

THE LATEST ON
TRANSPORTATION
PLANNING

YOUR
TRANSPORTATION
PRIORITIES

POWERED
BY YOU



VISION FOR COLORADO'S TRANSPORTATION SYSTEM

10-YEAR STRATEGIC PROJECT PIPELINE



Grand Avenue Bridge ribbon-cutting ceremony in Glenwood Springs

“ In May 2019, I directed the Colorado Department of Transportation (CDOT) to embark on an effort to refresh our transportation plan and priorities based on firsthand input from residents across the state.

Our goals were simple: to hear directly from Coloradans about what they need from our transportation system; to ensure that we are prioritizing precious taxpayer dollars in ways that best deliver on those needs; and to energize an ongoing statewide conversation about the vitality of transportation in connecting our daily lives.

Now, with that input gathered from across the state, we're ready to present our 10-year vision for Colorado's transportation system. ”

A handwritten signature in black ink, reading 'Shoshana M. Lew'.

–Shoshana Lew, CDOT Executive Director

BUILDING A 10-YEAR VISION




The first step in building a plan for the future of Colorado’s transportation system was hearing from the people who travel our roads every day. This effort — the most expansive outreach process in the history of the Department — revealed a compelling vision about the future of transportation in Colorado. This vision was conceived in the chambers of county commissions from Cortez to Julesburg, outside of public libraries in Gunnison, in grocery stores in Fort Morgan, in recreation centers in Salida and on the sidewalks of main streets across Colorado. Throughout these conversations, CDOT’s team has been struck by the uniqueness of each community, and by the common themes that emerge when talking about our transportation challenges.

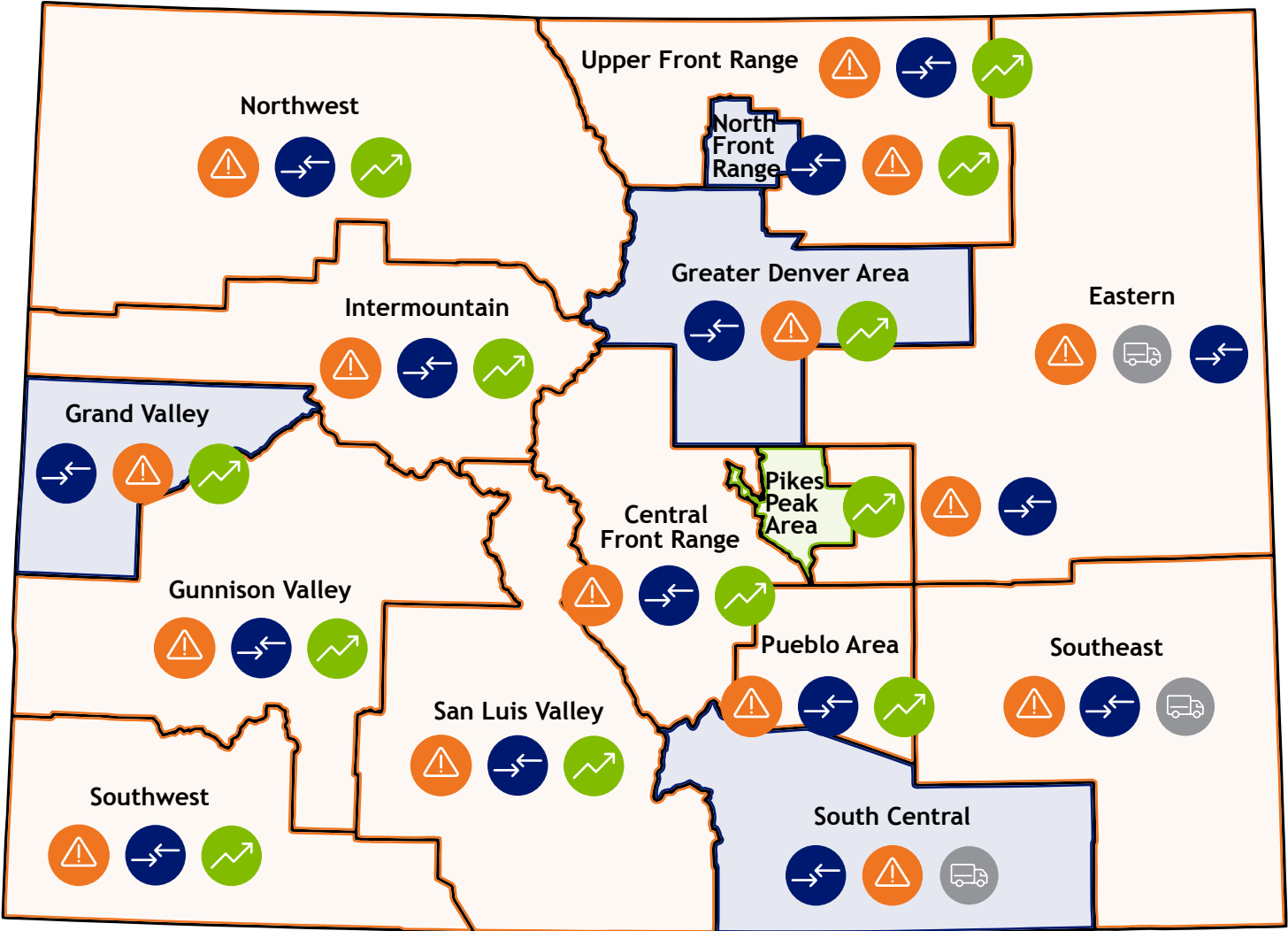
Transportation Planning:

- Identifies future needs for our transportation system
- Establishes a transportation vision and goals for the state and the types of projects and investments that will help achieve these goals
- Connects current and future funding realities to deliver an effective and efficient transportation system that works for Colorado today and in the future.

Altogether, CDOT received thousands of comments that collectively point to three compelling needs:

- Improving the condition and safety of our roads
- Reducing congestion
- Providing more travel options

-  Road Condition & Safety
-  Lack of Travel Options
-  Growth & Congestion
-  Freight



Source: 2019 Your Transportation Plan MetroQuest Online Survey, County Meetings, Transportation Planning Region Meetings, Stakeholder Meetings, Telephone Town Halls

BUILDING A 10-YEAR VISION

Transportation Investments and Colorado's Economy

In addition to providing tangible improvements to the condition of our system, investing in transportation creates ripple effects across the economy, resulting in new jobs and economic growth. Ongoing transportation funding keeps the state competitive with neighboring states. This is essential in Colorado where the state relies on \$20 billion every year from the tourism industry. If visitors and tourists find the roads congested and in poor repair, it impacts the likelihood of return trips.

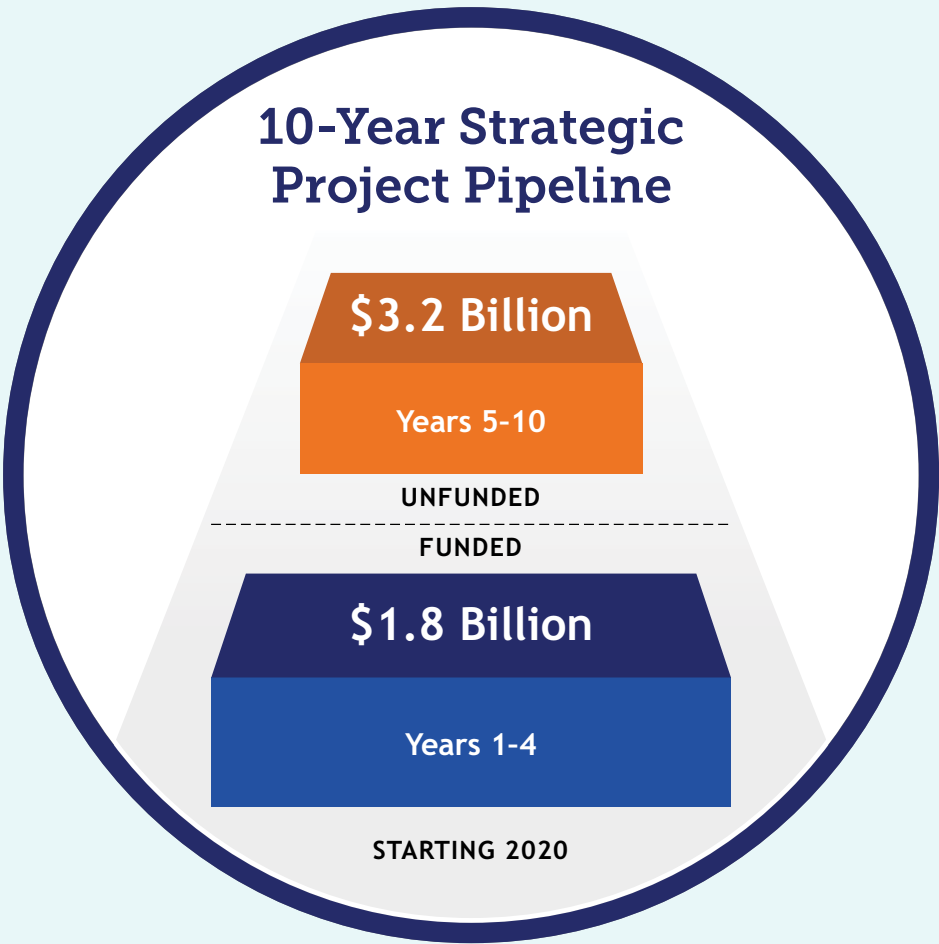
*Every **\$1 billion** in public infrastructure spending creates **13,000** direct and indirect jobs that provide ladders of opportunity into middle-class career pathways.*

—U.S. Department of Transportation

59
Colorado Counties
Improved by Projects

*In 2018, the construction industry contributed **\$21.3 billion** to Colorado's Gross Domestic Product (GDP). Construction wages and salaries alone totaled **\$11 billion** statewide.*

—U.S. Department of Commerce



Diversified Project List That Focuses On:

- Improving the interstates
- Relieving traffic with transit
- Improving rural access
- Improving rural roads
- Addressing road conditions and maintenance

CDOT Is Ready to Build

- \$1.5-\$2.7 billion of capital and asset management projects
- 100+ shovel-ready projects
- 1,000+ lane miles touched
- 30+ bridge projects
- 15 rehabbed or new transit facilities
- 10 new Bustang buses

Funding and project timing are subject to change — this graphic is for illustrative purposes only.
For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267).
CDOT has not yet received all of these dollars as they are subject to future year appropriations.
Projects identified as “unfunded” have no funding source currently identified.

WE HEARD YOU

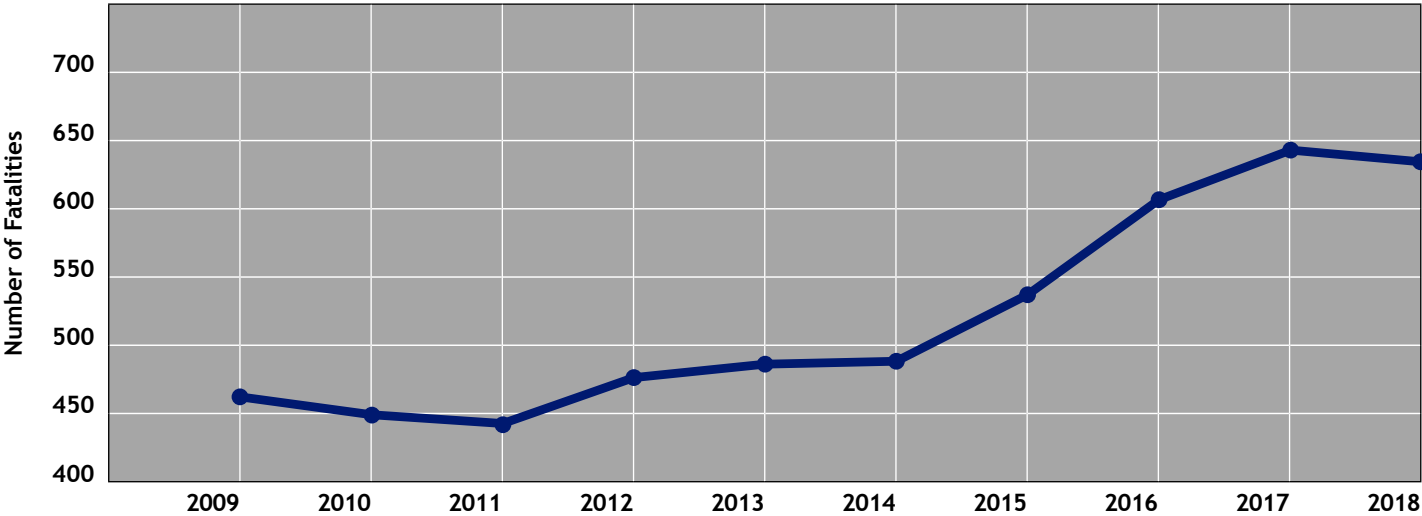
During the spring and summer of 2019, CDOT spoke to residents in communities across the state. The common thread in all of those conversations was safety. Colorado’s transportation vision is for a future with zero deaths and serious injuries so all people using any transportation mode arrive at their destination safely.

One in every 33 Colorado drivers will be in a crash this year.

However, crash rates and traffic fatalities are at concerning levels. A number of factors contribute to this, including:

- Population growth and hundreds of thousands more vehicles on our roads
- Speeding, impaired driving and distracted driving
- Lack of seat belt use

Colorado Traffic Fatalities 2009–2018



No number of fatalities can ever be acceptable. CDOT works to integrate safety into everything we do, focusing on both driver behavior and the built environment. The 10-Year Strategic Project Pipeline will focus on safety improvements both large and small such as meeting new federal design and installation standards/guidelines for guardrail and end-treatments, improving intersections to meet current ADA requirements and constructing new sections of passing lanes.

Types of Safety Improvements Included in This Plan:

- Intersection improvements
- Passing lanes
- Highway widening
- Shoulder widening
- Wildlife fencing
- Slow vehicle / truck pullouts
- Roundabouts
- Signal improvements
- Bottleneck reductions
- Pedestrian, bicycle and bus stop safety improvements

Along with safety improvements throughout Colorado, the 10-Year Strategic Project Pipeline will pursue projects that align with what we heard from Coloradans. CDOT has placed the projects in the following categories:



IMPROVING OUR INTERSTATES

This category includes any highway or transit improvement located on a Colorado interstate.

These projects address:

- Growth & Congestion
- Lack of Travel Options
- Road Condition & Safety



RELIEVING TRAFFIC

This category includes any highway or transit project that contributes to the alleviation of congestion in Colorado’s metropolitan areas.

These projects address:

- Growth & Congestion
- Lack of Travel Options



IMPROVING RURAL ACCESS STATEWIDE

This category includes any highway or transit project that provides travel access within and between Colorado’s rural areas.

These projects address:

- Growth & Congestion
- Lack of Travel Options
- Freight



RURAL PAVING

This category includes any highway or transit project that improves the quality of rural roads.

These projects address:

- Road Condition & Safety
- Freight



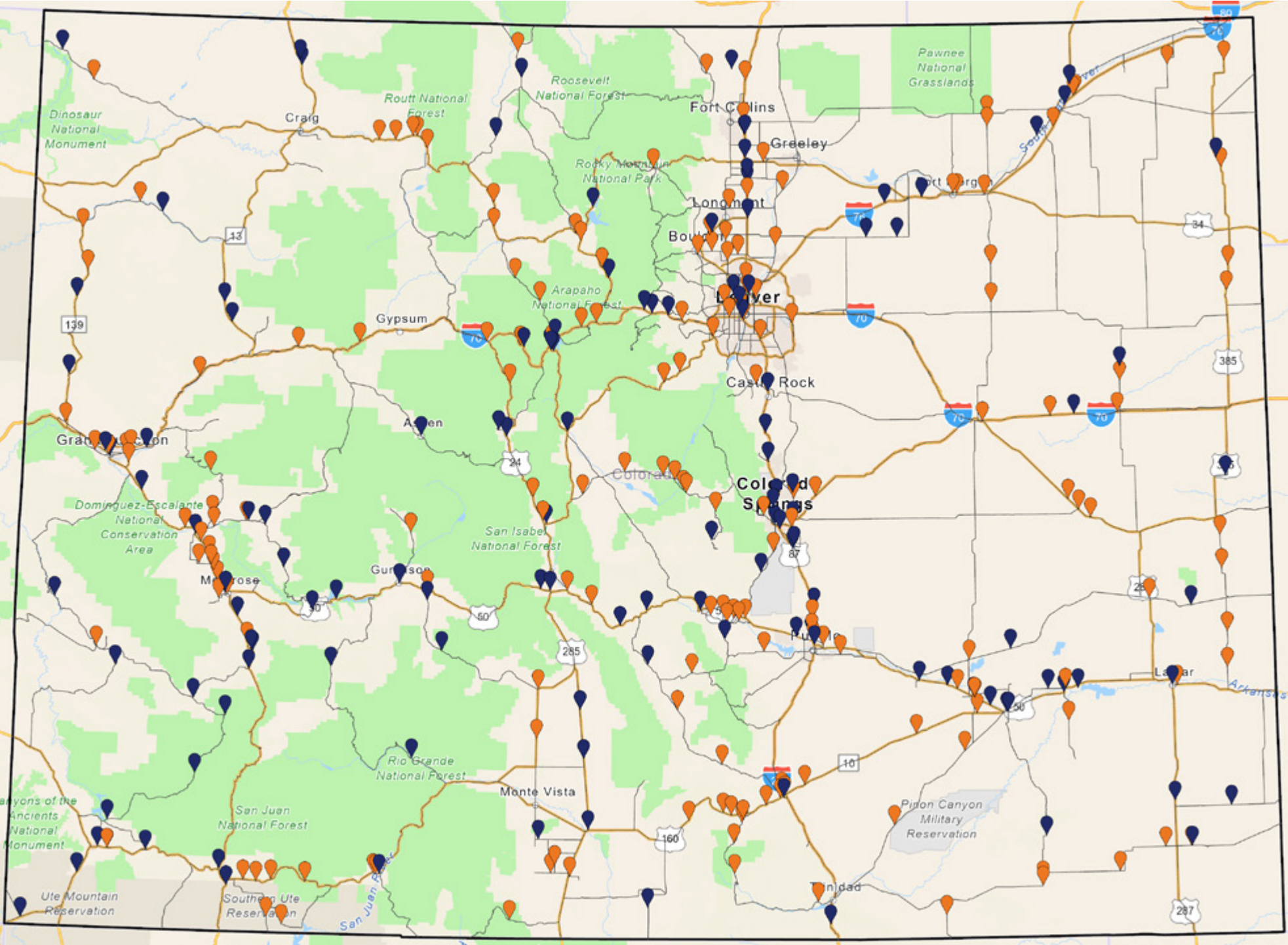
ROAD CONDITION AND MAINTENANCE

This category includes any highway or transit project that will return our system to a “state of good repair.”

These projects address:

- Road Condition & Safety
- Freight

WE HEARD YOU



 Project in Years 1-4  Project in Years 5-10

A complete listing of projects is included on pages 17-24. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

Years 1–4 Highlights

Recent legislative funding enabled a range of projects around the state totaling **\$1.8 billion** over a four year period.

Includes the largest investment in rural pavement in CDOT history.

Leverages other CDOT funding sources to accomplish large projects like rebuilding I-270 and the first phase of Floyd Hill on I-70. The first set of projects will go to construction in spring of 2020.

Years 5–10 Highlights

This plan describes an additional **\$3.2 billion** in needed investments and hundreds of additional projects.

Includes six years of projects, completing CDOT’s 10-year plan.

Projects were selected based on public input and prioritized by local government officials, transportation planning experts and CDOT.

IMPROVING OUR INTERSTATES

Colorado’s interstates are the backbone of our transportation system. They are key to Colorado’s economy — connecting goods and people across our state and region.

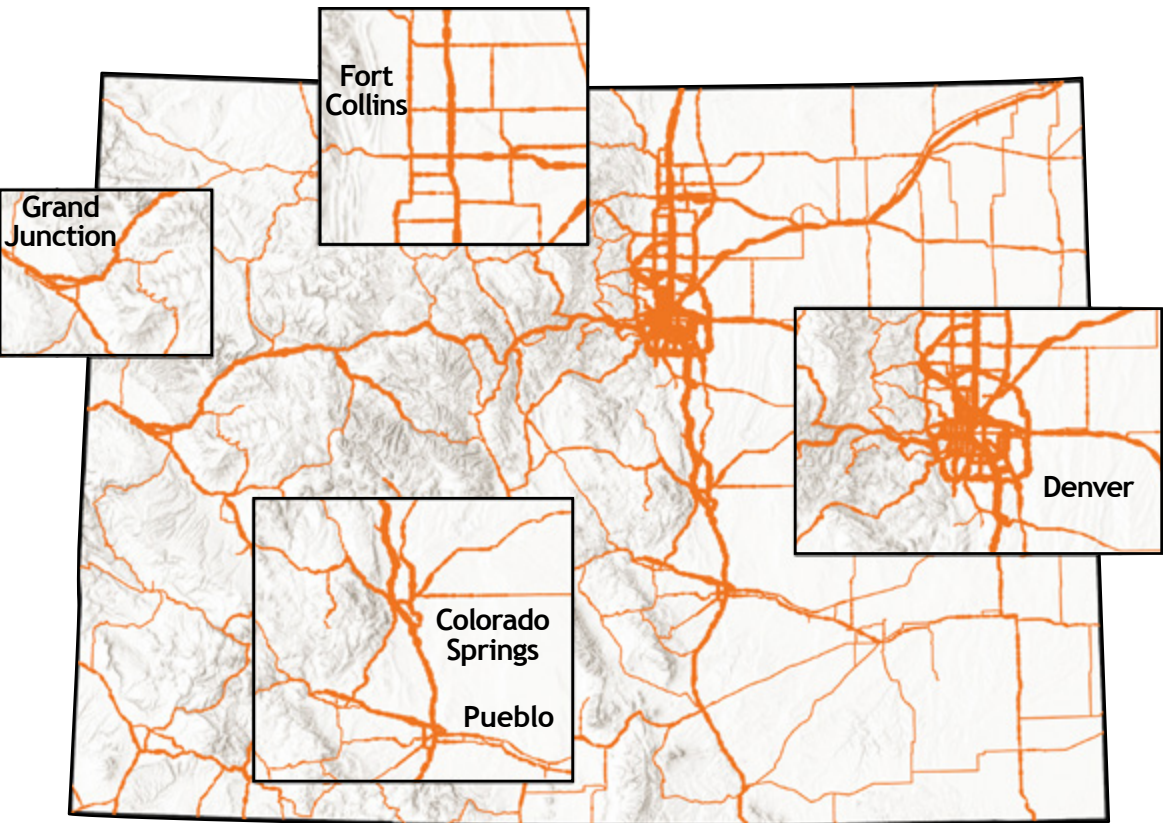
However, as Colorado’s population and economy continue to grow, our interstates are feeling the pinch. I-25 and I-270 are crippled by congestion for long stretches of the day. Along I-70 West, worsening traffic — especially on the weekends — joins a host of concerns about extreme weather and accommodating passenger vehicles, freight and wildlife safely amid geologically tough conditions. I-70 East and I-76 — key freight routes for the state — are in need of major pavement reconstruction due to years of deferred maintenance.

The 10-Year Strategic Project Pipeline invests \$1.2 billion (37.5 percent of all funding) into improving the condition and efficiency of these corridors. That means rebuilding pavement on I-70 East and I-76, delivering extra capacity and options on I-25 North, and tackling congestion bottlenecks across I-70 West.



I-70 at Floyd Hill

Colorado Congestion



Based on 2018 Vehicle Miles Traveled (VMT) data



Every year, the average commuter in Colorado:

- Spends **2 days** sitting in traffic
- Loses **\$900** due to delays
- Burns an extra **19 gallons of gas**

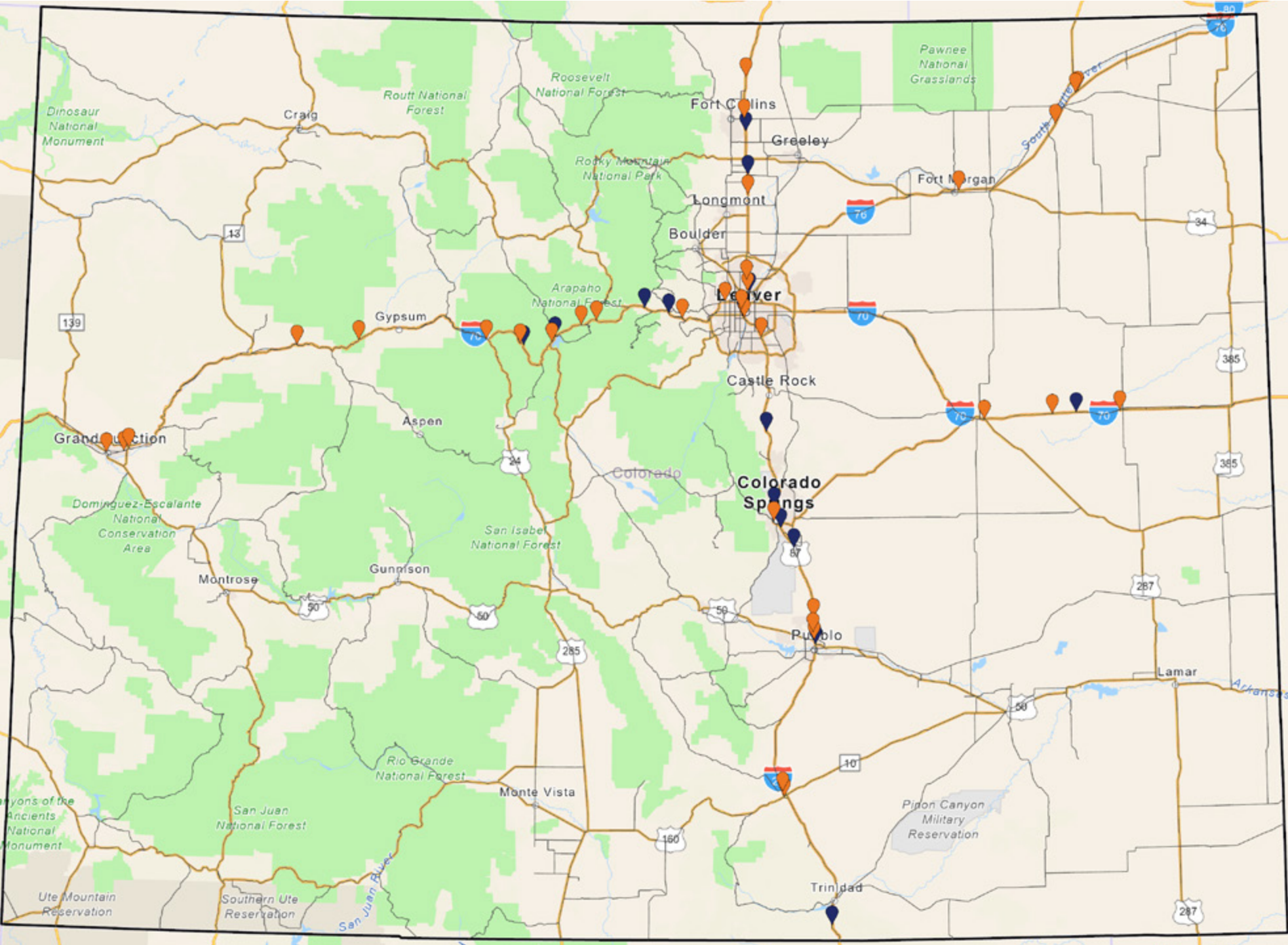
28 percent of Colorado’s greenhouse gas emissions come from the transportation sector.

188 million hours of lost time for commuters and travelers and delivery delays for businesses and shipping companies.

38 million gallons of fuel wasted that represent direct costs to travelers and the environment.

Traffic congestion — just the extra travel time and wasted fuel in slow conditions — costs Colorado **\$3.6 billion** each year.

IMPROVING OUR INTERSTATES



 Project in Years 1-4  Project in Years 5-10

Projects have multiple benefits. A complete listing of projects is included on pages 17-24. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

Years 1–4 Highlights

Nearly **40 percent** of funds are targeted toward modernizing I-25, which serves approximately 85 percent of the state’s population.

Other major capacity projects include a down payment towards fixing Floyd Hill (a well-known choke-point on I-70), a long overdue rebuild and widening of I-270, and a second phase of reconstruction along I-25 in Pueblo.

Years 5–10 Highlights

\$1.2 billion (38 percent) of the total unfunded project list dedicated to the improvement of Colorado interstates.

Projects continue work on our most congested corridors while also reconstructing pavement along rural stretches of I-70, I-25 and I-76. Many sections of these interstates haven’t seen significant work since they were first opened to the public decades ago.

RELIEVING TRAFFIC

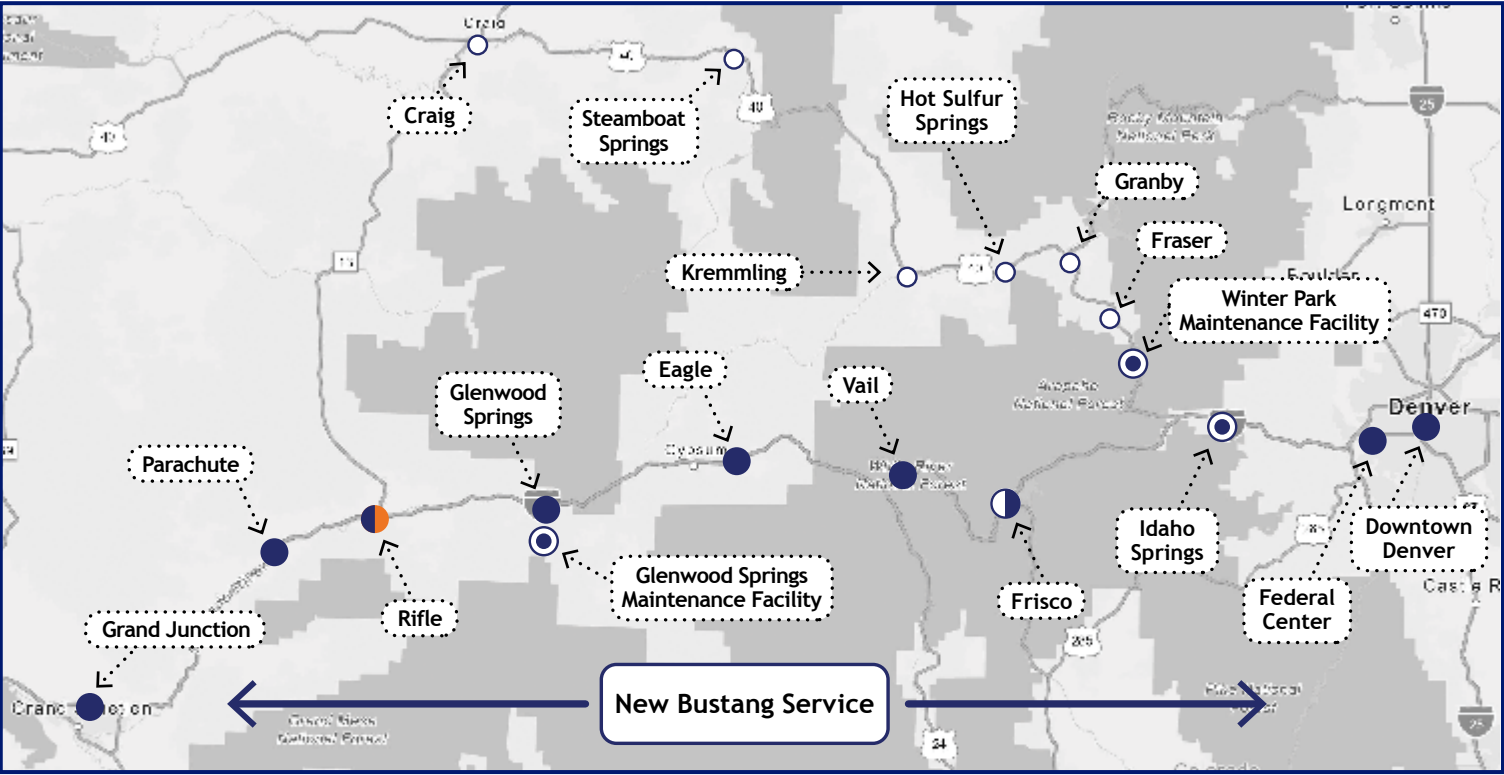


More people are using our transportation system than ever before and the number is projected to keep rising.

Our state population grew by 1.59 million over the last 20 years and is on track to grow another 1.69 million over the next 20 years. As the population increases, so too does the distance many Coloradans need to travel between home and work, resulting in more vehicle travel and increased maintenance costs. Today, Colorado ranks 37th in the nation for traffic congestion, approaching the status of states commonly associated with the worst delays in the nation. At the same time, there is growing recognition that Colorado cannot simply build its way out of congestion.

The solutions in this plan include a mixture of highway capacity improvements and transit expansion projects in urban areas. This includes projects that would improve intersections and expand highway capacity at strategic locations along with investments in new mobility hubs that increase access to transit and carpooling.

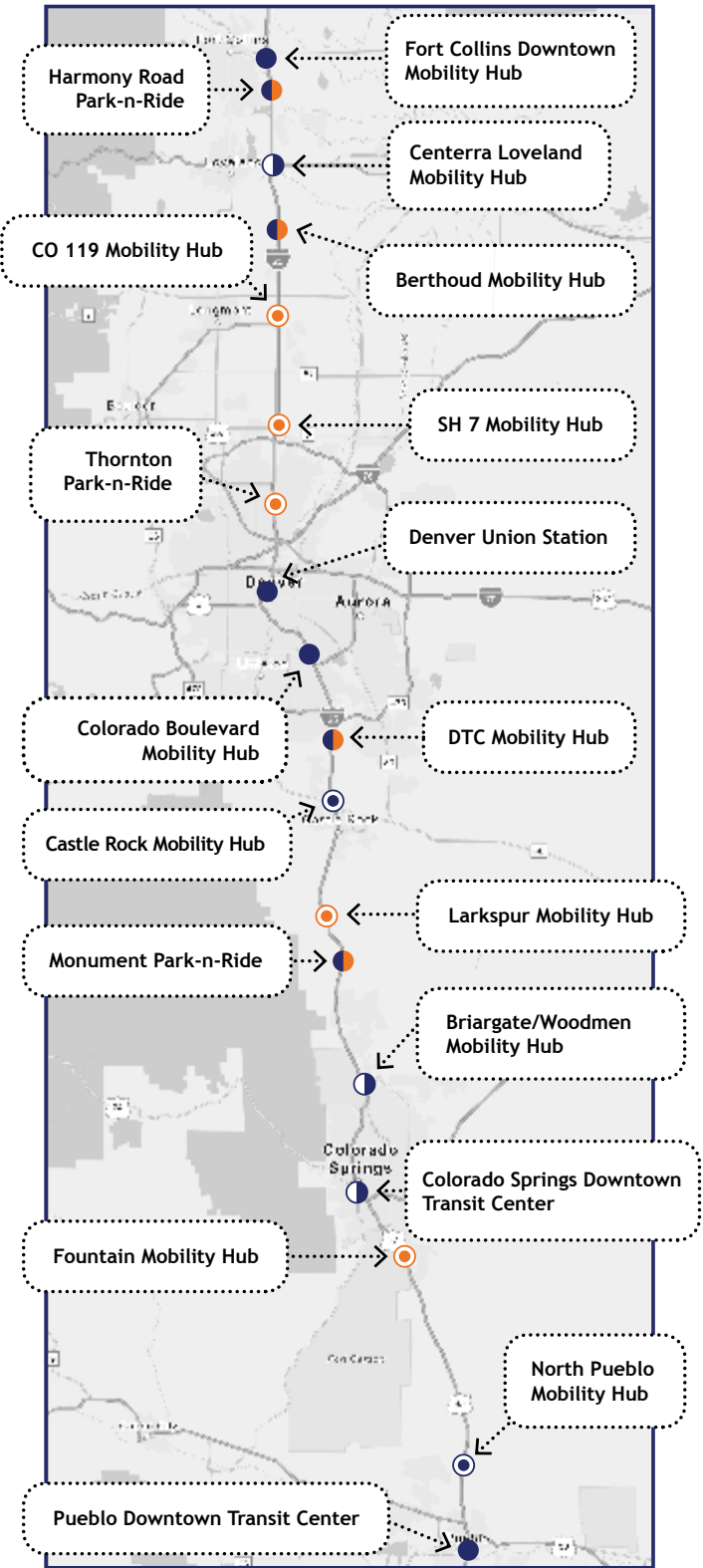
I-70 and US 40 Transit



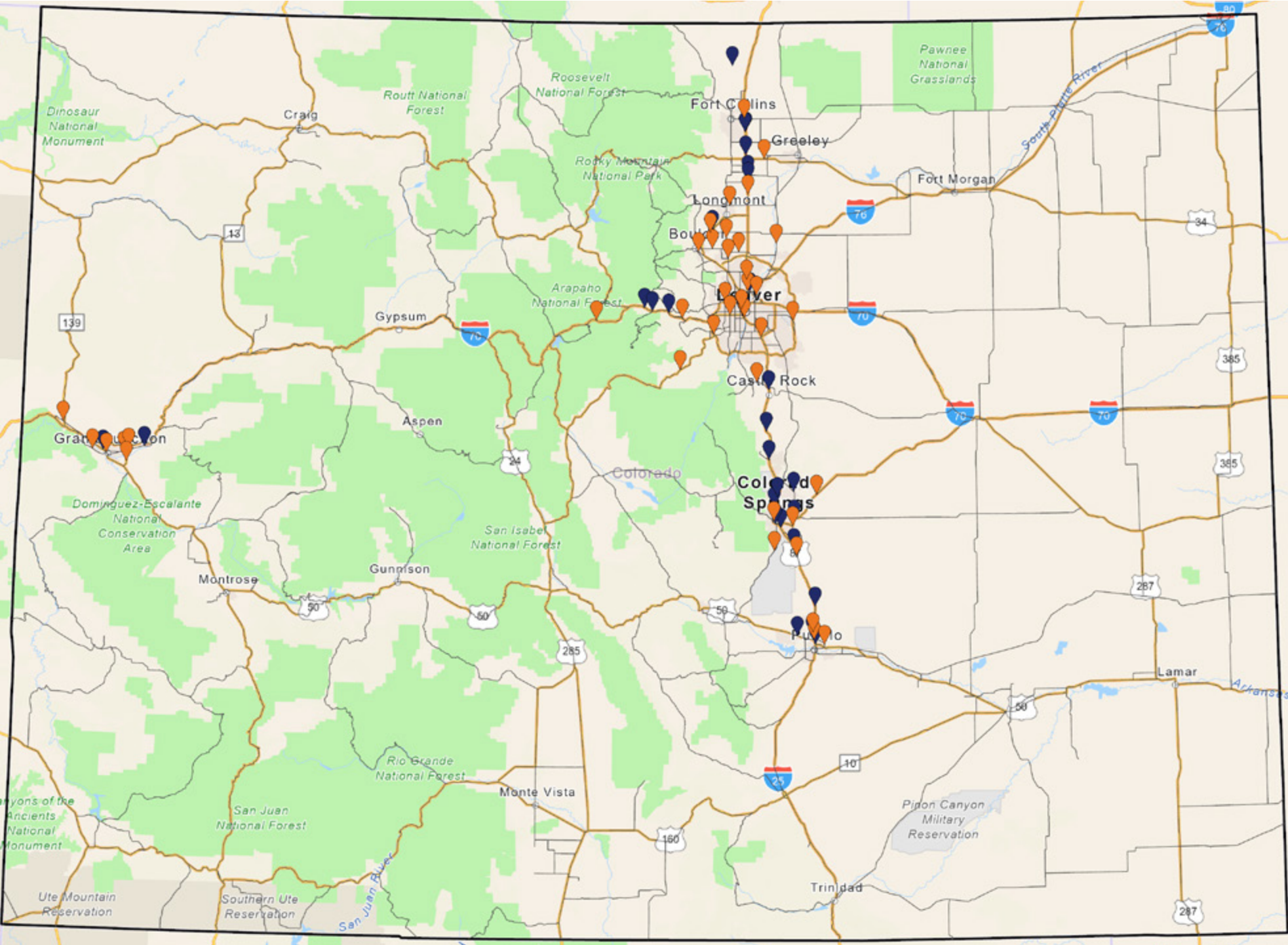
I-25 Mobility Hubs/ I-70and US 40 Transit Legend

- Existing
- Funded by SB 267
- Existing, Expanded by SB 267
- Proposed by SB 267
- Bus Stop Improvement by SB 267
- Existing with Unfunded Expansion
- Proposed, Unfunded
- Unfunded Bus Stop Improvement

I-25 Mobility Hubs



RELIEVING TRAFFIC



 Project in Years 1-4  Project in Years 5-10

Projects have multiple benefits. A complete listing of projects is included on pages 17-24. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

Years 1–4 Highlights

Includes a mix of projects that help move vehicles while improving access to options beyond the single-occupant trip.

Colorado’s most congested highway segments will be widened and interchanges known for traffic backups and high crash rates will be reconstructed.

Includes new buses for Bustang (CDOT’s transit service), and new mobility “hubs” where commuters can catch the bus or connect with a carpool.

Years 5–10 Highlights

\$1.65 billion (53 percent) of the unfunded project list would be dedicated to providing needed congestion relief.

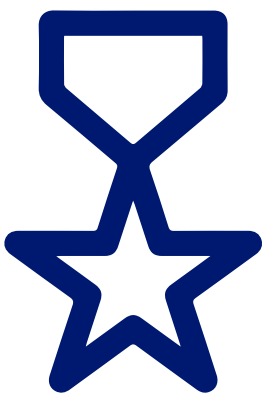
Continues the strategic investment in both road and transit infrastructure along the interstates while addressing roads like US 285 that are feeling the impact of overflow congestion from I-70.

IMPROVING RURAL ACCESS STATEWIDE

Rural Colorado might not have population density, but it does face significant transportation challenges.

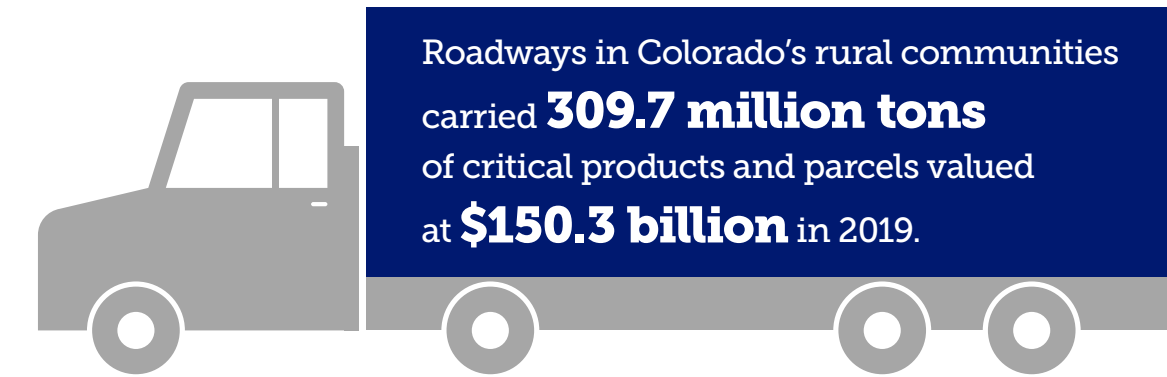
Whether it is freight movements on the Eastern Plains or recreation tourism in the Rocky Mountains, Colorado’s rural highways are in need of improvement. Throughout the outreach process, CDOT consistently heard about the importance of adding passing lanes to provide safe passage in mountainous terrain, particularly along corridors with high numbers of freight trucks. We also heard a lot about the need for more options for senior citizens and veterans to reach basic amenities and medical care.

To address these issues, the 10-Year Strategic Project Pipeline proposes an investment of roughly \$600 million in projects that would add passing lanes, improve intersections, expand CDOT’s Bustang and Bustang Outrider services and provide more revenue to local transit operators.



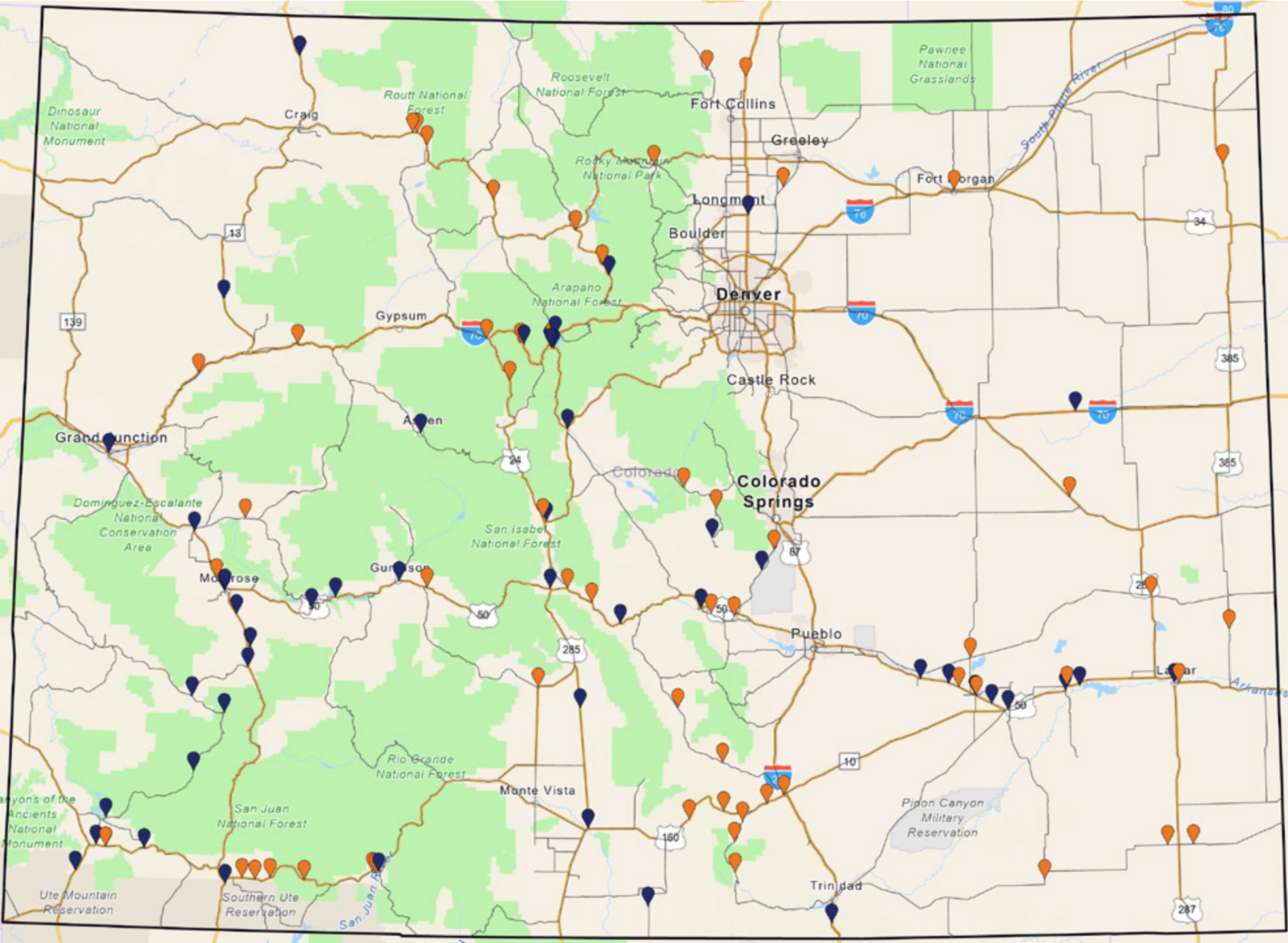
66,000

The number of veterans who live in rural Colorado.



By 2045, the number of those 65 and older will increase by 29 percent. That means the need for mobility services such as local transit, regional/statewide transit and Bustang will increase.

IMPROVING RURAL ACCESS STATEWIDE



 Project in Years 1-4  Project in Years 5-10

Projects have multiple benefits. A complete listing of projects is included on pages 17-24. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

Years 1–4 Highlights

- Expands CDOT’s Outrider service to include communities of Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola and Fowler.
- Improves Outrider connections in Durango, Mancos, Cortez, Dolores and Rico.
- Adds new sections of passing lanes in high priority areas.
- Completes reconstruction of CO 13 and CO 9.

Years 5–10 Highlights

- \$619 million** (20 percent) of the unfunded project list would be dedicated to providing mobility options to rural Coloradans, including seniors and veterans.
- Dozens of new passing lanes and intersection improvements.
- ADA and pedestrian improvements and construction of the Southern Mountain Loop Trail, between Walsenburg and Trinidad.

FIXING RURAL ROADS

Over the course of CDOT’s outreach effort we heard from rural communities across Colorado about the need to improve the condition of rural roads, and about the importance of freight routes to take products from farm to market.

We also heard frustration that, because their roads carry less volume than urban areas, CDOT’s pavement models rarely direct scarce resources toward lasting rural road repairs. Recent data indicates that those frustrations are valid. In August 2019, a report by the Reason Foundation showed that Colorado has slipped to 47th in the nation when it comes to the condition of our rural pavement.

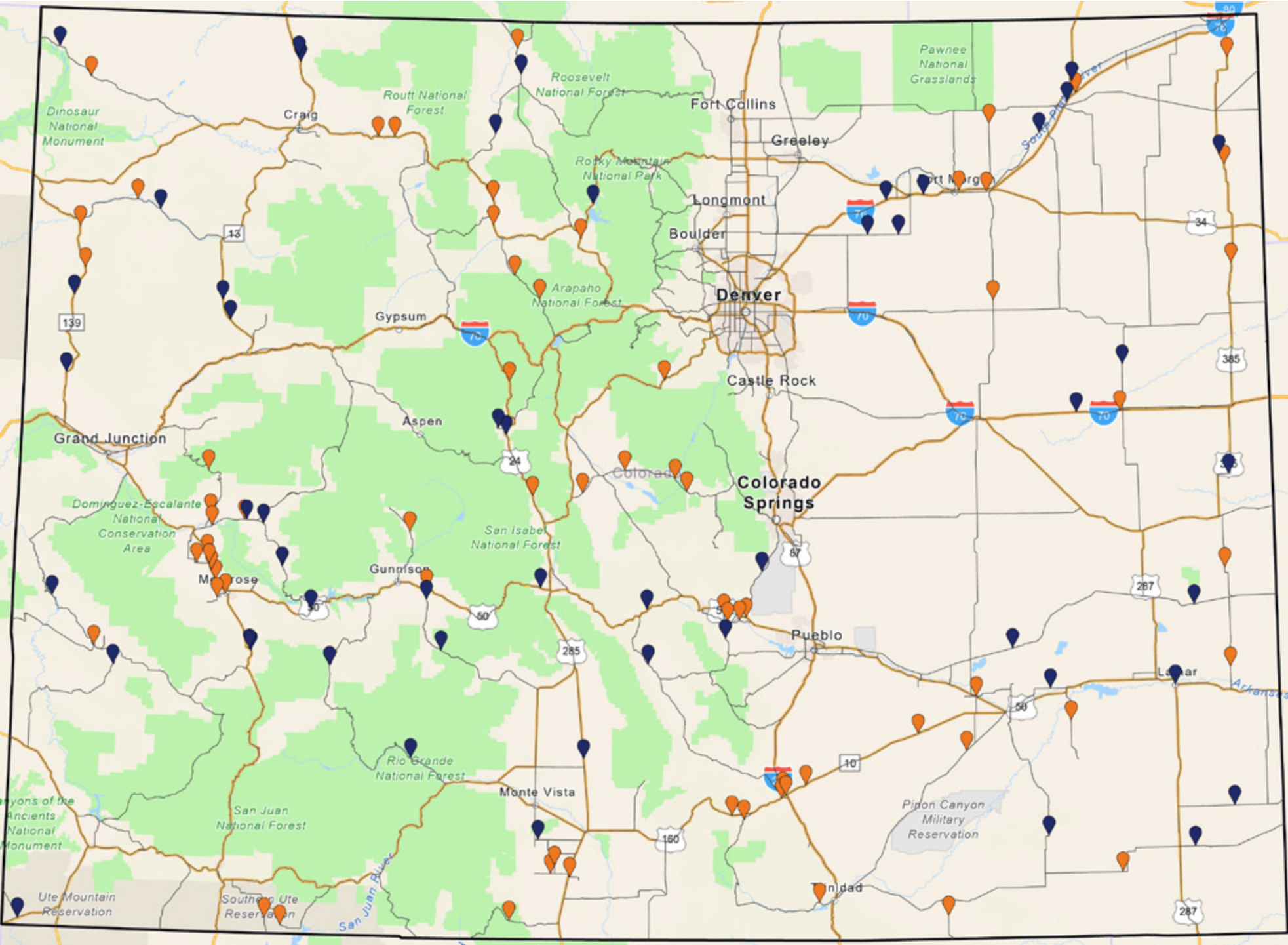


Poor pavement along a rural state highway

The first four years of this plan allocates 25 percent of all dollars (over \$300 million) to rural pavement condition — the largest single investment in CDOT’s recent history. CDOT proposes maintaining this focus throughout the decade, with a total of \$1.3 billion going toward rural roads between 2020 and 2030. This would repair 1,300 miles of rural pavement across the state. Many of these roads haven’t been repaved since the 1970s.

*Between 2020 and 2030, approximately **\$1.3 billion** will go toward rural roads.*

FIXING RURAL ROADS



 Project in Years 1-4  Project in Years 5-10

Projects have multiple benefits. A complete listing of projects is included on pages 17-24. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

Years 1–4 Highlights

\$337 million, the largest investment in Colorado’s rural road network in recent history, will result in 41 rural roads projects.

These investments will improve more than 500 miles of Colorado’s rural roads, some of which have not been comprehensively treated since the 1970s.

Years 5–10 Highlights

\$646 million (20 percent) of the unfunded project list would be dedicated to improving crumbling rural roads.

Includes a range of projects from repaving to full reconstruction.

Investments would touch every corner of the state.

IMPROVING THE CONDITION OF OUR ROADWAY SYSTEM

Colorado’s infrastructure is as diverse as the state. Bridges span majestic canyons and rivers. Miles of pavement traverse our expansive plains and tunnels bore through the Rocky Mountains, connecting east to west. Hundreds of thousands of culverts, retaining walls, rockfall fences, traffic signals and cameras make the whole system work.

Even though the majority of CDOT’s typical budget is devoted to maintaining these resources, the state has an extensive backlog of repair needs. Returning our system to a “state of good repair” would require an additional \$200-\$300 million per year.

Similar to a home, it is much less expensive to maintain a transportation system in good condition than one in a state of decline. CDOT’s 10-year plan would devote approximately 50 percent of new funding received toward improving the condition of our roads, bridges and other assets. These investments would return hundreds of miles of pavement to good condition, extend the life of bridges around the state and bring culverts, guardrails and walls up to standard.

*CDOT’s 10-year plan would devote approximately **50 percent** of new funding received toward improving the condition of our roads, bridges and other assets.*

\$148 million*

Amount invested in other assets such as culverts, tunnels and traffic signs

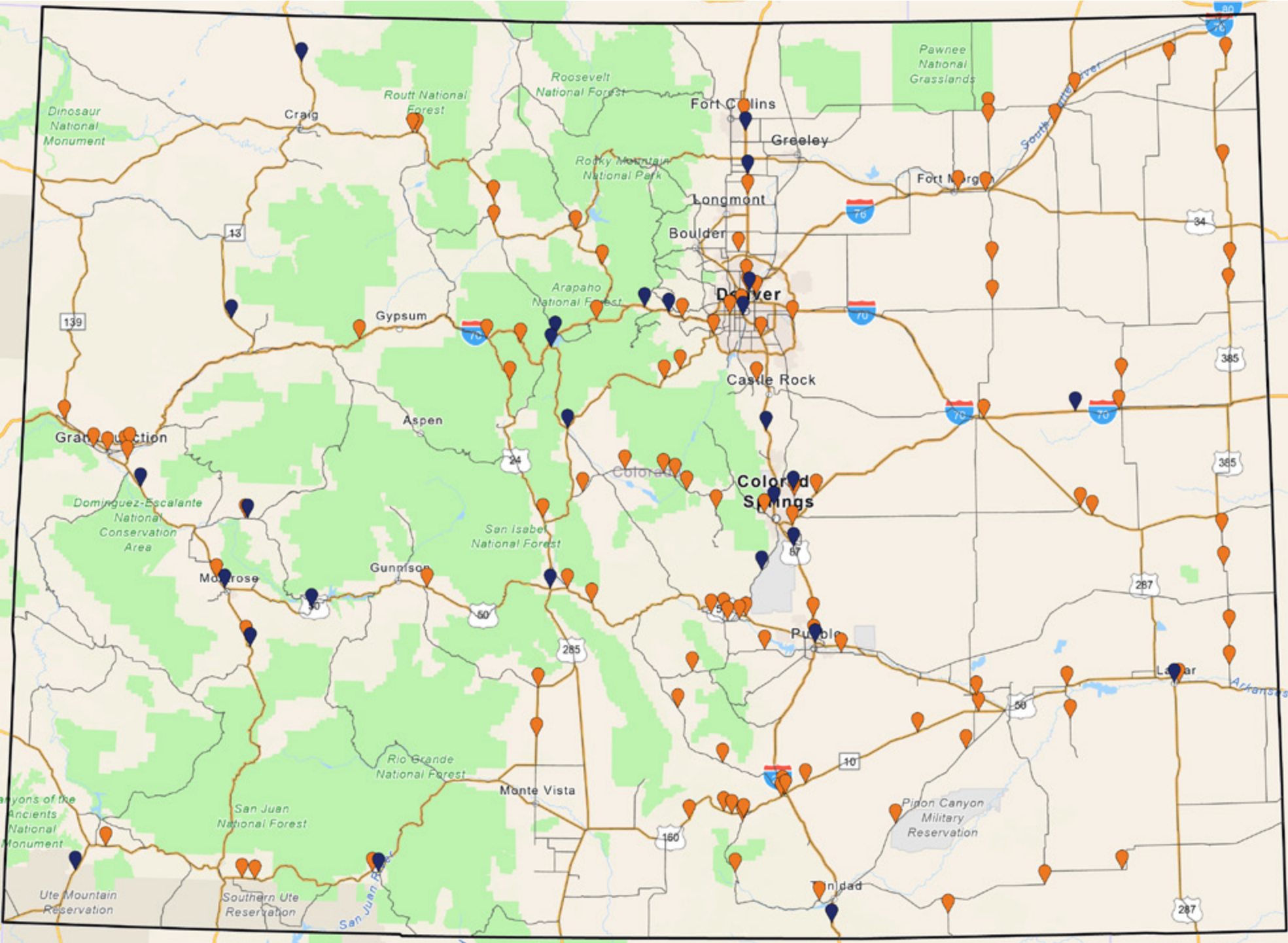
\$209 million*

Amount invested in critical bridge repairs statewide

*These figures are associated with projects in years 5-10.



IMPROVING THE CONDITION OF OUR ROADWAY SYSTEM



 Project in Years 1-4  Project in Years 5-10

Projects have multiple benefits. A complete listing of projects is included on pages 17-24. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

Years 1–4 Highlights

Investments help restore the department’s focus on fixing the basics. Proposed projects are a direct response to public input stressing the need for improving the condition of our existing system.

More than half of available funding will fix roads in both urban and rural areas.

Years 5–10 Highlights

\$2.15 billion (70 percent) of the unfunded project list would be dedicated to preserving and improving roadway assets.

Addresses bridges, culverts, rockfall mitigation and guardrails around the state.

TRANSPARENCY AND ACCOUNTABILITY

Just as important as establishing a project pipeline is creating transparency and accountability structures that let the public see the progress on these projects and how dollars are being spent.

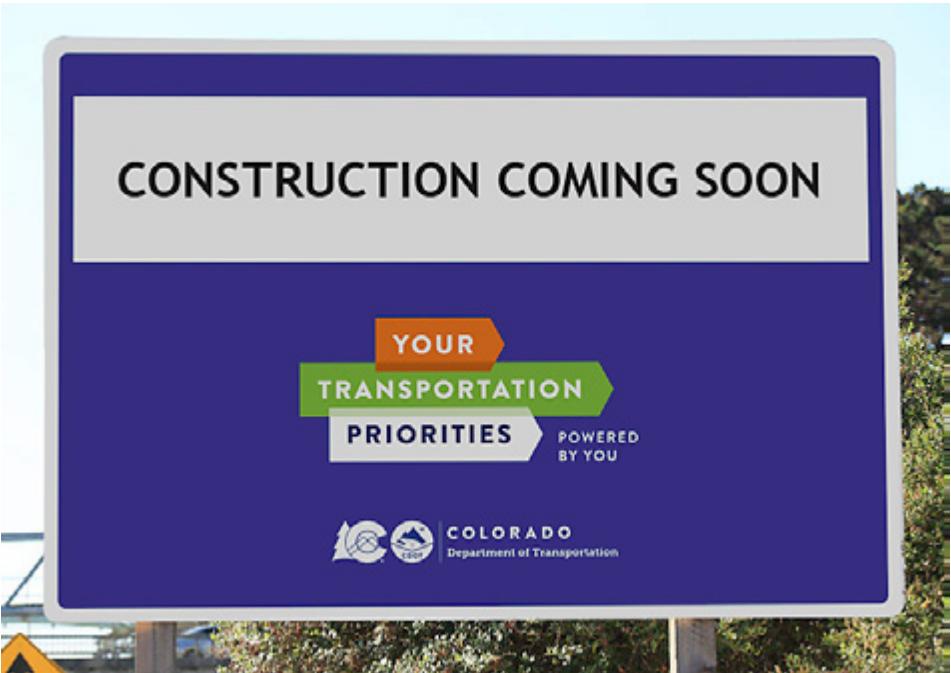
These measures include:

Increasing project transparency through public reporting on project management and project costs.

Residents deserve to know how the government is spending their tax dollars on projects. CDOT is rolling out new dashboards that show how each project is doing in terms of delivering on scope, schedule and budget. New reporting will also show the breakdown of project costs so the public can see where project dollars are going. These dashboards will go live in spring 2020, before the busy summer construction season begins.

Setting new spending targets to maximize dollars going to transportation improvements that people can see.

Projects require a range of expenses that include design and engineering, environmental review, right of way acquisition, and agency staffing – in addition to the dollars spent on construction contractors building the project. All of these elements are important for getting projects done, even though some are less visible to the public than others. In order to maximize dollars spent on putting shovels in the ground, CDOT has set new targets that limit design and engineering to 20 percent of project costs for larger projects, and 15 percent for smaller and simpler projects that require less intricate designs.

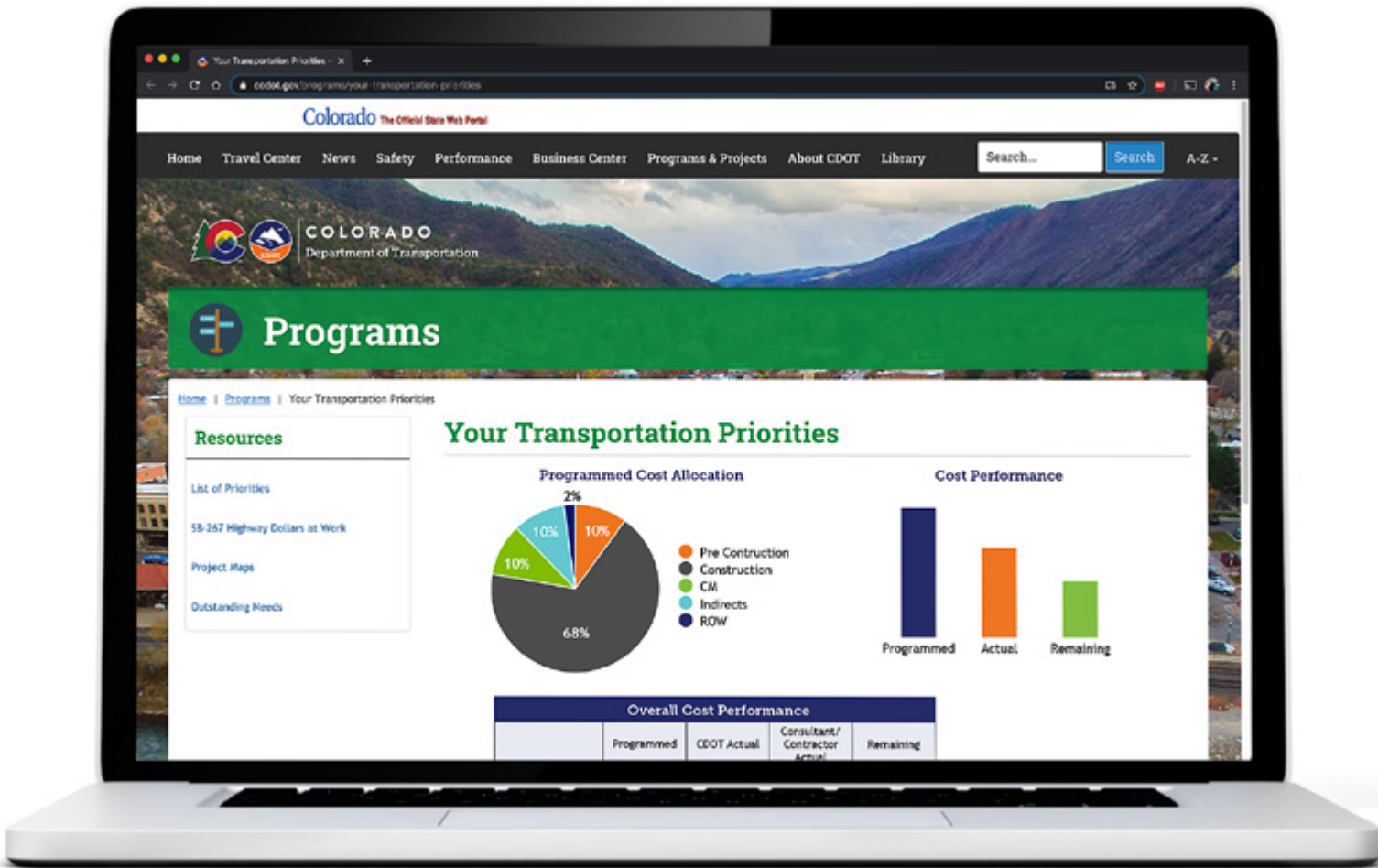


Clearly showing expenses that track multiple years.

Budgets for capital projects often span multiple years. Thus, a dollar “dedicated” to a project during one year may very well be spent during a later fiscal year – especially since CDOT’s fiscal year changes in the middle of construction season (starts July 1 and ends June 30 of the following year). CDOT’s new budget presentation makes it easier to track when dollars allocated during one year are carried over for actual drawdown during a subsequent year.

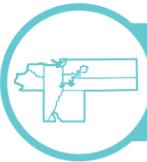
Spending every dollar – across the department – as wisely as possible by cutting discretionary costs within CDOT.

CDOT’s most recent budget reflects strong efforts to find efficiencies and focus on the highest priority and most critical functions. This effort included cutting administrative and travel costs and reprioritizing technology investments.



PROJECTS IN YEARS 1-4

Thanks to the funding provided by the Legislature through Senate Bill 262, SB 1 and SB 267, CDOT is able to implement a portion of the 10-Year Strategic Project Pipeline. The following tables list each of these funded projects, along with how each project addresses the concerns raised by Coloradans. Improving safety is a component of every project.

CENTRAL PROJECTS

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
Highway – Region 1						
I-25 - South Gap	\$252 M	✓	✓			✓
I-70 - WB Peak Period Shoulder Lane (PPSL)	\$45 M	✓	✓			✓
I-25 - South Gap Package 3	\$26 M	✓	✓			✓
I-270 - Widening between I-76 and I-70	\$200 M	✓	✓			✓
I-25 - Valley Highway - Phases 3 and 4	\$60 M	✓	✓			✓
I-70 - West - Floyd Hill	\$100 M	✓	✓			✓
I-70 - Peak Period Shoulder Lanes (PPSL) - Year Two SB 267 Commitment	\$35 M	✓	✓			✓
Urban Arterial Safety Improvements	\$25 M					
Transit – Region 1						
Denver Area Arterial Street Pre-Bus Rapid Transit (BRT) and BRT Elements	\$26 M		✓			
Castle Rock and/or Ridgeway Transit Station(s)	\$22.5 M		✓			
Denver Heavy Maintenance Facility	\$7 M		✓			
Burnham Yard	\$5 M		✓			
Idaho Springs Park-n-Ride	\$2 M		✓			
Bustang Fleet Purchases (Denver Regional Council of Governments)	\$5 M		✓			

NOTE: Safety is fundamental to every project, so while a specific category has been hidden from the table, safety always applies. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.

SOUTHEAST PROJECTS

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
Highway – Region 2						
US 50 - Pueblo West Purcell Interchange	\$1.6 M		✓			
US 50 - Purcell Drive Interchange	\$37 M		✓			
CO 21 - Research Parkway Interchange	\$44 M		✓			✓
I-25 and CO 94 - Safety and Mobility Improvements	\$34 M	✓	✓			✓
US 287 - (A-Park Street South) - Lamar Downtown Concrete Paving	\$18 M				✓	✓
I-25 - Raton Pass Safety and Interchange Improvements	\$13 M	✓		✓		✓
CO 115 - Safety and Paving Improvements between Penrose and Colorado Springs	\$42 M			✓	✓	✓
US 285/CO 9 - Intersection Improvement with Bridge Widening	\$7 M			✓		✓
I-25 - Colorado Springs Ramp Metering - Phase 2	\$6 M	✓	✓			
I-25 - Paving and Mobility - Fillmore to Garden of the Gods	\$43 M	✓	✓			✓
I-25 - New Pueblo Freeway - Phase 2	\$60 M	✓	✓			✓
US 287 - Bridge Preventative Maintenance - Phases 1 and 2	\$5 M					✓
Bridge Repair on CO 109 over US 50 in La Junta	\$3 M					✓
Bridge Preventative Maintenance - CO 12, CO 194, and I-25	\$2.5 M					✓
Bridge Preventative Maintenance on I-25, CO 16, and US 24 in Colorado Springs (4 bridges)	\$5.5 M					✓
Transit – Region 2						
Bijou Street Storage and Maintenance Facility	\$3 M		✓			
Colorado Springs Transit Center	\$8 M		✓			
Woodmen Road Mobility Hub	\$6 M		✓			
Monument Park-n-Ride	\$500 K		✓			
Bustang Improvements at Tejon Park-n-Ride	\$80 K		✓			
North Pueblo Mobility Hub	\$3.5 M		✓			
Outrider Improvements at Pueblo West	\$80 K					
Consolidated Rail Infrastructure and Safety Improvements Grant Match - Pueblo Area Council of Governments	\$50 K					
Outrider Improvements at Lamar, Fort Lyon, Las Animas, La Junta, Swink, Rocky Ford, Manzanola, and Fowler	\$600 K			✓		
Cripple Creek Administration and Operations Facility	\$120 K			✓		
Fairplay Mobility Hub	\$4 M			✓		
Outrider Improvements at Canon City and Cotopaxi	\$160 K			✓		
South Central Storage and Maintenance Facility	\$2.6 M			✓		
Consolidated Rail Infrastructure and Safety Improvements Grant Match - South Central Council of Governments	\$300 K			✓		
Potential Bus Stop Improvements at Colorado City Corners, Walsenburg, and Aguilar	\$200 K			✓		

PROJECTS IN YEARS 1–4



SOUTHEAST PROJECTS

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
Rural Paving – Region 2						
CO 116 - between US 287 and Kansas Border	\$13.8 M				✓	
CO 69 - between Westcliffe and Fremont County Line	\$6.5 M				✓	
US 50 - Texas Creek East	\$9 M				✓	
CO 96 - East of Ordway to Arlington	\$10 M				✓	
CO 109 - between US 160 and Otero County Line	\$15 M				✓	
US 160 - between Springfield and CO 100	\$6.56 M				✓	
CO 96 - near Eads to Sheridan Lake	\$11.58 M				✓	
CO 67 - between CO 96 and Florence	\$5.77 M				✓	
CO 194 - between US 50 and CO 109	\$5.77 M				✓	



NORTHWEST PROJECTS

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
Highway – Region 3						
CO 9 - between Iron Springs and Main Street (Frisco)	\$9.5 M			✓		✓
CO 13 - Rio Blanco	\$18.3 M			✓	✓	
CO 13 - Wyoming South	\$32.2 M			✓	✓	
US 50 - Windy Point/Blue Creek Canyon	\$18.5 M			✓	✓	✓
CO 9 - Iron Springs to Main Street	\$6 M			✓		
CO 13 - Fortification Creek	\$10.8 M				✓	✓
US 6 - between Fruita and Palisade	\$36 M		✓			
CO 13 - Rio Blanco/Garfield County Line South	\$16.5 M				✓	✓
US 550 - between Montrose and Ouray County Line	\$6 M			✓		
I-70 - Auxiliary Lane Frisco East to Silverthorne	\$24 M	✓		✓		✓
US 50 - between Grand Junction and Delta	\$15 M					✓
CO 92 - between Rogers Mesa and Hotchkiss	\$8 M				✓	✓
I-70 - East of 1st Street to 15th Street	\$16 M		✓			
I-70 - West - Vail Pass	\$13.5 M	✓		✓		
US 50/US 550 Intersection Improvements	\$3.5 M			✓		✓
US 50 - Blue Mesa Passing Lanes	\$6 M			✓		
Transit – Region 3						
Arterial Transit and Bike/Pedestrian Improvements on I-70 Business/US 6 Corridor	\$1.5 M			✓		
Outrider Improvements at Grand Junction	\$80 K			✓		
Winter Park Maintenance Facility	\$200 K			✓		
Outrider Improvements at Fraser, Granby, Kremmling, and Hot Sulphur Springs	\$300 K			✓		
Western Slope Storage and Maintenance Facility	\$2.7 M			✓		
Crested Butte Storage Facility	\$1.5 M			✓		
Outrider Improvements at Montrose, Delta, and Gunnison	\$250 K			✓		
Outrider Improvements at Placerville, Ridgway, and Telluride	\$250 K			✓		
Roaring Fork Transit Authority (RFTA)	\$1 M			✓		
Summit County Transit Operations Center	\$425 K			✓		
Frisco Transit Center - Phase 2	\$4.2 M			✓		
Rural Paving – Region 3						
CO 92 - Crawford East	\$7.8 M				✓	
CO 64 - Meeker West	\$8.8 M				✓	
US 34 - Grand Lake	\$11.5 M				✓	
CO 139 - Douglas Pass North	\$8.4 M				✓	
CO 149 - Lake City North	\$12.1 M				✓	
CO 300 - Leadville West	\$2.5 M				✓	
US 24 - Leadville South	\$5.8 M				✓	
CO 318 - Browns Park East	\$9.5 M				✓	
CO 114 - Siltville South	\$4.5 M				✓	
CO 125 - Walden North	\$1 M				✓	
CO 14 - Grizzly Ranch North	\$7 M				✓	
CO 139 - Dinosaur Diamond	\$2.2 M				✓	
CO 92 - between Hotchkiss and Crawford	\$3.5 M				✓	

PROJECTS IN YEARS 1–4



NORTHEAST PROJECTS

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
Highway – Region 4						
I-70 - Pavement Replacement	\$58.1 M	✓		✓	✓	✓
I-25 - Segments 5 and 6	\$115.2 M	✓	✓			✓
I-25 North - Segments 7 and 8 - Express Lanes on Permanent EIS Alignment (CO 402 to CO 14)	\$230 M	✓	✓			✓
I-25 North - Segments 5 and 6 - BUILD Grant Funding Commitment Express Lanes on Permanent EIS Alignment (CO 56 to CO 402)	\$50 M	✓	✓			✓
CO 119 - Safety/Mobility Improvements	\$30 M		✓			
Transit – Region 4						
Longmont/Firestone/Weld County Mobility Hub (interim configuration)	\$6 M			✓		
CO 119 - Bus Rapid Transit (BRT) Elements	\$10 M			✓		
Bus Stop Improvements at Lochbuie	\$80 K		✓			
Bustang and Outrider Fleet Purchases	\$2.5 M		✓			
Centerra-Loveland Mobility Hub	\$6 M		✓			
Berthoud Mobility Hub	\$5 M		✓			
Northern Colorado Maintenance Facility	\$3 M		✓			
Harmony Road Park-n-Ride Expansion	\$500 K		✓			
Bus Stop Improvements at Sterling	\$80 K			✓		
Bus Stop Improvements at Brush, Fort Morgan, and Hudson	\$240 K			✓		
Rural Paving – Region 4						
US 6 - between Merino and Atwood	\$6.13 M				✓	
CO 59 - between Seibert and Cope	\$17.12 M				✓	
US 138 - Sterling North	\$2 M				✓	
US 385 - Phillips/Yuma County Line South	\$7.1 M				✓	
CO 52 - Prospect Valley - Phase 1	\$4.15 M				✓	
I-76 - CO 144 West	\$8.24 M				✓	
I-76 - US 34 East	\$11.47 M				✓	
US 385 - North of Cheyenne Wells	\$14.83 M				✓	
CO 52 - Prospect Valley - Phase 2	\$5.11 M				✓	
I-76 - East of Sterling	\$8.24 M				✓	

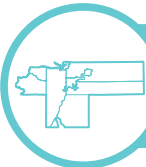


SOUTHWEST PROJECTS

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
Highway – Region 5						
US 160/550 Connection	\$60.7 M			✓		
US 160 - Towaoc Passing Lanes	\$9 M			✓		✓
US 50/US 285 - Intersection Reconstruction	\$5.4 M			✓		✓
US 550 - Pa-co-chu-puk South (Ridgway State Park)	\$1.7 M			✓	✓	✓
US 160 - McCabe Creek	\$5 M			✓		✓
US 550/160 Connection (Interchange Completion)	\$7.9 M			✓		✓
Transit – Region 5						
Outrider Improvements at Durango, Mancos, Cortez, Dolores, and Rico	\$400 K			✓		
Poncha Springs Welcome Center	\$502.4 K			✓		
Outrider Improvements at 3 Locations - between Alamosa and Buena Vista	\$250 K			✓		
Rural Paving – Region 5						
CO 141 - Slickrock and CO 145 - Redvale	\$16 M				✓	
CO 17 - North of Mosca to US 285 Junction	\$12 M				✓	
CO 149 - North of Creede	\$16 M				✓	
CO 114 - US 50 East	\$12 M				✓	
CO 141 - North of Naturita	\$12 M				✓	
US 50 - North of US 285 Junction	\$3.5 M				✓	
US 550 - Billy Creek (North of Ridgway)	\$6.5 M				✓	
CO 370 - between CO 15 and US 285	\$2 M				✓	
US 160 - between New Mexico border and Aztec Creek	\$4 M				✓	

PROJECTS IN YEARS 5–10

The following tables list proposed projects identified through the planning process, along with how each project addresses the concerns raised by Coloradans. Improving safety is a component of every project. These projects are currently unfunded.



CENTRAL PROJECTS

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
Highway – Region 1						
I-25 - Speer Blvd./23rd Ave. Interchanges	\$25 M	✓	✓			✓
I-25 - Valley Highway (Burnham)	\$200 M	✓	✓			
I-25 - between 84th Ave. and 104 Ave.	\$70 M	✓	✓			✓
I-25 - CO 7 Interchange	\$5 M	✓	✓			✓
I-25 and Bellevue - Phase I	\$22 M	✓	✓			✓
I-70 - Floyd Hill	\$100 M	✓	✓			✓
I-70 - Kipling St. Interchange	\$30 M	✓	✓			
I-70 - from Bakerville to Eisenhower/Johnson Memorial Tunnels Climbing Lane	\$25 M	✓	✓			✓
I-70 - Eisenhower/Johnson Memorial Tunnels Prioritized Maintenance	\$50 M	✓				
I-70 - Runaway Truck Ramps	\$5 M	✓				
US 6 and US 85 - Vasquez Blvd.	\$10 M		✓			✓
US 6 - Wadsworth Blvd. Interchange	\$70 M		✓			✓
US 85 - between Sedalia and Castle Rock	\$37 M		✓			✓
US 285 - between Pine Junction and Bailey	\$60 M		✓			✓
CO 7 - Intersection Improvements	\$15 M		✓			✓
C-470 - between Wadsworth Blvd. and I-70	\$56 M		✓			✓
CO 30 - between Quincy Ave. and Airport Blvd.	\$25 M		✓			✓
Denver Regional Council of Governments Vision Zero High Injury Network Priorities	\$10 M					
Traffic Congestion Reduction	\$25 M		✓			✓
Regional Traffic Signal Cabinet Upgrades	\$5 M					✓
Regional Signal Upgrades	\$12 M					✓
Noise Wall Maintenance	\$10 M	✓				✓
Grade Separating Trail Improvements and Crossings	\$10 M					✓
Regional Bridge Rehabilitation and Maintenance	\$45 M					✓
Transit – Region 1						
I-25 - between 84th Ave. and 104th Ave.	\$40 M	✓	✓			✓
CO 7 - I-25 Interchange	\$5 M	✓	✓			✓
CO 7 - Intersection Improvements	\$5 M		✓			✓
Regional Arterial Transit	\$70 M		✓			
Denver Technological Center Mobility Hub	\$10 M	✓	✓			
Dinosaur Parking Lot Mobility Hub (Morrison)	\$20 M		✓			✓

NOTE: Safety is fundamental to every project, so while a specific category has been hidden from the table, safety always applies. For the purposes of this document, “funded” projects are those identified to receive funding from one or more sources provided by the state legislature (i.e., Senate Bill 1, Senate Bill 262, Senate Bill 267). CDOT has not yet received all of these dollars as they are subject to future year appropriations. Projects identified as “unfunded” have no funding source currently identified.



SOUTHEAST PROJECTS

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
Highway – Region 2						
US 24 - between Manitou Springs and Antero Junction	\$10 M					✓
US 50 - between Salida and Texas Creek	\$8.5 M			✓		✓
CO 67 - between Divide and Cripple Creek	\$10.5 M			✓		✓
CO 69 - between Westcliffe and Walsenburg	\$10 M			✓		✓
CO 96 - between Pueblo and Westcliffe	\$10.5 M					✓
CO 115 - between Cañon City and Florence	\$10.5 M			✓		✓
I-25 Business Route - US 160 Intersection (Walsenburg)	\$4 M	✓		✓		✓
US 160 - between Walsenburg and La Veta Pass	\$18 M			✓		✓
US 350 - between La Junta and Trinidad	\$5.5 M					✓
Southern Mountain Loop Trail - between Walsenburg and Trinidad	\$10 M			✓		✓
La Veta and Trinidad (Sidewalks/ADA Ramps)	\$1 M			✓		✓
CO 69 - between Walsenburg and Westcliffe	\$6.2 M			✓		✓
US 50 - East of Pueblo	\$15 M			✓		✓
US 50 - Lamar (US 287 Reliever Route)	\$34.2 M			✓		✓
US 160 - West of Kim	\$1 M					✓

PROJECTS IN YEARS 5–10

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
US 385 - between Granada and Sheridan Lake	\$5 M			✓		✓
CO 10 - between Walsenburg and La Junta	\$10 M					✓
CO 71 - between US 350 and Rocky Ford	\$4 M			✓		✓
CO 96-CO 71 Intersection/CO 96-CO 71-CR G Intersection	\$800 K			✓		
US 24 - East Widening from Garret to Woodmen	\$46 M		✓			✓
US 24 - West over Ridge Road (Overpass)	\$16 M					✓
CO 21 - Airport Rd. Interchange	\$45 M		✓			✓
I-25 - HOV Lanes from Cimarron to North Nevada	\$55 M	✓	✓			
High-Capacity Corridor Improvements (NEPA/Design/Engineering)	\$850 K		✓			
Colorado Springs (BNSF Corridor)	\$1.1 M		✓			
I-25 - New Pueblo Freeway	\$28 M	✓	✓			✓
I-25 - Purcell Blvd. Interchange	\$11 M	✓				✓
I-25 - Dillon Dr. Interchange	\$3 M	✓	✓			
US 50 - East of Pueblo	\$5.5 M					✓
CO 45 - North Extension Study	\$1 M		✓			
CO 47 - between I-25 and US 50	\$8 M		✓			
CO 96 - West of Pueblo	\$11.5 M					✓
US 160 - Trinchera Safety Mitigation	\$15.95 M			✓		✓

Transit – Region 2

Transit Transfer Facilities For Regional Services (Cripple Creek, Cañon City, Woodland Park)	\$390 K			✓		
New Regional Fixed-Route Transit Service in Teller County (including Lake George, Florissant, Evergreen Station, and others)	\$600 K			✓		
New Golden Shuttle Fixed-Route Service in Fremont County (Cotopaxi and Outlying Areas)	\$1.33 M			✓		
Expanded Local Fixed-Route Service - between Florence-Penrose-Cañon City	\$760 K			✓		
Cripple Creek Administration and Operations Facility	\$2.05 M			✓		
Westcliffe Vehicle Housing	\$460 K			✓		
Mobility Management and Expansion of UAACOG	\$100 K			✓		
New Inter-regional Transit Service - between Cañon City-Florence-Colorado Springs	\$840 K		✓	✓		
Kim Transit Garage	\$500 K			✓		
Expanded Regional Transit Service - between Kim-Branson-Baca County	\$600 K			✓		
Expanded Regional Transit Service - between Walsenburg-La Veta-Gardener-Cuchara	\$1.4 M			✓		
Expanded Regional Transit Service - between Trinidad and CO 12 Communities	\$2 M			✓		
La Junta Multimodal Transit Center	\$4 M			✓		
La Junta to Fowler Fixed-Route Service	\$600 K			✓		
City of La Junta Bus Barn Rehabilitation	\$200 K			✓		
Expand Deviated Fixed Route Services in La Junta	\$400 K			✓		
Prowers Area Transit Bus Barn Expansion	\$150 K			✓		
Baca County Bus Facility	\$400 K			✓		
Kiowa County Bus Storage Facility	\$200 K			✓		
Expand Crowley County Transit Service in Crowley County and Sugar City	\$400 K			✓		
Expanded Regional Kiowa County Transit Service	\$400 K			✓		
New Regional Transit Service - between Campo and Lamar; Expanded Baca County Demand Response Services	\$500 K			✓		
Bustang/Mobility Hub Exit 128	\$8.2 M		✓			
Fixed-Route Service Increase - Stage 1 (Weekday Headway Improvements, Full Weekday Evening and Saturday Service, etc.)	\$7.8 M		✓			
Fixed Route Bus/Vehicle Replacement	\$7.24 M		✓			

Rural Paving – Region 2

Rural Roads Surface Treatment US 50A - between Penrose and Fremont/Pueblo County Line	\$9.14 M				✓	✓
Rural Roads Surface Treatment 115A - between Canon City and US 50	\$8.01 M				✓	✓
Rural Roads Surface Treatment 285 - South of Bailey to Park/Jefferson County Line	\$6.85 M				✓	✓
Rural Roads Surface Treatment 24A - between Trout Creek Pass and Hartsel	\$7.14 M				✓	✓
Rural Roads Surface Treatment 24A - Hartsel to East of Wilkerson Pass	\$9.83 M				✓	✓
Rural Roads Surface Treatment 24A - East of Wilkerson Pass to Lake George	\$3.29				✓	✓
Rural Roads Surface Treatment 24A - between Lake George and Divide	\$5.13 M				✓	✓
Rural Roads Surface Treatment 67B - between Florence and US 50	\$2 M				✓	✓
Rural Roads Surface Treatment 120A - East of Florence to US 50	\$2.9 M				✓	✓
Rural Roads Surface Treatment I-25C - I-25 Business Route through Walsenburg	\$2.83 M	✓			✓	✓
Rural Roads Surface Treatment US 160 - Walsenburg West	\$1.92 M				✓	✓
Rural Roads Surface Treatment CO 10 - Walsenburg West	\$7.85 M				✓	✓
Rural Roads Surface Treatment CO 12 - Junction US 160 South	\$2.81 M				✓	✓
Rural Roads Surface Treatment CO 12 - East of Valdez to Trinidad	\$6.26 M				✓	✓
Rural Roads Surface Treatment US 160 - between North La Veta Pass and Junction CO 12	\$3.54 M				✓	✓
Rural Roads Surface Treatment US 160 - between I-25 BR (Walsenburg) and Junction I-25	\$640 K				✓	✓
Rural Roads Surface Treatment CO 389 - between CO/NM State Line and Junction US 160	\$5.28 M				✓	✓
Rural Roads Surface Treatment 10A - Otero/Pueblo County Line East	\$1.56 M				✓	✓
Rural Roads Surface Treatment 101A - between Las Animas and Toonerville	\$9.83 M				✓	✓
Rural Roads Surface Treatment 160C - between Pritchett and Kim	\$11.72 M				✓	✓
Rural Roads Surface Treatment 350A - between La Junta and Delhi	\$7.55 M				✓	✓
Rural Roads Surface Treatment 385 - North of Sheridan Lake to Kiowa/Cheyenne CL	\$4.96 M				✓	✓
Rural Roads Surface Treatment 385A - between Granada and Junction CO 96	\$13.19 M				✓	✓



PROJECTS IN YEARS 5–10



NORTHWEST PROJECTS

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
Highway – Region 3						
US 50 - North of Montrose	\$15 M			✓	✓	✓
US 50 - East of Gunnison Safety	\$15 M			✓	✓	✓
CO 92 - between Austin and Hotchkiss	\$25 M			✓	✓	✓
Regional Shoulder Improvement Program	\$13.6 M					✓
I-70 - Glenwood Canyon	\$11 M	✓				✓
I-70 - Dowd Canyon Interchange	\$14 M	✓		✓		✓
I-70 - Frisco Interchange (Exit 203)	\$30 M	✓		✓		
I-70 - West Vail Pass	\$50 M	✓		✓		✓
I-70 - County Road 240 Interchange (Exit 105)	\$15 M	✓		✓		
US 24 - between Minturn and Leadville	\$9.6 M			✓	✓	✓
US 40 - between Fraser and Winter Park	\$20 M			✓		✓
US 40 - between Kremmling and CO 134	\$21 M				✓	✓
US 40 - at US 34 Intersection (Granby)	\$5 M			✓		✓
US 40 - North of CO 134	\$8.7 M			✓	✓	✓
US 40 - between Steamboat Springs and Craig	\$8 M			✓		✓
US 40 - Downhill Drive Intersection (Steamboat Springs)	\$6.5 M			✓		✓
I-70 Business - between 1st and 15th streets (Grand Junction)	\$18 M	✓	✓			✓
I-70 Business - between 32nd Rd. and I-70 (Grand Junction)	\$5 M	✓	✓			✓
I-70 Business - East of Main St. (Grand Junction)	\$14 M	✓	✓			✓
US 6 - Mesa County	\$13 M		✓			✓
CO 141 - between US 6 and US 50	\$15 M		✓			✓
CO 340 - Redlands	\$9 M		✓			✓
Mesa County Shoulder Improvements	\$1.5 M				✓	
Transit – Region 3						
New Regional Transit Service between Montrose and Telluride	\$1.2 M			✓		
New Regional Transit Service between Montrose and Delta	\$200 K			✓		
New Inter-regional Service between Montrose and Grand Junction	\$200 K			✓		
New Hinsdale County Demand Response Human Services Transportation	\$150 K			✓		
Vail Intermodal Site	\$15 M			✓		
Snowmass Village Transit Center	\$4 M			✓		
Bustang Outrider Program Frisco/Grand Junction through Northwest Transportation Planning Region	\$400 K			✓		
Steamboat Springs Transit Fleet Expansion	\$2.4 M			✓		
Steamboat Gondola Transportation Center - Phase I	\$2.3 M			✓		
Bus Rapid Transit (BRT) Routes and Remote lots - Planning Study	\$250 K			✓		
Bus replacement	\$2 M		✓			
Transit System Enhancements	\$1.24 M		✓			
Maintenance Facility	\$1.5 M		✓			
Compressed Natural Gas Storage/Production	\$540 K		✓			
Rural Paving – Region 3						
US 50 - Delta South	\$5.17 M				✓	
US 50 - Olathe South	\$4.07 M				✓	
US 50 - Olathe Business Loop	\$1.12 M				✓	
CO 65 to Eckert - between CO 92 and Orchard City	\$5.67 M				✓	
CO 65 - Grand Mesa	\$6.63 M				✓	
CO 90B - Montrose - Montrose West	\$3.64 M				✓	
CO 90B - Montrose - West Montrose	\$780 K				✓	
CO 92 Austin - between Junction CO 65 and Austin	\$2.41 M				✓	
CO 135 - South of Crested Butte	\$6.82 M				✓	
CO 348 - Olathe - between Olathe and US 50	\$800 K				✓	
CO 348 - West of Olathe	\$1.77 M				✓	
CO 9 - South of Green Mountain Reservoir	\$7.65 M				✓	
CO 9 - Green Mountain Reservoir - Phase 1	\$7.18 M				✓	
CO 9 - Green Mountain Reservoir - Phase 2	\$5.75 M				✓	
US 40 - East of Hayden - Phase 1	\$5.72 M				✓	
US 40 - East of Hayden - Phase 2	\$4.86 M				✓	
US 40 - Tabernash West	\$7.15 M				✓	
CO 64 - East of Rangely	\$4.5 M				✓	
CO 125 - Walden North	\$5.55 M				✓	
CO 139 - Douglas Creek - between Garfield/Rio Blanco CL and Douglas Creek	\$6.78 M				✓	
CO 139 - South of Rangely - between Douglas Creek and Rangely	\$7.09 M				✓	
CO 125 - Cowdrey - South of Cowdrey to Junction CO 127	\$6.42 M				✓	
CO 318 - (Far) West of Maybell - between CO/UT State Line and Sunbeam	\$6.74 M				✓	

PROJECTS IN YEARS 5–10



NORTHEAST PROJECTS

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
Highway – Region 4						
I-70 - Arriba Rest Area	\$2 M	✓				
I-70 - Limon Area Bridges	\$4.28 M	✓				✓
I-70 - between Siebert and Stratton	\$28.72 M	✓			✓	✓
I-76 - between Morgan/Washington County Line and Nebraska State Line	\$26.48 M	✓				
I-76 - Sterling East - Phase 2	\$8.25 M	✓			✓	✓
I-76 - Atwood	\$270 K	✓				✓
US 40/US 287 - between Limon and Kit Carson	\$2 M			✓		
US 40 - Wild Horse	\$820 K					✓
US 40/US 287 - CO 94 Intersection	\$1.68 M					✓
US 385 - Burlington	\$170 K					✓
US 385 - Idalia North	\$10 K					✓
CO 59 - Bridges	\$1.29 M					✓
CO 59 - between Siebert and Cope	\$1.18 M					✓
CO 71 - Limon Structures	\$620 K					✓
CO 86 - between I-25 and I-70	\$2 M			✓		
US 40 - Big Sandy Creek	\$5.42 M					✓
CO 59 - Six Mile Creek	\$380 K					✓
I-76 - between Fort Morgan and Brush - Phase 4	\$45 M	✓			✓	✓
US 85 - Frontage Rd	\$10 M			✓		
US 287 - between Ted’s Place and Wyoming State Line	\$20 M			✓		
CO 71- Stoneham	\$140 K					✓
CO 71- Big Beaver Creek	\$4.78 M					✓
I-25 North - between CO 56 and CO 66	\$196.4 M	✓	✓			✓
US 36 and CO 93 - through Boulder	\$10.12 M		✓			
US 85 - Corridor Improvements	\$6.1 M		✓			
US 287 - between US 36 and CO 66	\$25 M		✓			
CO 7 - between Boulder and Brighton	\$9 M		✓			
CO 42 - between US 287 and CO 7	\$14 M		✓			
CO 66 - Corridor Improvements	\$10 M		✓			
CO 119 - between Boulder and Longmont	\$20 M		✓			
I-25 - CO 14 Interchange	\$30.5 M	✓	✓			✓
US 85 - US 34 Interchange	\$33 M		✓			✓
Transit – Region 4						
Bus Service - between Limon and Denver	\$1.08 M	✓		✓		
Bus Service - between Burlington and Denver	\$2.42 M	✓		✓		
I-25 Transit - between Fort Collins and Cheyenne	\$1.55 M	✓		✓		
Local Fixed Bus Route Service - Fort Morgan	\$1.55 M			✓		
Trolley Barn - Estes Park	\$320 K			✓		
Electric Trolley Charging Station - Estes Park	\$10 K			✓		
Estes Park Transit Stops Installation	\$150 K			✓		
Manford Park-n-Ride - Estes Park	\$400 K			✓		
Visitors Center/Transit Center Parking	\$1.04 M			✓		
CO 7 - between Boulder and Brighton	\$6.3 M		✓			
US 36 and CO 93 - through Boulder	\$5 M		✓			
US 287 - between US 36 and CO 66	\$5 M		✓			
CO 119 - between Boulder and Longmont	\$4.88 M		✓			
Regional Mobility Hubs	\$6 M		✓			
Bustang Service	\$5.4 M	✓	✓			
Bustang Service - between Loveland and Greeley	\$13.2 M		✓			
Rural Paving – Region 4						
US 385 - Cheyenne CL to Nebraska - Select Segments	\$35.28 M			✓	✓	✓
US 385 - Sand Creek to Near County Road 29	\$14.69 M				✓	✓
US 385 - South of Cheyenne Wells	\$12.32 M				✓	✓
US 385 - Julesburg South	\$11.55 M				✓	✓
CO 59 - Safety Improvements and Assets - Select Segments	\$29.26 M				✓	✓
CO 71 - Limon to Nebraska - Select Segments	\$27.38 M				✓	✓
CO 71 - CO 14 South	\$24.13 M				✓	✓
CO 71 - Brush North	\$3.48 M				✓	✓

PROJECTS IN YEARS 5–10



SOUTHWEST PROJECTS

	STIP Allocation	Statewide Significance	Congestion Relief	Mobility Options	Rural Paving	Road Conditions & Maintenance
Highway – Region 5						
US 550 - between Uncompahgre River and Colona	\$30.57 M					✓
CO 145 - Multimodal Improvements (Sawpit/Placerville/Norwood/Rico)	\$5 M			✓		✓
US 24 - Buena Vista Intersections	\$8 M			✓		✓
US 50 - CO 291 Intersection (Salida)	\$2.5 M			✓		✓
US 50 - US 285 Intersection (Poncha Springs)	\$2 M			✓		
US 160 - Alamosa	\$8.8 M			✓		✓
US 160 - Pike Ave. Intersection (Alamosa)	\$3 M			✓		
US 285 - between Center and Saguache	\$33.68 M					✓
US 285 - Multimodal Improvements (Saguache)	\$750 K			✓		✓
CO 112 - Center	\$750 K			✓		
US 160 - ITS Improvements (La Plata, Archuleta, and Mineral Counties)	\$3.56 M			✓		
US 160 - Elmore's East (Durango)	\$34.53 M			✓		✓
US 160 - Pagosa Springs	\$13.67 M			✓		✓
US 160 - CR 30.1 Intersection (Phil's World - Cortez)	\$1.5 M			✓		✓
US 160 - Wildlife Mitigation (Various Locations)	\$2.88 M			✓		
US 160 - CR 225 Intersection (East of Durango)	\$5 M			✓		✓
US 160 - Piedra Road Intersection (Pagosa Springs)	\$300 K			✓		
Regional Shoulder Improvement Program	\$18.72 M			✓		
Transit – Region 5						
Regional Transit Service between Montrose and Telluride	\$2.12 M			✓		
Alamosa Transit Center	\$2.8 M			✓		
One-Stop Shop Transportation - San Luis Valley	\$1 M			✓		
Northeast San Luis Valley Transit Service	\$560 K			✓		
Pagosa Springs Transportation Center	\$1.35 M			✓		
Bustang Outrider Service - between Pagosa Springs and Durango	\$2.69 M			✓		
Rural Paving – Region 5						
CO 141 - Naturita North and CO 97 (DEVOLUTION) - between Naturita and Nucla	\$10.38 M				✓	
US 24 - Buena Vista to R3 - between Buena Vista and Granite	\$10.38 M				✓	
CO 15 - La Jara West	\$6 M				✓	
CO 17 - West of Antonito	\$10.38 M				✓	
CO 136 - La Jara East	\$2 M				✓	
CO 371 - Entire Length - between CO 15 and CO 368	\$2.38 M				✓	
CO 151 - Ignacio to Arboles	\$10.38 M				✓	
CO 172 - New Mexico to Ignacio	\$10.38 M				✓	

Your Transportation Priorities is an evolving list of proposed projects to address the needs and concerns of Coloradans across the state. This list will be updated on an ongoing basis.

Please visit
YTP.codot.gov
for the most up-to-date information.

