



# 2035 Statewide Transportation Plan

## Accomplishments

### TECHNICAL REPORT

March 2008



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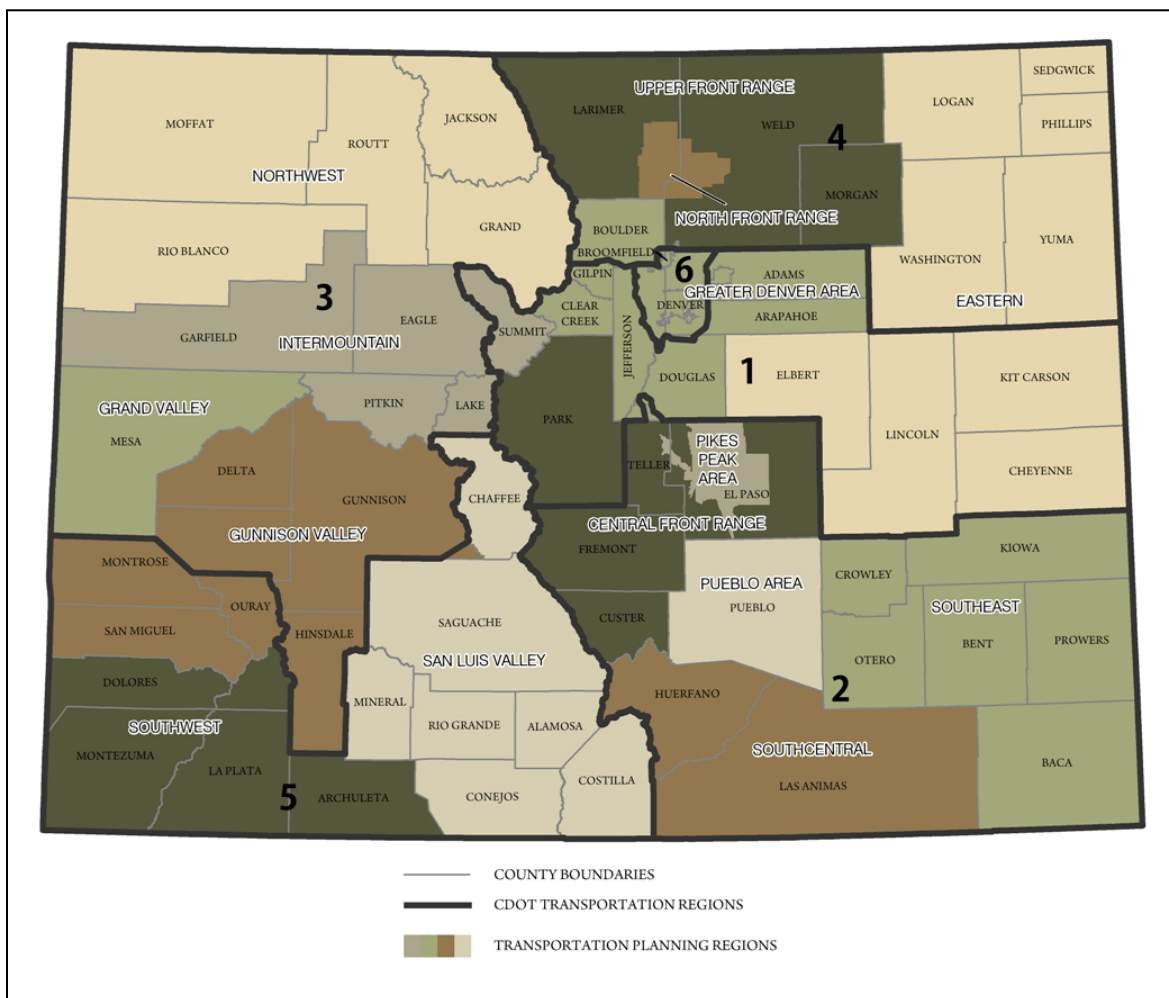
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# INTRODUCTION

This report highlights transportation accomplishments completed since the 2030 plan was published in 2004. This is not a complete documentation of all work accomplished, but is meant to outline some major accomplishments.

Statewide accomplishments are presented first, followed by each Colorado Department of Transportation (CDOT) Region and the Transportation Planning Regions (TPR) within the CDOT Region. Some TPRs are in more than one CDOT Region, as shown in Figure 1.

Figure 1 - CDOT Regions and Transportation Planning Regions



## ACCOMPLISHMENTS

### Statewide

#### Strategic Projects Program

The Strategic Projects Program funding includes estimated SB97-001 transfers; estimated interest earned on bond proceeds; a \$75 million annual contribution by the Transportation Commission (TC); strategic earmark funding in fiscal years 2008 and 2009; and additional funding from other revenue sources needed to pay debt service in fiscal year 2011. These funds allow the program to address transportation corridors of State and regional significance as designated by the TC in fiscal year 1997, to address the inordinate amount of time required to complete major projects, and provide for a more aggressive response to the demands for mobility.

The program's goals are to accelerate the completion of the 28 identified strategic projects (7th Pot) and to increase the investment in the program. Program areas include debt service payments on bonds issued by CDOT; funding to complete the remaining 7th Pot projects; funding for other strategic projects after the completion of the 7th Pot projects; and the ten percent set-aside from SB97-001 funding for strategic transit projects. Table 1 on the next page shows the 7th Pot chart from Appendix H of the 2035 Resource Allocation report by CDOT's Office of Financial Management and Budget.

#### Strategic Transit Program

A legislative mandate calls for ten percent of Senate Bill 97-1 (General Funds) to be used for strategic transit-related capital improvements. The Transportation Commission has approved \$65 million in funding for 18 transit projects. This is significant because it was the first time general fund money has been spent on transit. The goal of the Strategic Transit Investment Program is to increase transit ridership through improving transit connections between communities and to increase access to critical destinations, such as medical services.

#### Scenic Byways

The Secretary of Transportation designated two of Colorado's 25 Scenic & Historic Byways as National Scenic Byways: Trails of the Ancients and Colorado River Headwaters. Colorado is now tied with Oregon with 10 national designations, the most in the country.



#### Safe Routes to School

With the passage of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Colorado implemented its Safe Routes to School program to encourage children K-8 to bike and walk to school. Colorado leads the nation by being the first state to put this federally-funded program in place. It continues to lead by helping local jurisdictions develop both infrastructure and non-infrastructure projects across the state, such as the Walking and Wheeling Wednesday program in Boulder that now has over 50 percent of the students walking or biking to school everyday.

Figure 2 - Strategic Corridors

Updated Status of 28 Strategic Corridors as of March 27, 2007 (Constant 2000\$) \$ in thousands				
Corridor	PROJECT LOCATION	Strategic Corridor Project Total TC Commitment	Budgeted To Date	Uninflated Remaining Cost to Complete
SP4001	I-25/US 50/SH 47 Interchange	\$70,737	\$70,737	Complete
SP4002	I-25, S. Academy to Briargate	\$186,894	\$179,657	Complete
SP4003	I-25/US 36/SH 270	\$146,448	\$130,301	\$16,147
SP4004	I-225/Parker Rd.	\$86,169	\$86,136	Complete
SP4005	I-76/120th Ave.	\$40,814	\$40,393	Complete
SP4006	I-70/I-25 Mousetrap Reconstruction	\$101,272	\$100,980	Complete
SP4007	I-25, Owl Canyon Rd. to Wyoming	\$28,846	\$28,846	Complete
SP4008	East I-70, Tower Rd. to Kansas	\$123,672	\$123,521	Complete
SP4009	North I-25, SH 7 to SH 66	\$77,883	\$76,063	Complete
SP4010	US 50, Grand Junction to Delta	\$67,117	\$65,668	Complete
SP4011	US 285, Goddard Ranch Ct. to Foxton Rd.	\$60,165	\$60,165	Complete
SP4012	South US 287, Campo to Hugo - Region 1	\$67,733	\$67,733	Complete
SP4012	South US 287, Campo to Hugo - Region 2	\$116,499	\$81,626	\$34,873
SP4013	US 160, Wolf Creek Pass	\$67,276	\$67,276	Complete
SP4014	US 40, N. City Limit of Winter Park to South of Berthoud Pass	\$66,328	\$66,328	Complete
SP4015	US 550, New Mexico State Line to Durango	\$48,819	\$26,416	\$22,403
SP4016	US 160, Jct. SH 3 to Florida River	\$60,068	\$46,117	\$13,951
SP4017	C-470 Extension	\$18,498	\$18,498	Complete
SP4018	US 34, I-25 to US 85	\$15,725	\$15,725	Complete
SP4019	US 287, Broomfield to Loveland	\$86,305	\$86,143	Complete
SP4020	Powers Blvd. in Colorado Springs	\$217,906	\$112,369	\$105,537
SP4021	SH 82, Basalt to Aspen	\$208,501	\$208,501	Complete
SP4022	Santa Fe Corridor	\$7,755	\$7,755	Complete
SP4023	Southeast MIS: I-25, Broadway to Lincoln Ave.	\$648,861	\$648,860	Complete
SP4024 & SP4025	East & West Corridor MIS's	\$148,000	\$27,867	\$120,133
SP4026	I-70 MIS: DIA to Eagle County Airport (Region 1)	\$78,059	\$78,059	Complete
SP4026	I-70 MIS: DIA to Eagle County Airport (Region 3)	\$48,895	\$25,192	\$23,703
SP4026	I-70 MIS: DIA to Eagle County Airport (TBD by PEIS)	\$975,237	\$0	\$975,237
SP4027	I-25 South Corridor MIS: Denver to Colorado Springs (Region 1)	\$154,097	\$154,097	Complete
SP4027	I-25 South Corridor MIS: Denver to Colorado Springs (Region 2)	\$368,425	\$191,402	\$177,023
SP4028	I-25 North Corridor MIS: Denver to Fort Collins	\$308,988	\$229,142	\$79,846
SP5497	Environmental Streamlining Fund	\$1,683	\$1,683	\$0
	<b>Totals</b>	<b>\$4,703,674</b>	<b>\$3,123,256</b>	<b>\$1,568,852</b>
	Inflated Remaining to Budget in FY 2007 dollars			<b>\$2,619,982</b>

## Region 1

### Central Front Range TPR

#### US 285 in Park County

Improvements to a two-mile segment of US 285 include widening to four lanes, a new interchange at Richmond Hill Road, asphalt paving, drainage improvements, new landscaping, and an animal crossing under the highway on the north side of Richmond Hill Road. The highway segment is between Foxton Road in Conifer and Richmond Hill Road.



Source: [www.dot.state.co.us/US285/photos.cfm](http://www.dot.state.co.us/US285/photos.cfm)

#### SH 9 in Park County

The Fairplay Drainage Project was completed in 2005. The Alma Drainage Project, planned for nearly a decade, is now under construction. The Fairplay to Alma Cold-In-Place Recycle is also now under construction.

## Eastern TPR

Corridor projects that have been completed or are underway since 2004 are as follows:

### **I-70 Corridor, from Tower Road east to Kansas**

A Strategic 7<sup>th</sup> Pot Corridor, the I-70 Corridor from Tower Road to Kansas passes through Arapahoe, Elbert, Lincoln, and Kit Carson Counties in the Eastern TPR. The following bullets describe the progress that has been made or is underway along this corridor.

- Concrete reconstruction and structure rehabilitations have been completed along 40 plus miles of this interstate corridor as part of the Strategic Projects program.
- Bituminous surface treatments along the corridor have been completed over 30 miles of roadway.
- In the Burlington area, a concrete reconstruction project that will also replace two I-70 mainline structures at the Rose Avenue interchange has been designed and construction is anticipated to begin in spring of 2008 at a cost of approximately \$14 million.

### **US 40/US 287 Corridor**

The US 40/US 287 project is a Strategic 7<sup>th</sup> Pot Corridor that extends through Cheyenne and Lincoln Counties in the Eastern TPR. The corridor is a part of the *Ports-to-Plains Corridor* running from the border of Mexico all the way north through Texas, Oklahoma, Colorado, Wyoming, and Montana to the Canadian border. The following bullets describe the progress that has been made or is underway along this corridor.

- Approximately half of the original scope has been budgeted and built. Currently under construction is the Kit Carson Bridge in Cheyenne County (near the Town of Kit Carson), where extra steps have been taken for environmental mitigation, as well as recognition of historic (4F) properties.
- Safety issues at the intersection where US 287 splits from US 40 (i.e., where US 287 continues south and US 40 goes east) is also being addressed. The intersection geometry has been improved in order for vehicles to make the left turn more safely, especially during snow and ice conditions. Additionally, the operations and safety have been enhanced.

### **US 40 and US 385 Corridors**

This is a portion of the 220 mile long *High Plains Highway Corridor* that begins at Kit Carson and proceeds east to Cheyenne Wells along US 40 and then north on US 385 to I-80 in Nebraska. Progress that has been made or is underway along this corridor is as follows:

- A Corridor Development and Management Plan was completed in 2007 to identify and prioritize project improvements and estimate costs for this corridor. This project involved public interaction and coordination with local governmental entities including the counties and various cities located within Regions 1 and 4, as well as the Nebraska Department of Roads. Project evaluation criteria included safety, freight mobility, economic development, community objectives and travel time. In addition

to the final list of project improvements, opportunities for partnership between CDOT and local entities were identified to accomplish improvements along the corridor. A major component of the identified projects is roadway widening.

- Completed improvements along this corridor have included 35 miles of major resurfacing, bridge repairs and other upgrades at a cost of over \$15 million.
- A current project under construction is a major asphalt resurfacing project along five miles of US 385 north of Burlington, to be completed at a cost of \$3 million.

### **SH 71 Corridor**

SH 71 north of Limon is the designated connector route between the *Ports-to Plains Highway* and the *Heartland Express* in Nebraska. The total length of this corridor in Lincoln County and Region 1 is 75 miles. Notable accomplishments are as follows:

- A project currently under construction will replace two timber structures at Middle and South Rush Creeks south of Limon at a cost of \$6 million.
- Recent improvements in the last five years have included the bituminous resurfacing of over 12 miles of the roadway north and south of Limon at a cost of \$4 million, as well as a bridge replacement with concrete paving over the Big Sandy at a cost of \$5 million.

## **Greater Denver TPR**

### **US 85 Corridor – C470 to Castle Rock**

Region 1 has spent \$32.8 million towards constructing the preferred alternative recommended in the Environmental Impact Statement (EIS). Three of 11 potential projects to reconstruct this corridor have been completed and a fourth project is currently underway.

- The historic Cherokee Ranch gate was reconstructed stone-by-stone to reset the gate from an empty field to the new Ranch entrance.
- A 24 foot arch culvert has been constructed under US 85 as a wildlife crossing for the hundreds of elk that call this corridor home.
- CDOT, local development and Douglas County have partnered to combine accesses and improve safety along US 85.
- A frontage road at the Town of Sedalia was constructed to access local businesses.
- A safety improvement for the railroad crossing at the signalized intersection of US 85 and SH 67 was constructed.
- \$2.0 million has been spent resurfacing segments of US 85 until it can be reconstructed and \$0.84 million has been spent on safety improvements.



### **US 6 / SH 119 Corridor, Clear Creek Canyon**

This corridor is the major access route to the casino towns of Black Hawk and Central City. US 6 has 10 percent truck or casino bus traffic as determined by the counters at MP 271, which is much higher than would be anticipated on a mountainous road that parallels Interstate 70. CDOT and the Silver Dollar Metropolitan District are partnering to widen the corridor to improve safety and mobility. The status of improvements to this corridor includes the following project updates:

- In 2008, there will be two projects on SH 119 to begin the widening process. The first is a curve straightening at MP 1.0, and the second is widening the one mile section south of Main Street to four lanes.
- There are future plans to install cell towers in the corridor to improve phone service and mitigate safety issues.
- Construction of a wildlife crossing is in the design stage. The bridge will span the SH 119 roadway and Clear Creek to reduce the number of vehicle/wildlife accidents.
- CDOT is also partnering with the Colorado Department of Public Health and Environment (CDPHE), the Division of Wildlife and the Environmental Protection Agency (EPA) to clean up Clear Creek to provide fish habitat and assist in the various Super Fund sites that are in the corridor.
- There are ongoing rock fall and scaling projects that will be done to reduce an ongoing safety issue.

## Intermountain TPR

### SH 9 Frisco to Breckenridge

The vision for this corridor is to relieve congestion and improve safety of the motorists and other recreational users of the corridor by widening 8 miles of SH 9 from two to four lanes in an environmentally friendly manner. Several miles of the recreational path will be relocated to enhance recreational experience of the users.



- The EIS was completed in June 2004.
- The first project, representing 15 percent of the total program, was at the entrance to Breckenridge and is complete. The project included removing a signalized intersection and replacing it with a new sweeping bridge and a modified roundabout at the approach to the Town. In combination with the widening of SH 9, the work significantly relieved congestion in the area.
- There are currently two projects ready to be advertised for bids. One of them is approximately one mile long with an estimated construction cost of \$6 million. The other one is 1.5 miles long with an estimated construction cost of \$12 million. Both projects address intersection safety, noise and wetland mitigation, approach safety and number of other issues critical to CDOT and surrounding communities.

## **Region 2**

### **Central Front Range TPR**

Projects that have been completed or are underway in the TPR since 2004 include the following:

#### **SH 115**

A series of passing/climbing lanes and resurfacing projects was completed between Colorado Springs and US 50. The total project cost was \$20 million. The project was completed in Fall 2005.

#### **SH 24/SH 67 in Divide**

This project completed two miles of widening US 24 at SH 67 to four lanes and included intersection improvements in Divide. This project completed the last of the widening projects for the gaming corridor on US 24. The total project cost was \$4.5 million and the project was completed in Fall 2005.

#### **SH 67 Corridor, Divide to Cripple Creek**

Three million dollars in gaming funds became available July 2007. Funding included \$1 million each for right-of-way investigations, engineering, and construction improvements. Initial construction includes CR 81 intersection improvements and drainage improvements.

#### **US 50/15<sup>th</sup> & US 50/16<sup>th</sup> Street in Cañon City**

Intersections improvements are underway. The project will build a roundabout at 15<sup>th</sup> Street and Main Street to provide vehicle and pedestrian safety improvements as a key component to a more accessible downtown and Main Street. The total project cost will be approximately \$2.5 million.

#### **SH 69 and SH 165**

A portion of 37,725 feet of guardrail and 11,165 feet of median cable rail were installed in the Central Front Range TPR at a cost of approximately \$2.5 million. The other portion was installed along US 50 in the Southeast TPR, also located in CDOT Region 2.

#### **US 24**

US 24 was resurfaced from I-25 to Woodland Park. The project cost was \$10 million (in two projects). The second resurfacing project along US 24 extended from Calhan to Ramah. The cost for that project was \$2 million and work was completed in fall 2005.

#### **SH 67, Deckers to West Creek**

This emergency project included reconstruction of five miles of roadway in 62 days following the large flooding event in July 2006 along West Creek and Horse Creek. The total project cost was \$1 million. Work began in July 2006 and was completed in October 2006.

#### **SH 115, Florence**

SH 115 was widened to provide a two way left-turn lane and a pedestrian refuge island for easier crossing. The project cost was \$200,000.

### Cañon City

Four miles of fiber optic cable were installed.

### SH 115

A variable message sign (VMS) was installed on SH 115 in El Paso County at a cost of \$150,000.

### Pikes Peak Area (PPACG)

#### COSMIX Project

The Colorado Springs Metro Interstate Expansion (COSMIX) project is widening I-25 to three lanes in each direction along 12 miles through the city core. It will also improve the configuration of several key interchanges and bridges.



## Pueblo

### **I-25 through Pueblo, through Pueblo between Pueblo Boulevard and 29<sup>th</sup> Street (MP 94 to MP 100)**

- The Draft EIS (DEIS) is being prepared and is scheduled to be completed and available for public review in fall 2008. By summer 2009, the Final EIS (FEIS) will be completed. A Record of Decision (ROD) is scheduled to be distributed in fall 2009.
- The project currently has 3 build options. The No-Build Alternative, the Existing Alternative, and the Modified Alternative. All three alternatives utilize the corridor where I-25 currently exists. The Existing and Modified alternatives will rebuild I-25 with three through lanes in each direction with new interchanges throughout the corridor.
- This project will address the aging roadway and structures along with sharp curves, tight ramps, and narrow shoulders throughout the corridor.
- Issues and resources being evaluated in the EIS include history, traffic noise, parks, and impacts to neighborhoods and businesses.
- The estimated cost for the entire corridor is \$750 million to \$1 billion.
- The I-25 through Pueblo Project website is <http://www.i25pueblo.com>.

### **I-25 North Pueblo (MP 100 to 102) on the North end of Pueblo**

The two year construction project of I-25 and Eagleridge Interchange along this 7<sup>th</sup> Pot Corridor was completed in 2007 at a cost of \$15 million. The project improved safety and mobility in a rapidly growing area.

## **Southeast TPR**

Several major projects have been completed or are underway in the Southeast TPR since 2004. The following two corridors have had extensive work and will continue to be improved as funding allows.

### **US 287 Ports to Plains Corridor**

This is a 7<sup>th</sup> Pot strategic corridor and also part of the Ports-to-Plains Corridor running from the border of Mexico all the way north through Texas, Oklahoma, and Colorado. It ties into the Heartland Expressway and the Theodore Roosevelt Expressway through Nebraska, South Dakota and North Dakota. It also is linked to the Camino Real Corridor into Wyoming and Montana. The combined corridors run from the US/Mexico border to the US/Canada border.

- Completed improvements include concrete paving, wider lanes and shoulders, intersection and safety. Approximately 80 percent of the anticipated \$150 million project is now complete.
- In 2007, the 14 mile segment from the Junction of SH 116 north was reconstructed at a cost of \$22.2 million to convert the highway to concrete pavement.
- The next segment for reconstruction will be south of Lamar beginning at milepost 60 and extending northerly 13 miles. The project is anticipated to be completed in the summer of 2008 at an estimated cost of \$25 million.
- The Lamar Reliever Route is currently in the process of an Environmental Assessment that will be completed in the fall of 2008.

### **US 50 Corridor from Kansas Stateline to Pueblo (Pueblo, Otero, Bent, and Prowers Counties)**

- A Tier 1 EIS study is underway to determine general corridor location and type of facility for this 150 mile corridor, excluding the Lamar area which is included under the US 287 EA.
- Addition of three miles of passing lanes between Pueblo and Fowler are currently under design and scheduled to be under construction during the summer of 2008 at an estimated construction cost of \$7 million.
- Hungerford Hollow bridge in Otero County was replaced in 2006 at a cost of \$1.3 million.
- Safety improvements planned at the intersection of US 50 and SH 209 will include added turn lanes and acceleration lanes. The work is planned for the summer of 2008.
- A portion of 37, 275 feet of guardrail and 11,165 feet of median cable rail was installed along US 50. The total cost of the project was approximately \$2.5 Million.

## South Central TPR

Since the completion of the 2030 plan in 2004, CDOT has focused most of its effort on beginning reconstruction of I-25 through central Trinidad. CDOT has begun replacement of the aging elevated portion of I-25 through Trinidad to provide safe, acceptable access to and from the City and Colorado. The project includes the reconstruction of several major interchanges. Along with the new facility, the project incorporates aesthetic features that tie into the City's historical architecture and natural surroundings. When completed, I-25 will present an attractive gateway to Colorado for visitors, improve safety, and protect the significant investment in transportation infrastructure. Key project components include the following:

- Phase I constructed a new Purgatoire River bridge, extended SH 12 to Main Street, and closed the original SH 12/I 25 interchange loop ramps. Construction began in September 2003 and was completed in late-summer 2004. The project cost about \$5 million.
- Replacement and upgrade of several substandard interchanges and aging structures, including two 2000-foot long viaducts that were constructed in 1955 and 1968. Close interchange spacing, tight loop ramps and short weaving distances make this a high accident facility.
- Design and construction challenges include mitigating impacts for two parks, the El Corazon de Trinidad National Historic District and the BNSF Railroad. The City of Trinidad has been an active participant throughout the project development.
- Phase II Northbound is currently under construction. Work began in January 2007 and will be complete in spring 2009. The project will reconstruct the northbound viaduct, mainline Purgatoire River bridge, and the Main Street and Commercial Street interchanges. Work also includes removing the northbound entrance ramp and southbound exit ramp at Van Buren Street (aka-Country Club Drive) interchange. Project cost is estimated to be \$45 million.
- The Phase II Southbound work mirrors the Northbound project. Bids for this project were also received when Northbound was advertised, but the work will be awarded only if funding becomes available by March 2008. The total estimated cost is \$50 million.
- A future planned Phase III, currently unfunded, will construct a new interchange near mile 12.0 and remove the Van Buren Street interchange.
- Project information is available to the public on the Trinidad I-25 Reconstruction Project Website at <http://www.i25trinidad.com>.

## Region 3

### Northwest TPR

Several major projects have been completed or are underway in the TPR since 2004. CDOT Region 3 continues to invest all available transportation dollars in improvements that make a difference. The following is a partial list of significant accomplishments in the NWTPR:

- **US 34 - National Scenic Byways Designation – Trail Ridge Road and Colorado River Headwaters**
- **SH 13 – Timber Bridge (B-06-K) Replacement**

This bridge was replaced with a concrete box culvert.

- **SH 131 – Yampa River South Corridor Reconstruction**

A widening project called Catamount South was completed the Spring of 2007. This project consisted of reconstructing the road and adding shoulders. The next project in the corridor is called SH 131 Choke Cherry Lane. Reconstruction of this 3.8 mile segment will begin in the summer of 2008.



- **SH 13 South of SH 64 – Safety Improvements**

This corridor has had two projects completed since the last plan. These were reconstruction and shoulder widening projects that completed this design section. The next section, SH 13 Rio Blanco Divide, is currently being designed and Right of Way is being cleared.





- **US 40 Berthoud Pass Corridor**

Reconstruction of this high altitude, previously narrow highway provided a safer, modern mountain corridor and also improved water quality, reduced erosion, and took steps to protect local wildlife. Work on this corridor is 100 percent complete. The last project was completed in November 2006. The corridor is now a continuous 3-lane road from Winter Park to I-70.

- In addition to the safety and mobility improvements, special attention was given during design and construction to environmental issues such as land slide stabilization, water quality, roadway sand collection and removal, and animal movement through the corridor.
- The corridor received five national and international awards from organizations such as the International Erosion Control Association; Federal Highway Administration (FHWA); American Council of Engineering Companies of Colorado; and the American Road and Transportation Builders Association.

## Intermountain TPR

### Maroon Creek Bridge

Originally constructed as a railroad trestle bridge in 1888, the Maroon Creek Bridge on SH 82 was converted for highway use in 1929. The nearly completed new bridge will be a safe, cost-effective, environmentally friendly and aesthetically pleasing structure.



Source: [www.dot.state.co.us/MaroonCreek/photos.cfm](http://www.dot.state.co.us/MaroonCreek/photos.cfm)

## Grand Valley TPR Riverside Parkway



The Riverside Parkway in Grand Junction is a 100 percent locally funded project with a shared community vision to improve pedestrian and bicycle access and provide an attractive entryway into the City, eliminate dangerous railroad crossings, and provide future flood protection to the Riverside neighborhood.

## Gunnison Valley TPR US 50



Recent widening near Cimarron on Black Mesa straightened curves, widened shoulders, and added guardrails and other safety improvements on this critical east-west link in western Colorado.

## **Region 4**

### **Eastern TPR**

#### **I-76 Corridor**

The I-76 Corridor is a high priority corridor for the Eastern TPR as well as the Upper Front Range. It connects northeastern Colorado and I-80 with the Denver metropolitan area. I-76 crosses the Upper Front Range, Eastern TPR, and Denver Regional Council of Governments (DRCOG) regions, including Adams, Weld, Morgan, Washington, Logan, and Sedgwick Counties. The following bullets describe the progress that has been made or is underway along this corridor.

- Recently completed two phases of construction from Ft. Morgan to Brush, a combined \$27M in construction with 75 percent of the funds coming via HB-1310 or the Governor's transportation allocation. The projects flattened a curve that was a high hazard location, reconstructed failing concrete and bridge structures, improved safety by flattening slopes and extending box culverts.
- A current project is Phase I of concrete reconstruction of the eastbound lanes from the Nebraska state line west, with Phase II slated for construction this fall. The two projects reconstruct a total of 15.3 miles of the eastbound lanes. The projects utilize \$21M in HB-1310 and \$9M in SAFTEA-LU and Appropriations Earmarks.

### **North Front Range TPR**

The North Front Range MPO's VanGo™ vanpooling program has experienced significant growth over the last four years, increasing from 36 vans in 2004 to 75 vans in 2007. These vans save almost 12 million vehicle miles from being driven every year.

US 34 Business in Greeley, which has been the North Front Range MPO's top regional priority since 1998, is moving closer to the construction phase with an approved environmental assessment and right of way funding.

The North Front Range MPO provided funding for cameras at three CDOT Park 'n' Ride facilities in order to improve the security situation for the MPO's vanpools and carpools. At the same time, CDOT Region 4 provided funding for expansion, resurfacing, and lighting at five of their Park 'n' Ride facilities in the region.

STEP-UP is an environmental streamlining project that has identified, developed, and tested tools to achieve environmental goals during the transportation planning process. This is done through the coordination of land use, transportation and environmental planning at the regional level.

#### **I-25, SH 7 to SH 52**

I-25 was widened from two to three lanes in each direction from SH 7 to SH 52. Construction extending the I-25 widening to SH 119 is underway.

## Upper Front Range TPR

Several projects that have been completed or are underway in the Upper Front Range since 2004 are as follows:

### I-25 North Corridor

The I-25 North Corridor is a Region 4 Strategic (7<sup>th</sup> Pot) Corridor that connects northern Colorado with the Denver metropolitan area. The corridor crosses the Upper Front Range, North Front Range, and the DRCOG regions, including Weld, Larimer, and Broomfield Counties. The following bullets describe the progress that has been made or is in underway along this corridor.

- A \$76 million construction project from SH 7 to SH 52 was recently completed. This project added a lane in each direction (major widening), replaced aging bridges and roadway and reconstructed two interchanges.
- One project currently under construction is the major widening from SH 52 to SH 119, a \$44 million construction package. This project utilized \$14 million in SAFETEA-LU earmarks in addition to the SB-01 funds.
- A project with recently opened bids is the \$62 million construction project from SH 119 to SH 66, which includes major widening plus the reconstruction of the SH 66 Interchange. The Region coordinated with Weld County to remove three miles of frontage road along this stretch, replacing it with a county road half-mile to the east.
- The Region is in the draft phase of an EIS on the I-25 corridor. As one of the state's largest EIS studies, the North I-25 EIS study area spans seven counties and more than 30 communities. In order to include consideration of multimodal transportation alternatives, the study area extends from US 287 in the west to US 85 in the east.

## Region 5

### Gunnison Valley TPR

#### SH 145, Keystone Hill Climbing Lane

- This was the number one priority project for the Gunnison Valley TPR. Many of the service/construction workers who have jobs in Telluride and Mountain Village reside in Montrose or other areas outside Telluride/Mountain Village. This factor, along with tourist traffic and local trips, has resulted in congested traffic conditions on SH 145 between Placerville and Telluride.
- In an effort to facilitate traffic movement, CDOT Region 5 designed a project to construct a climbing lane at Keystone Hill.
- This project involves widening the highway for construction of a 2/3-mile-long, westbound climbing lane at Keystone Hill. Excavation, mechanically-stabilized earth-retaining walls, soil nail retaining walls, guardrail, and drainage work are project elements. Construction began in July of 2006 and was completed in 2007. The total project cost will be approximately \$14 million.

#### SH 141, Uravan Curve Safety Improvements

- Prior to construction, there was an extremely high Weighted Hazard Index of greater than 56 at milepost 75, due to a sharp curve with limited sight distance.
- Region 5 made short-term safety improvements of rumble strips to warn of the upcoming curve, clearing trees for sight distance, and signage improvements, while designing long-term improvements.
- The long-term safety improvements included straightening of the highway curve, drainage, and guardrail upgrades, signing, and striping. Construction was completed in May 2006. The cost of construction was approximately \$4.5 million, including hazardous waste remediation.
- The sharp curve was located within the boundaries of the affected area of the Uravan Superfund site. The Uravan Superfund site was contaminated with radioactive residues from processing of uranium and vanadium ores. CDOT was legally obligated to deal with the radioactive materials within the right-of-way. CDOT decided to combine removal of the hazardous material with the safety improvements project, potentially saving the State millions of dollars. As the local repository was closing at the end of 2006, disposal at that facility would not have been an option if CDOT was required to remove the hazardous material at a later date. Removing the hazardous waste as part of this project saved the State money because the material was deposited in a local repository instead of being transported to Canon City, Colorado. Approximately 51,000 cubic yards of radioactive soils were removed from CDOT's right-of-way.

#### SH 62 at Amelia Street (County Road 5) Intersection Improvements

This location was included in the 2003 Region 5 Intersection Study and was a high priority for the Town of Ridgway and Ouray County, due to safety concerns. The intersection

improvements included a right-turn lane and an acceleration lane from Amelia Street onto westbound SH 62, a left-turn lane from SH 62 onto northbound Amelia Street, a 1.25-inch overlay on SH 62 between Amelia Street and US 550, and correction of traffic loops in the pavement at SH 62/US 550. Construction was completed in July 2007 at a cost of \$1.9 million.

### **Norwood Hill Crib Wall Repair**

In April 2007, a crib wall at approximately milepost 73 on SH 145 at Norwood Hill failed and the outside traffic lane was closed because the pavement was sinking. The Transportation Commission provided Region 5 with contingency funding to repair the damaged crib wall and road. The work was completed in June 2007 at a cost of approximately \$522,000.

### **San Luis Valley TPR**

Several major projects have been completed or are underway in the TPR since 2004. The following is a partial list of significant accomplishments in the TPR

#### **US 160, Alamosa One-Way Pairs**

- This was the number one project priority in the San Luis Valley TPR.
- A study for a bypass of Alamosa was initiated over 30 years ago. Many downtown Alamosa merchants opposed the concept at that time, concerned that diversion of the traffic would result in loss of business. Over the years, traffic congestion increased to the point that there was agreement among the different stakeholders that something needed to be done.
- The San Luis Valley Regional Planning Commission identified a \$70 million project in the unfunded portion of the 2020 Plan for construction of a bypass. Realizing that improvements needed to happen more quickly, CDOT developed an alternative design that would add Sixth Street in Alamosa to the state highway system and operate Main Street (US 160) and Sixth Street as a one-way pair for mobility improvement. Main Street traffic will flow westbound, and Sixth Street traffic will go eastbound. Project limits on US 160 are mileposts 232.4 to 233.5.
- Construction began in the spring of 2007, and the total project cost was approximately \$15.5 million.

#### **US 160, Wolf Creek Pass**

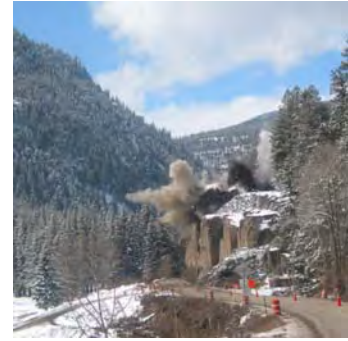
The project included a one-half mile stretch of US 160 east of the new tunnel located east of the Big Meadows Reservoir access road. Crews blasted and removed rock, widening the lanes and shoulders and upgrading guardrails to meet current federal safety standards. US 160 is a Region 5 Strategic 7<sup>th</sup> Pot corridor.

Big Meadow Access – East (mileposts 174.7 to 175.1). This reconstruction project included widening, realignment, and full reconstruction of the highway to address mobility and safety needs. The work was



completed in July 2006 at a cost of \$14.5 million.

- Lake Creek (mileposts 175.1 to 175.8). This project will involve roadway realignment, removal of the rock outcrop east of the Big Meadows project, a lynx underpass and improvements to the Lake Creek Trailhead parking area. The cost of the project is estimated to be approximately \$5.3 million and will be funded with a federal earmark, SB-1 money, and project savings from other projects in the Wolf Creek Pass corridor. Construction is anticipated to begin in the summer of 2009.



## Southwest TPR

### US 160, Farmington Hill to one mile east of Bayfield

This Region 5 Strategic 7<sup>th</sup> Pot corridor saw significant improvements over the last several years. In addition to Strategic Project Program funds, the corridor was the recipient of federal earmarks in the amount of \$6.8 million.

- The US 160 Final Environmental Impact Statement (FEIS) was published in May 2006, and a public hearing was held on the FEIS in June 2006. A Record of Decision (ROD) was issued on November 7, 2006. The selected alternative in the ROD would four-lane US 160 from the intersection of US 160/US 550 (Farmington Hill) to east of Bayfield, generally along the existing alignment with shifts in alignment in some areas to avoid impacts to resources. The intersections of US 160/US 550 at Farmington Hill, Three Springs Boulevard, and US 160/SH 172 would all be constructed as interchanges, with other intersections upgraded to meet standards.
- Approximately \$26 million, including \$21 million of SB-1 funds, has been programmed for a modified design-build project at Farmington Hill, east and west of the US 550/US 160 junction. This project will include a fourth westbound lane through the intersection and partial construction of the new US 550/US 160 interchange. This partial interchange includes two structure ramps. The design-build project will be advertised in the summer of 2007 with construction anticipated to start in the spring of 2008.



Source:

[www.dot.state.co.us/US160/EIS/index.cfm](http://www.dot.state.co.us/US160/EIS/index.cfm)

### US 550, New Mexico state line to Durango

- US 550 is also a Strategic Project.

- The US 550 Environmental Assessment (EA) was completed in July 2005 with a Finding of No Significant Impact (FONSI) issued in December 2005. The documents cover the environmental impacts and mitigation for four-laning US 550 from approximately milepost 1.0 to milepost 15.4. The roadway would generally follow the existing highway alignment, with alignment shifts east and west as needed to improve the highway geometry and reduce impacts to the environment and existing development. Each travel direction would be a paved section of two 12-foot travel lanes, a four-foot minimum inside shoulder, and a ten-foot outside shoulder.
- A \$14.8 million project, including an FY 2008 federal earmark of \$13.26 million, will construct two new bridges and two additional lanes on US 550, between mileposts 0.5 and 2.75, to accommodate anticipated future four-laning of the highway. Construction is expected to begin in March 2008, with completion in October 2008.

#### **US 160/US 491 Passing Lanes**

- The corridor between the New Mexico state line and Cortez is a two-lane highway with slow-moving traffic due to a large proportion of tourists, recreational vehicles, farm equipment, and heavy trucks.
- To facilitate traffic flow and improve safety, CDOT is designing a project to construct a northbound passing lane between mileposts 21.5 and 22.9 and to overlay the highway between mileposts 21.5 and 26.0.
- The estimated cost of the work is approximately \$5 million. Advertisement for construction bids is scheduled for January 2008, with construction following in the spring of 2008. Construction is anticipated to be complete in the summer of 2008.

#### **US 160, Aztec Creek – East**

- CDOT Region 5 was allotted \$8.01 million of FY 2007 HB 02-1310 funds for reconstruction of a highway section that was rated as having zero years of remaining service life. Region 5 engineers, with input from the TPRs, selected US 160 from milepost 7.3 to milepost 13 for total reconstruction, including two, 12-foot-wide lanes and eight-foot-wide shoulders. A hill at milepost 10 that currently causes shading and icing on the highway may be reduced in size.
- Construction is scheduled for Summer 2008.

#### **US 550 Rockfall Mitigation Projects**

- Phase II of the Molas Pass Rockfall Mitigation project, from milepost 58.18 to milepost 58.42, included removal of overhanging knobs, rock scaling, spot rock reinforcement, and rock mesh. The project was completed in August 2006 at a cost of \$646,000, eight percent under budget.
- The scope of work for Coalbank Pass Rockfall Mitigation, from milepost 58.1 to milepost 58.5, includes trim blasting, rock scaling, spot rock reinforcement, and rock mesh. Construction began in the fall of 2007 and the estimated budget is \$850,000.



## Other Projects

- US 550 Environmental Document. The US 550 EA was completed in July 2005 with a Finding of No Significant Impact (FONSI) issued in December 2005. The documents address the environmental impacts and mitigation for four-laning US 550 from approximately mileposts 1.0 to 15.4. The roadway would generally follow the existing highway alignment, with alignment shifts east and west as needed to improve the highway geometry and reduce impacts to the environment and existing development. Each travel direction would be a paved section of two 12-foot travel lanes, a four-foot minimum inside shoulder, and a ten-foot outside shoulder.
- US 550 Federal Funds. A \$14.8 million project, including an FY 2008 Federal earmark of \$13.26 million, will construct two new bridges and two additional lanes on US 550, between mileposts 0.5 and 2.75, to accommodate anticipated future four-laning of the highway. Construction is expected to begin in March 2008 and end in October 2008.

## Region 6

### Denver Area (DRCOG)

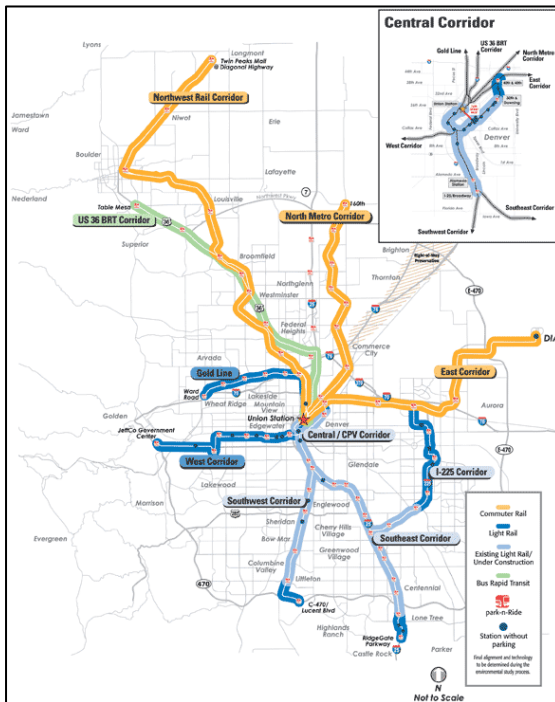
#### Transportation Expansion Project (TRES)

In November 2006, the I-25 Southeast corridor “TRES” project was completed and opened to the traveling public. TRES was one of 28 strategic projects funded by the state. It involved a comprehensive set of mobility improvements in the corridor, including major freeway widening and construction of a new light rail transit line from Broadway in central Denver to Lincoln Avenue in Douglas County. This \$1.67 billion, multi-modal project was completed in partnership between CDOT and Regional Transportation District (RTD).



#### FasTracks

Significant progress on NEPA study and funding options for the major transit expansion package for the Denver metro area has been made since adoption of the 2030 plan. The projects are carrying forward into the 2035



fiscally constrained plan in their entirety as scoped in the 2030 plan. Since adoption of the 2030 plan, \$40 million in additional federal funding has been made available for the Denver Union Station renovation and transit station development project that will serve as the central hub for FasTracks corridor improvements. The Denver area RTD’s 12-year comprehensive plan is to build and operate rail lines and expand and improve bus service and Park-n-Rides throughout the region.

### **I-25/ US-36/ I-270 Interchange**

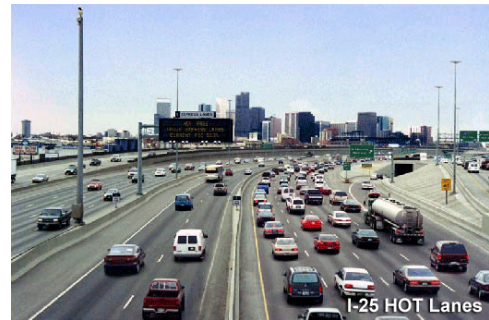
Construction of the final phase to improve the I-25/US 36/I-76/I-270 interchange got underway in December 2006. The interchange was one of 28 strategic projects funded throughout the state. Construction of the first phase of this \$155 million project began in 1993. When finished, this project will be the 18th of the 28 projects to be complete.

### **I-25 Broadway Bridge reconstruction**

In August 2006, CDOT completed reconstruction of the I-25 Broadway Bridge. Built in three phases, it took approximately five years to complete the new \$60 million, 1,680-foot long bridge, which has replaced the worst bridge on the state highway system.

### **I-25 HOT lanes**

In June 2006, CDOT converted existing HOV lanes on I-25 from US 36 to downtown Denver to High Occupancy Toll (HOT) lanes. Opening of the HOT lanes has allowed CDOT to more effectively manage congestion on this corridor by continuing free access to carpoolers and allowing single occupant vehicles the choice to use the uncongested lanes for a fee that is automatically billed through transponder technology. Usage of the toll lanes has far exceeded projections in its first year. This conversion marked the first application of tolling on state-owned highways in Colorado since toll collection on the Boulder turnpike was discontinued in 1968.



### **Final Phase of C-470 extension**

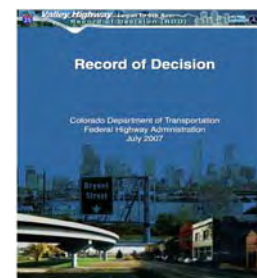
The final piece of the C-470 extension to I-70 was completed in the Spring of 2006. The project added two new interchange ramps to provide more efficient access into Golden from I-70.

### **I-70 viaduct**

The 1.2 mile-long I-70 viaduct is at the end of its useful life and needs replacement. The total cost to replace the viaduct is carried from the 2030 plan into the 2035 plan as a \$700 million project need. Since adoption of the 2030 plan, CDOT has begun interim repairs to this elevated structure in order to keep the viaduct in safe operating condition until sufficient funding can be secured to reconstruct the bridge in its entirety.

### **I-25 Valley Highway**

In July 2007, CDOT received final NEPA clearance on the first phase of mobility improvements in this important corridor. This action clears the way for improvements identified in the 2030 plan and carried into the fiscally constrained 2035 plan to be implemented in the near term. First phase improvements include reconstruction of the I-25/Santa Fe bridge structure and modifications to the interchanges at US 6/Federal and Bryant.



Source:

[www.valleyhighway.com/eis.html](http://www.valleyhighway.com/eis.html)

**I-70/SH 58 interchange improvements**

Construction of interchange improvements at I-70 and SH 58 commenced in February of 2007. The two-year project will construct two new ramps and reconstruct or realign several others in order to improve access and traffic efficiency at this interchange. The project will greatly improve mobility at this interchange in preparation for future development in the immediate area.

**Grandview Grade Separation**

In the fall of 2006, Region 6 began work on the Wadsworth Blvd. (SH 121)/Grandview Avenue grade separation project. The project constructs a grade-separation between Wadsworth Boulevard, Grandview Avenue and the Burlington Northern Santa Fe Railroad. As part of the \$23 million project, Wadsworth Boulevard will be lowered under Grandview Avenue and the Burlington Northern Santa Fe Railroad and paved in asphalt.