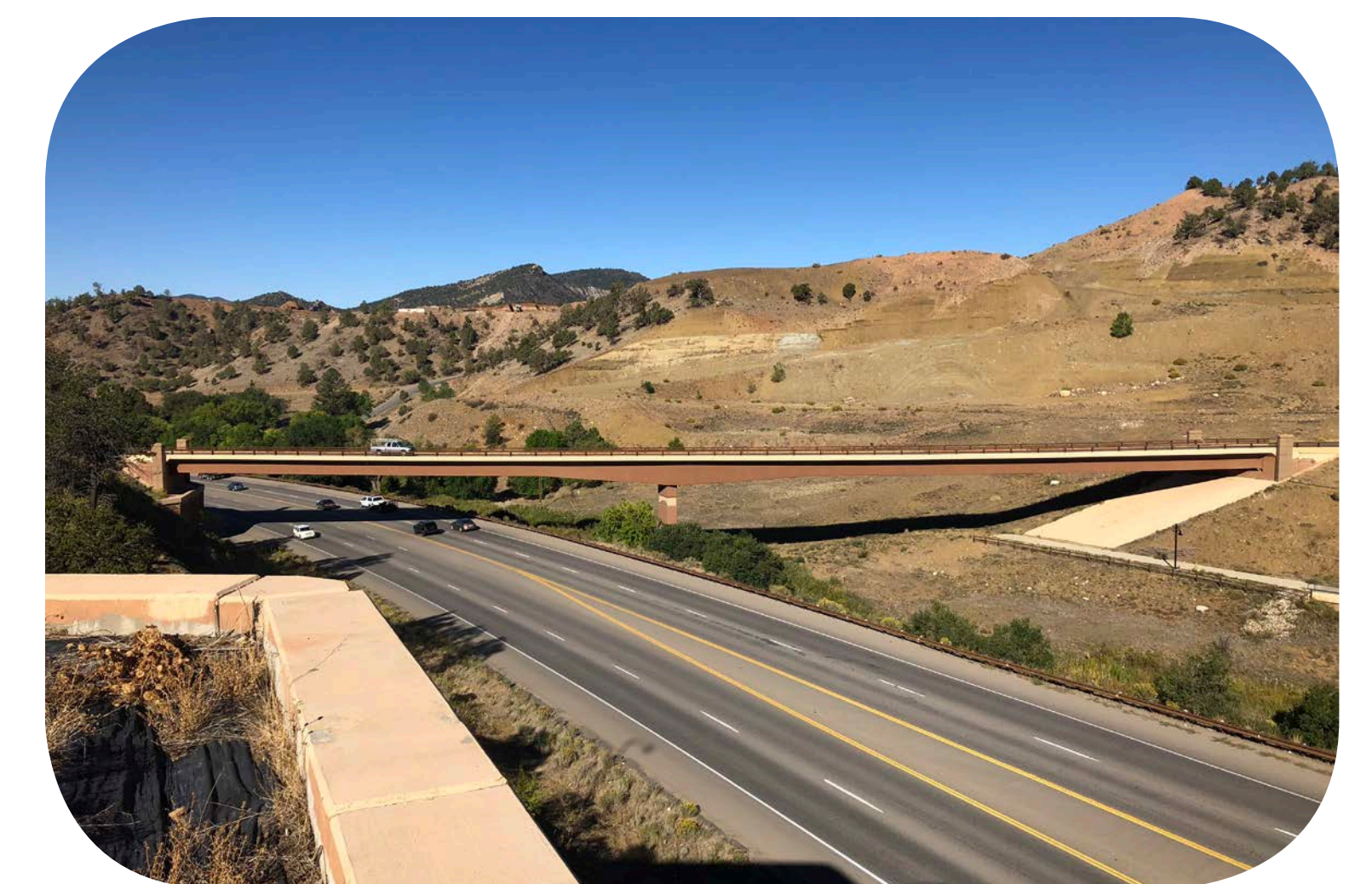
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WILDLIFE, WALLS & OTHER

- + Add wildlife exclusion fencing to reduce crashes with wildlife as well as underpasses and one overpass
- + Add retaining walls to minimize property impacts
- + Abandon existing US 550 Farmington Hill



Wall to be removed at US 550 and US 160



Existing conditions at US 550 and US 160

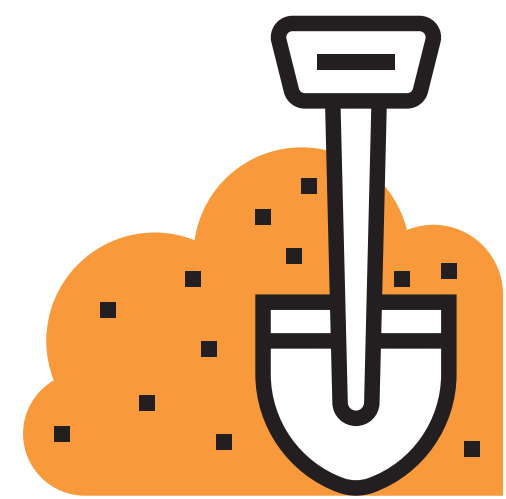
WHY ARE WE DOING THE US 550 IMPROVEMENTS?



Reduce travel time and decrease existing and future congestion



Improve safety by creating better highway design and improving mitigation for wildlife and vehicular conflicts

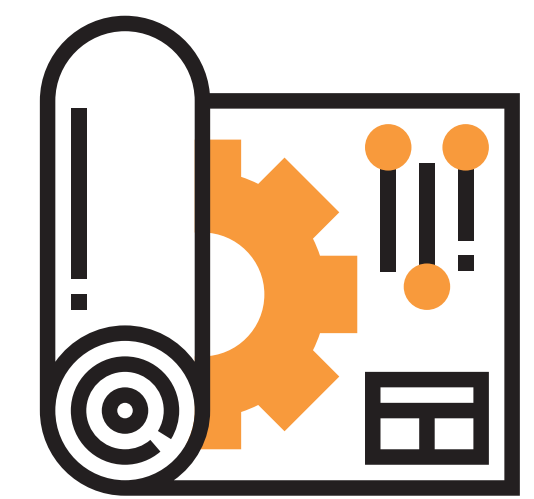


Replace aging infrastructure including:

- + Culverts
- + Pavement
- + Guardrails



Support existing and future land uses, such as Mercy Regional Medical Center and Three Springs



Support land use planning for the City of Durango, La Plata County and Southern Ute Indian Tribe

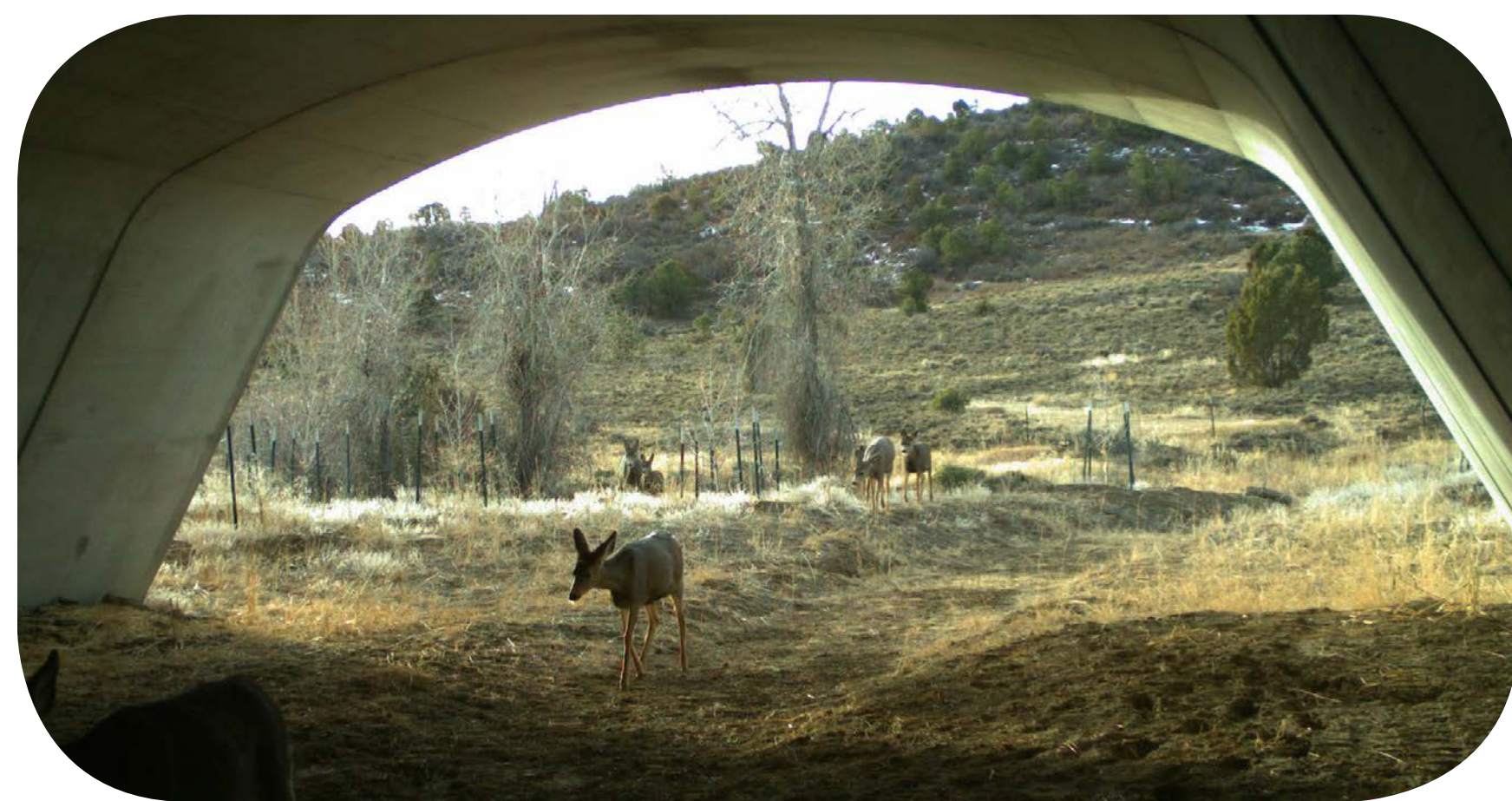
ENVIRONMENTAL CONSIDERATIONS

These improvements have been considered for more than ten years.

They are documented in the US 550 Finding of No Significant Impacts approved in 2007 and the US 550 South Connection to US 160 Record of Decision approved in 2015. Given the change in conditions and designs since then, these documents are being reevaluated as part of this project.

BASED ON THESE FINDINGS, THE PROJECT WILL INCLUDE:

Large Mammal Underpass



Small Mammal Underpass



Wildlife Fencing



ARCHAEOLOGICAL WORK

Seven Ancestral Puebloan archaeological sites are located in the project area. They are classified as artifact scatters, open camps and architectural sites that date primarily to the Basketmaker III Period from A.D. 500 to 750, and the Pueblo I Period from A.D. 750 to 900.





⊕ Archaeologists conducted excavations at one site during the summer of 2018 while fieldwork at the remaining sites is planned for 2019. Archaeologists will also monitor the sites during construction.

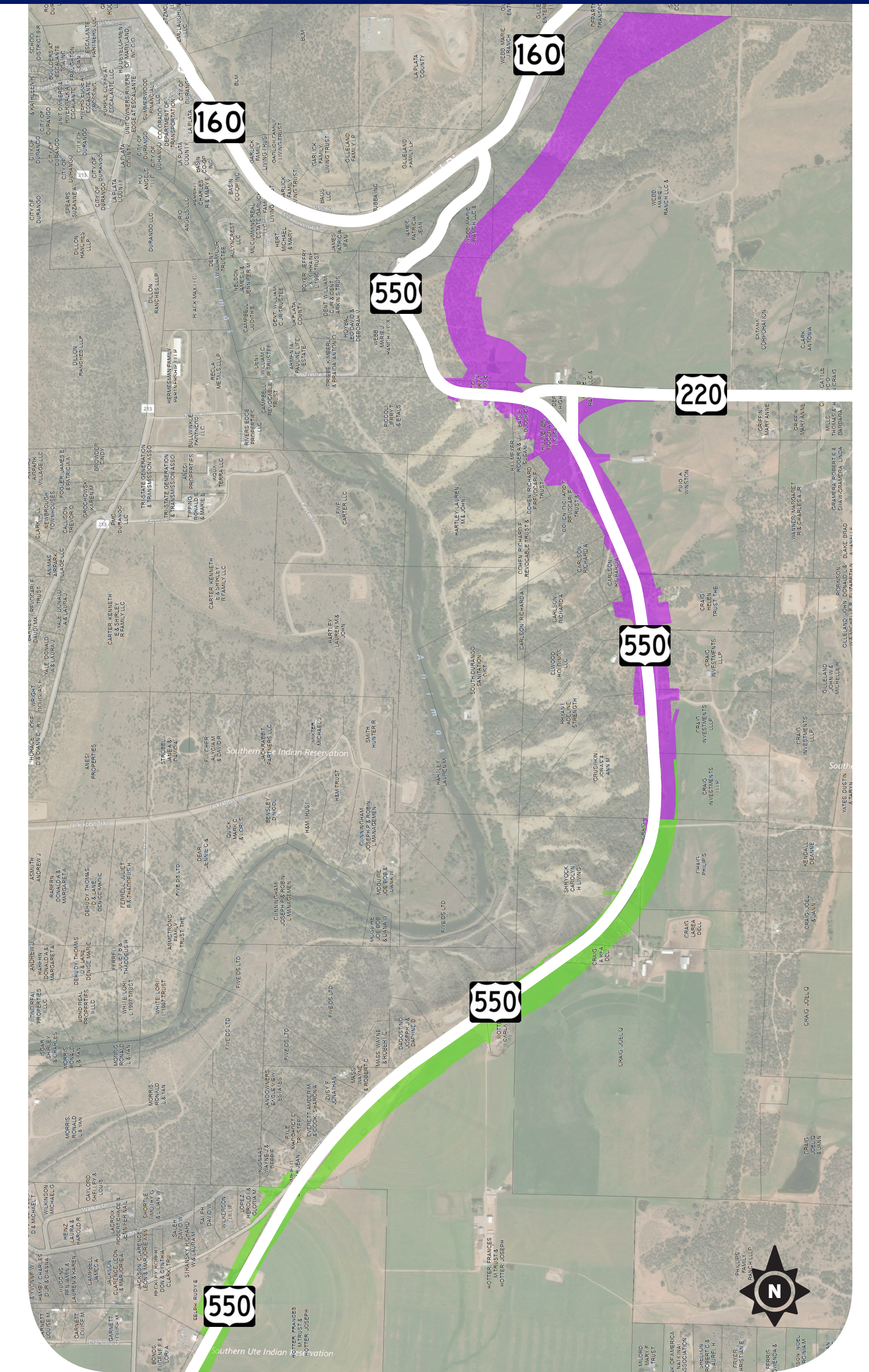
⊕ CDOT is also facilitating a public outreach and education program with regional Native American tribes focused on archaeology and traditional cultural values.

RIGHT-OF-WAY

When private property is needed for a public project, CDOT must treat all landowners fairly and equitably. The process to acquire property includes valuing the affected area, typically by an independent licensed appraiser, followed by good faith negotiations with landowners to reach an agreement.

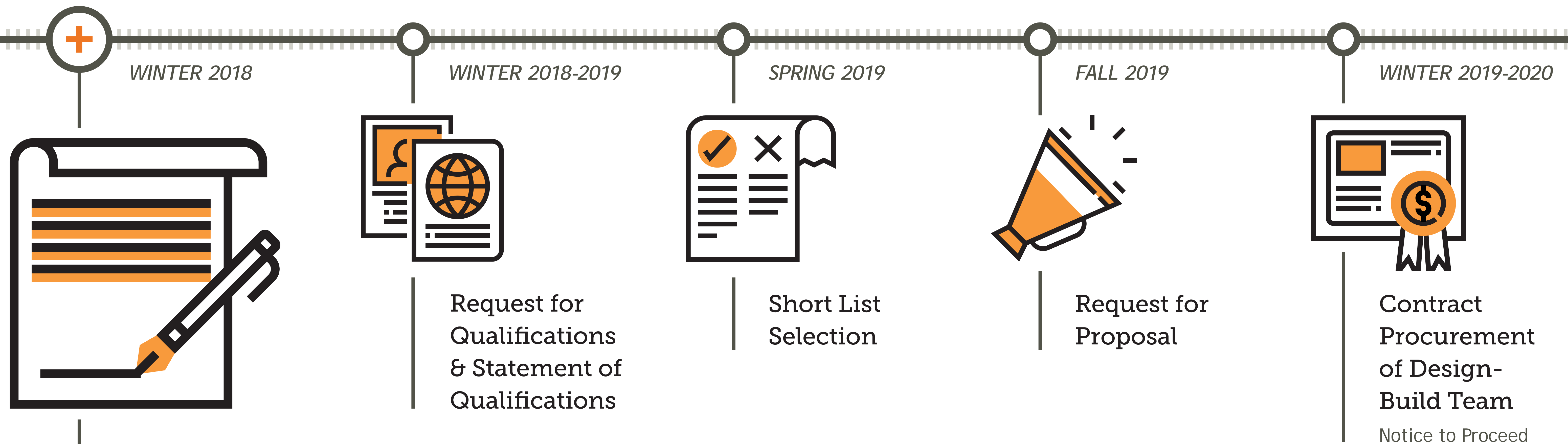
CDOT has been actively engaged with landowners for this project since 2016 to address individual concerns as well as to value and negotiate for the property interests needed to improve and widen US 550.

-  US 550 South Connection to US 160 2012 Supplemental Final Environmental Impact Statement
-  US 550 Environmental Assessment



WHAT'S NEXT?

TENTATIVE DESIGN BUILD TIMELINE



Learn More

US550-160ConnectionSouth.CODOT.gov