

Highway Capacity Projects																
Ballot List Projects are Highlighted																
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Project Summary							Updated Funding Need/Total Project Cost			Potential Funding Opportunities						
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10	Greater Denver Area	1	Denver	I-225: I-25 to Yosemite	Final alternative pending results of pilot. Remove bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Includes replacement of Ulster bridge.	Design to Budget	\$ 61,394,000	\$ -			X	X			X	X
153	Greater Denver Area	1	Arapahoe	I-25 /Bellevue	Interchange Improvements	Design to build	\$ 90,000,000		Potential for local partnership to expand scope		X				X	
4	Greater Denver Area	1	Adams	I-25 North: 84th Ave to Thornton Pkwy Widening	Improvements on I-25 between US 36 and 120th including addition of one General Purpose lane in each direction from 84th Ave. to Thornton Pkwy. and reconstruction of 88th Ave. bridge including a center loading median station for the Thornton Park-n-Ride.	Subsequent phase (not reflected in costs) includes second phase auxiliary lanes and other improvements.	\$ 85,285,000	\$ -			X	X			X	X
4B	Greater Denver Area	1	Adams	I-25 North: US36 to 120th, remaining PEL improvements	Aux lanes and safety and operational improvements identified by the PEL with the exception of work completed above.	Elements could be phased. No details or estimates on phasing at this time.	\$ 50,000,000									
5	Greater Denver Area	1	Adams, Broomfield	I-25 North: TEL Expansion	Expansion of Tolled Express Lanes (TELS) from current planned end at E-470 to Weld County Line. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.		\$ 101,750,000	\$ 25,000,000	Tolling	X	X	X			X	X
1	Greater Denver Area, Pikes Peak Area	1	Douglas and El Paso	I-25: Colorado Springs Denver South Connection	Corridor mobility and safety improvements from Monument to C-470 as outlined in the PEL currently underway. Assumes construction of one new lane in each direction from Monument to Plum Creek Parkway.	Design to Budget of \$350m. Subsequent phase includes additional work needed to improve geometrics and reconstruct roadway, and full PEL improvements north of Plum Creek Parkway to C-470.	\$ 350,000,000	\$ 35,000,000	Local funding. Tolling could potentially mitigate some costs.	X	X	X			X	X
3	Greater Denver Area	1	Denver	I-25: Speer and 23rd Bridges	Replacement of bridges at 23rd and Speer, and construction of northbound connector road.	Subsequent phase (not reflected in costs) includes second phase roadway widening, and other safety and mobility improvements to be identified in planned PEL.	\$ 57,140,000	\$ 10,000,000	Freight fund match		X	X			X	X
148	Greater Denver Area	1	Denver	I-25: Valley Highway Phase 3.0	Widening of I-25 from Alameda to 6th Ave.		\$ 134,062,000	\$ -	Tolling will be considered		X	X			X	X
148B	Greater Denver Area	1	Denver	I-25: Valley Highway Phase 4.0	Grade separation of the Consolidated Mail Line RR tracks from Santa Fe and Kalamath as well as a pedestrian bicycle bridge over Santa Fe, Kalamath, CML, I25 and the S. Platte River along the Bayaud alignment.		\$ 50,000,000		Tolling will be considered							

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11	Greater Denver 1 Area	Adams	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Capacity improvements, replacement of bridges, and reconstruction of concrete pavement.			\$ 398,774,000	\$ 165,000,000	Tolling & Potential Local Match. Lowered tolling assumption based on HPTE guidance	X	X	X			X	X
144	Greater Denver 1 Area		I-70 Eastbound Hook Ramps at 27th Ave. and Ped Bridge	Construction of hook ramps on eastbound I-70 at 27th Ave. and pedestrian bridge over I-70. Related to planned (at the time) Cabela's development.			\$ 20,000,000	\$ -				X				X
7	Greater Denver 1 Area	Clear Creek	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels- either Peak Period Shoulder Lanes (PPSL) or permanent.	Design to Budget. Final alternative is unknown and the alignment may vary. Project could potentially be phased to incorporate improvements in westbound direction only based on alternative selected and funding availability.		\$ 550,000,000	\$ 70,000,000	Design to Budget of \$550 M with \$70 M Bridge Enterprise/ tolling assumed. Bridge Enterprise; Tolling will be considered	X	X	X			X	X
6	Greater Denver 1 Area	Clear Creek	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Twin Tunnels to Empire Junction.	Design to Budget		\$ 80,000,000	\$ -	Tolling - no revenue assumed yet	X	X	X			X	X
145	Greater Denver 1 Area		I-70 Westbound To/From Ward Rd.	Improvements to I-70 westbound at Ward Rd. Related to planned (at the time) Cabela's development.			\$ 15,000,000	\$ -				X				X
146	Greater Denver 1 Area	Denver	I-70: Central 70 Peoria St. to Tower Rd. (Segment 2)	Phase II of the Central 70 project. Widening from Peoria St. to Tower Rd. with direct connects to I-225 and Pena Blvd.			\$ 270,000,000	\$ -		X		X				X
147	Greater Denver 1 Area	Denver	I-70: Central 70 Quebec St. to Peoria St.	Phase II of the Central 70 project. Widening from Quebec St. to Peoria St.			\$ 160,000,000	\$ -		X		X				X
8	Greater Denver 1 Area	Jefferson	I-70: Kipling Interchange	Reconstruction of interchange to reduce congestion and improve operational performance and safety.			\$ 63,816,000	\$ -			X	X			X	X
154	Greater Denver 1 Area	Arapahoe	SH 30	Specific improvements to be determined			\$ 22,051,000				X				X	
143	1 & 4 Greater Denver	Boulder, Weld, Broomfield	SH 7 Corridor Improvements	BRT, commuter bikeways, managed/express lanes, highway and other multimodal improvements to be determined from Boulder to Brighton.	Design to Budget		\$ 112,000,000	\$ 12,000,000	\$12M Region 4 Surface Treatment funds. See MMOF SH 7 project for further details on additional transit matching funds.		X	X			X	

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143B	1 & 4	Greater Denver	Adams, Boulder, Broomfield, Weld	SH 7 Corridor Improvements	Potential remaining projects. Specific improvements TBD.											
149		Greater Denver Area	Denver	US 285 and Morrison Road Interchange	Reconstruction of the 285 Interchange, with Flyover ramps, approximately 1.5 miles of additional general purpose lane in each direction	EA and 30% design will be kicking off this winter (2017-2018). Presuming a 3 year EA, and DB procurement, the funds could be committed by January 2021, and construction commenced by July 2022.	\$ 136,687,000			X	X	X			X	X
149B		Greater Denver Area	Denver	Kipling to Quincy/ Morrison Road to I-70	Kipling to I-70 Interchange (not including Quincy Ave to Morrison Road)	EA and 30% design will be kicking off this winter (2017-2018). Presuming a 3 year EA, and DB procurement, the funds could be committed by January 2021, and construction commenced by July 2022.	\$ 226,909,000									
16		Greater Denver Area	Jefferson	US 285: Richmond Hill to Shaffer's Crossing	Widening of roadway to four lanes with 30' median from Richmond Hill to Shaffers Crossing with construction of interchange at King's Valley	Additional phases will remain.	\$ 70,576,000	\$ -			X	X			X	X
13		Greater Denver Area	Jefferson	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.		68151000	0			X	X			X	X
15		Greater Denver Area	Adams	US 85 /Vasquez: I-270 to 62nd Ave. Intersection Improvements	Reconstruction of the intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers based on a PEL study recommendation.	Design to budget. Phasing and early implementation alternatives are being investigated as part of the PEL. Interim improvements will not preclude PEL alternatives.	\$ 61,184,000	\$ -			X	X			X	X
15B		Greater Denver Area	Adams	US 85/Vasquez: I-270 to 62nd Ave Interchange completion	Reconstruction of the interchange at I-270 to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEL study recommendation.	Interim intersection improvements proposed as first phase. This is the completion of full scope as identified in PEL with at-grade alternative.	\$ 35,000,000									
121		Greater Denver Area	Adams	US 85: 104th Grade Separation	Construction of a grade separated interchange at 104th & US 85. The project will also grade separate 104th at the UPRR crossing just east of US 85.		\$ 102,310,000	\$ -				X				X
122		Greater Denver Area	Adams	US 85: 120th Grade Separation	Construction of a grade separated interchange at 120th & US 85. The project will also grade separate 120th at the UPRR Crossing just east of US 85.		\$ 76,234,000	\$ 17,000,000	Local match		X	X			X	X
14		Greater Denver Area	Douglas	US 85: Sedalia to Daniels Park Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail.		\$ 49,500,000	\$ 16,000,000	Potential Local Match		X	X			X	X

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14B	1	Greater Denver Area	Douglas	US85: Daniels Park to Meadows Parkway Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/ deceleration lanes. Includes a 10 foot trail.	Could be combined with Project ID #14 above to complete corridor.	TBD				X	X				X
18	2	Pueblo Area	Pueblo	I-25: 29th St. Section (Phase of the New Pueblo Freeway EIS)	Part of Phase 1 of the New Pueblo Freeway. Widening of the interstate from two to three lanes in each direction and relocation of interchange ramps and construction of frontage roads. (MP 99-102)		\$ 70,310,000	\$ -				X				X
17	2	Pueblo Area	Pueblo	I-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between City Center Drive and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps. (MP 98 - 100)		\$ 228,635,000	\$ -			X	X			X	X
19	2	Pikes Peak Area	El Paso	I-25: Colorado Springs Congestion Relief (SH 16 to Baptist Rd)	Project 1: Widen I-25 to 6 lanes from South Academy to SH 16 (MP 135-131); Project 2: Widen I-25 to 6-lanes from Circle to South Academy (MP 138-135); Project 3: Add Auxiliary Lanes between Fillmore to Garden of the Gods (MP 144-146); Project 4: Add HOV lanes to I-25 between Cimarron to Briargate (MP 141 - 152); Project 5: Fix functionally deficient bridge on I-25 at Northgate and shoulder widening on I-25 from Northgate to Baptist Rd (MP 155 - 159)	Project could be divided into 5 phases of construction.	\$ 369,804,000	\$ 15,000,000	Surface Treatment		X	X			X	X
125	2	Pueblo Area	Pueblo	I-25: Dillon Blvd. Extension (Phase of the New Pueblo Freeway)	Construct Dillon Drive (four-lanes) from 26th St. south to US 50 B (MP 316.01).		\$ 10,300,000	\$ -				X				X
126	2	Pikes Peak Area	El Paso	I-25: HOV Lanes	Eight Lane HOV expansion on I-25 between Lake/Circle and Cimarron. (MP 137-142).		\$ 29,714,000	\$ -				X				X
123	2	South Central	Huerfano	I-25: SH 10/ SH 160 Interchange Reconstruction at Walsenburg	Reconstruction of I-25/SH 10/SH 160 Interchange. (MP 50)		\$ 50,000,000	\$ -				X				X
124	2	Pueblo Area	Pueblo	I-25: US 50 Interchange with I-25 (Phase of the New Pueblo Freeway)	Reconstruction of the US 50 Bypass interchange and the US 50 Bridge over Fountain Creek. Includes widening I-25 from 13th St. to US 50B Interchange (MP 99.5-100.5).		\$ 114,240,000	\$ -				X				X
139	2	Central Front Range		SH 115 Widening and Passing Lanes, Shoulder and Intersection Improvements	Addition of passing lanes, shoulders, and improved bicycle and pedestrian safety at intersections. (MP 0-8)		\$ 10,000,000	\$ -						X		
155	2	Central Front Range	El Paso & Fremont	SH 115: Penrose to South Rock Creek full depth pavement reconstruction	Reconstruct concrete pavement with full depth concrete pavement (MP 26-34)	Design to budget	\$ 25,000,000				X				X	

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100	2	Central Front Range	El Paso	SH 115: Rock Creek Bridge Replacement and Widening	Bridge replacement on SH 115 over Rock Creek Bridge and widening for approximately 1.5 miles south. (MP 37-39)		\$ 15,100,000	\$ -			X				X	X
131	2	Pikes Peak Area	El Paso	SH 21: Central Freeway	Reconstruction of SH 21 (Powers Blvd.) to a six to eight lane freeway including construction of 11 interchanges and three overpasses between Milton E. Proby Pkwy. and Dublin Blvd. (MP 137.5-148.0)		\$ 780,350,000	\$ -				X				X
116	2	Pikes Peak Area	El Paso	SH 21: Intersection Improvements-Constitution to North Carefree	Construction of new interchanges along SH 21 at Constitution and North Carefree. (MP 143.5-145.3)		\$ 143,650,000	\$ -				X				X
129	2	Pikes Peak Area	El Paso	SH 21: North Expansion SH 83 to I-25	Construction of SH 21 (Powers Blvd.) from SH 83 to I-25 as a six lane freeway including four interchanges at SH 83, Flying Horse Club Drive, Voyager Parkway and I-25. (MP 153.8- 156.9)		\$ 145,000,000	\$ -				X				X
130	2	Pikes Peak Area	El Paso	SH 21: North Expansion Woodmen Rd. to SH 83	Construction of SH 21 (Powers Blvd.) Woodmen Rd. to SH 83 from a four lane freeway to a six lane freeway. (MP 149.0 - 153.8)		\$ 30,000,000	\$ -				X				X
28	2	Pikes Peak Area	El Paso	SH 21: Research Pkwy. Interchange	Construction of new grade-separated interchange at SH 21 and Research Pkwy (MP 149 - 151).		\$ 39,896,000	\$ -			X	X			X	X
26	2	Pikes Peak Area	El Paso	SH 21: Widening	Widening from Milton E. Proby Pkwy. to East Fountain Blvd. (MP 137.6 - 139.5)		\$ 13,000,000	\$ -				X				X
29	2	Central Front Range	Teller	SH 67: Victor to Divide & North of Woodland Park	Shoulder widening and safety improvements. Victor to Divide (MP 45.5-69.7) and Woodland Park to Deckers (MP 77-100).	Revised project limits. Design to Budget.	\$ 25,000,000	\$ -			X				X	X
128	2	South Central	Huerfano / Las Animas / Custer	SH 69 and SH 12 Improvements	Shoulder widening, safety improvements, and passing lanes on SH 69 (MP 0-59) and SH 12 (MP 0-73.9)	Design to Budget	\$ 21,000,000	\$ 6,000,000	HSIP, RPP, FASTER		X				X	X
103	2	Central Front Range	Park / Summit	SH 9: Breckenridge to Alma, Shoulders and Safety Improvements	Addition of shoulders and safety improvements from Breckenridge to Alma. (MP 71-86)		\$ 18,000,000	\$ -						X		

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156	2	Pikes Peak Area	El Paso	SH 94: Safety Improvements	Safety Improvements on SH 94 from US 24 to Enoch Rd (MP 0 - 9.1)	Design to budget	\$ 11,000,000				X				X	
98	2	South Central	Huerfano	US 160: Mobility Improvements	Addition of passing lanes, shoulder widening and safety improvements. (La Veta Pass to I-25: MP 278 - 304)	Design to Budget	\$ 15,000,000	\$ -			X	X			X	X
101	2	Central Front Range	El Paso	US 24 East: Elbert Rd. to El Paso County Line Turn and Passing Lanes	Addition of turn and passing lanes on US 24 from Elbert Rd. to El Paso County line. (MP 325.5-350.5)		\$ 32,000,000	\$ -				X				X
22	2	Central Front Range, Pikes Peak Area	El Paso	US 24 East: Widening Garrett/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garett Rd. to Stapleton Rd. (MP 318 - 324)		\$ 64,242,000	\$ -			X	X			X	X
127	2	Pikes Peak Area	El Paso	US 24 West Improvements	Expand US 24 from I-25 to Ridge Road. Includes the US 24/I-25 Flyover. (MP 299.7-303.7)		\$ 270,000,000	\$ -				X		X		X
20	2	Pikes Peak Area	El Paso	US 24 West: Divide to I-25	Drainage and intersection improvements on US 24 from I-25 to Divide (MP 304-278).	Design to Budget	\$ 25,000,000	\$ -			X			X	X	
99	2	Central Front Range	Park	US 285: Fairplay to Richmond Hill	Addition of passing lanes and shoulder widening. (MP 183 - 234)	Design to budget	\$ 15,000,000	\$ -			X	X			X	X
25	2	Southeast	Prowers	US 287: Lamar Reliever Route	Phase I and II of the Lamar Reliever Route. Realignment of US 50 to the South - needed for future US 50/US 287 Interchange. (US 50 MP 433-435). Phase II is the construction of the new two lane reliever route. (US 287: MP 73-81)	Project can be divided into two phases. Phase 1: US 50 realignment (\$30M); Phase 2: US 287 Reliever Route (\$185M)	\$ 211,071,000	\$ -			X	X			X	X
102	2	Central Front Range	Chaffee / Fremont	US 50: Salida to Canon City Passing Lanes	Addition of passing lanes between Salida and Canon City. (MP 223-277)		\$ 25,000,000	\$ -				X				X
23	2	Pueblo Area	Pueblo	US 50: West of Pueblo	Construct the 3rd westbound lane on US 50 from just west of Pueblo Blvd to Purcell Blvd. Construct the US 50 / Purcell Interchange which will include ped/bike facility improvements (MP 309-312)		\$ 45,895,000	\$ 6,000,000	RPP		X	X			X	X

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23B	2	Pueblo Area	Pueblo	US 50: West of Pueblo	Construct three lanes in both the EB and WB directions of US 50 between Purcell Blvd and West McCulloch Blvd (MP 307-310)		30,000,000					X				X
24	2	Pueblo Area, Southeast	Pueblo / Otero / Bent / Prowers	US 50B: East Widening	Implement Tier II project along the US 50 Corridor from Pueblo to Holly (MP 318 - 467) per the Tier I FEIS/ROD. Likely project includes widening US 50 to four lanes. Location and length of project TBD.	Design to Budget	\$ 50,000,000	\$ -			X	X			X	X
24B	2	Pueblo Area, Southeast	Pueblo / Otero / Bent / Prowers	US 50B: East Widening	Implement Tier II project along the US 50 Corridor from Pueblo to Holly (MP 318 - 467) per the Tier I FEIS/ROD. Likely project includes widening US 50 to four lanes. Location and length of project TBD.	Design to Budget	\$ 100,000,000					X				X
34	3	Intermountain	Eagle	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.		\$ 14,450,000	\$ -			X	X		X	X	X
36	3	Intermountain	Summit	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at ramp termini to a double lane to correct back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	Project can be phased. \$2 M for preconstruction.	\$ 30,344,000	\$ -			X	X		X	X	X
37	3	Intermountain	Summit	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.		\$ 16,924,000	\$ -			X	X		X	X	X
38	3	Intermountain	Summit	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.		\$ 24,701,000	\$ -			X	X		X	X	X
35	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	Phase 1: Completion of NEPA, engineering and Phase I of construction of a third lane in both directions to increase safety and mobility. Includes installation of permanent water quality features, and relocation of bike path.	Total Escalated Project Cost fixed to \$225 M will complete Phase I, with a total project cost of \$400 M.	\$ 225,000,000	\$ -			X	X		X	X	X
35B	3	Intermountain	Eagle / Summit	I-70 West: Vail Pass	Phase 2: Completion of NEPA, engineering and Phase I of construction of a third lane in both directions to increase safety and mobility. Includes installation of permanent water quality features, and relocation of bike path.	Total Escalated Project Cost fixed to \$225 M will complete Phase I, with a total project cost of \$400 M.	\$ 175,000,000									
30	3	Grand Valley	Mesa	I-70: Business Loop	Reconstruction of First and Grand intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.		\$ 32,549,000	\$ -			X	X			X	X

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33	3	Intermountain	Eagle	I-70: Edwards Spur Rd.	Road and bridge widening, intersection and pedestrian improvements to southern half of the Edwards Spur Rd., starting north of the roadway bridge and ending with connection to US 6 to the south.		\$ 23,000,000	\$ 6,500,000	Eagle County			X				X
132	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (New Castle)	Upgrade of current 4-way stop at the intersection of I-70 Spur/US 6 with a roundabout concluded to be necessary from a recently completed corridor study for I-70.		\$ 15,072,000	\$ -			X	X			X	X
32	3	Intermountain	Garfield	I-70: Garfield County Interchange Improvements (Silt)	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70.		\$ 15,000,000.00	\$ -				X		X		X
31	3	Grand Valley	Mesa	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	Project can be phased.	\$ 71,014,000	\$ -			X	X		X	X	X
81	3	Multiple	Multiple	Region 3 Sediment Control Plan	Development of permanent water quality solutions on passes affected by the use of traction sand. Region 3 is responsible for 13 mountain passes several of which require the use of traction sand. Over the years several tons have accumulated and now are endangering the environment and wildlife.		\$ 3,000,000	\$ -								
45	3	Intermountain	Garfield	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Project cost pending additional review. Project can be phased. SB 267 funding is fixed at \$60m maximum and remainder must be from ballot. Design to budget.	\$ 60,000,000	\$ 25,000,000	Potential TIGER Grant		X	X		X	X	X
45B	3	Intermountain	Garfield	SH 13: Rifle North Phase II	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Phase 2 is dependent upon receiving the TIGER grant	\$ 25,000,000				X	X		X		X
46	3	Northwest	Rio Blanco	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	Project is scalable.	\$ 24,680,000	\$ -			X	X		X	X	X
47	3	Northwest	Moffat	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	Project is scalable.	\$ 48,304,000	\$ -			X	X		X	X	X
50	3	Northwest	Rio Blanco	SH 139: Little Horse South	Safety improvements including reconstruction of the surface and addition of 4-8' paved shoulders.		\$ 22,789,000	\$ -			X			X	X	

Highway Capacity Projects

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135	3	Grand Valley	Mesa	SH 141B: Mesa County	Upgrade to roadway template and additional lanes from D Rd. to B 1/2 RD for safety and congestion reduction.		\$ 21,378,000	\$ -			X	X			X	X
136	3	Grand Valley	Mesa	SH 330: Safety Improvements	Safety improvements including adding/widening paved shoulders.		\$ 20,000,000	\$ -						X		
51	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements	Construction of safety improvements including adding/widening paved shoulders and intersection improvements.	Project could be divided into phases.	\$ 16,992,000	\$ -			X			X	X	
51B	3	Grand Valley	Mesa	SH 340: Safety and Capacity improvements Phase 2	Construction of safety improvements including adding/widening paved shoulders and intersection improvements.	This phase of \$7.5 M was pulled from Tier 1. This is the remainder of the corridor.	\$ 7,500,000							X		
48	3	Intermountain	Garfield / Pitkin	SH 82: Safety Improvements	Mobility improvements in Glenwood Springs, completion of entrance to Aspen, expansion of transit, bicycle and pedestrian mobility, and improved wildlife mitigation.		\$ 100,000,000	\$ -						X		
44	3	Intermountain	Summit	SH 9: Frisco North	Completion of corridor including minimal widening, water quality and drainage improvements, and improvements to two intersections including the potential for the replacement of a signal with a roundabout.	SB 267 funds are fixed.	\$ 13,817,000	\$ -			X			X	X	
49	3	Gunnison Valley	Delta	SH 92: Safety Improvements	Safety improvements including reconstruction of the surface, addition of 4-8' paved shoulders across Rogers Mesa, and other safety improvements including access and intersection improvements.	Project is scalable. Design to budget.	\$ 32,915,000	\$ -			X			X	X	
40	3	Intermountain	Eagle	US 24: Minturn	Safety, capacity, and pedestrian crossing improvements, including traffic calming, curb and gutter, and road platform adjustment.		\$ 13,000,000.00	\$ -						X		
41	3	Northwest	Grand	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility and adding a roundabout.		\$ 13,592,000	\$ -			X	X			X	X
134	3	Northwest	Grand	US 40: Kremmling East	Reconstruction and additional paved shoulder widening from Kremmling East.	Subsequent phase (not reflected in costs) includes additional improvements around Kremmling.	\$ 21,002,000	\$ -			X	X		X	X	X

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134B	3	Northwest	Grand	US 40 Kremmling West	Reconstruction and additional paved shoulder widening from Kremmling East.	Phase 2	\$ 20,500,000					X		X		X
42	3	Northwest	Routt	US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.		\$ 28,000,000	\$ -				X				X
43	3	Gunnison Valley	Gunnison	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway to meet current geometric design standards and improve safety, drainage and access. Addition of passing lanes and mitigation of geohazard land-slide within the project limits.	Design to Budget	\$ 29,500,000	\$ 20,000,000	Federal Lands Access Program - \$18 M NHFP - \$2 M		X	X		X	X	X
137	3	Gunnison Valley	Montrose	US 550: Safety Improvements	Intersection improvements, bicycle and pedestrian mobility, and improved wildlife mitigation.		\$ 22,475,000	\$ -			X	X			X	X
39	3	Grand Valley	Mesa	US 6: Improvements Mesa County	Safety and mobility improvements throughout the corridor including intersections, shoulders, and other safety and mobility improvements at problem locations throughout the corridor.	Project can be phased.	\$ 23,651,000	\$ -			X	X		X	X	X
52	4	North Front Range, Greater Denver Area	Adams / Broomfield / Weld / Larimer	I-25 North: SH 66 to SH 402 (Segments 5 & 6)	Expanding I-25 with an Express Lane in each direction and improving the CO 56 on-ramps to I-25, this project will provide trip reliability, safety improvements and more for northern Colorado, and will do it about 14 years earlier than originally expected. Phase 5 and 6	Design to Budget. Cost includes segment 5 (SH 66 to 56) and Segment 6 (SH 56 to 402). Subsequent phase (not reflected in updated costs) includes: SH 7 to SH 66 (Express Lane) ~\$127 M SH 402 to SH 14 (replace interchanges and infrastructure) ~\$300 M US 34 and Centerra Interchanges ~\$180 M SH 14 Interchange ~\$55 M SH 14 to Wellington ~\$238 M SH66 to SH14 (GP Lanes 3+1) ~\$172M	\$ 653,000,000	\$ 100,000,000	Potential toll revenue assumed in other funding.	X	X	X			X	X
52A	4	North Front Range, Greater Denver Area	Weld / Larimer	I-25 North SH 402 to SH 14 (Segments 7 & 8)	Preparing footprint of Segment 7 and 8 to accommodate eventual 3 GP + 1 TEL configuration.	Project cost under review and refinement, which may cause the \$80 million "other funding" need to fluctuate a bit.	\$ 330,000,000	\$80,000,000	Anticipated new federal grants and/or local match contribution	X	X	X			X	X
52B	4	Greater Denver Area	Adams / Broomfield / Weld	I-25 North: SH 7 to SH 14	SH7 to SH66 (Segment 4)- Add one general purpose lane to meet EIS Rural template of 3 General Purpose Lanes + 1 tolled express lane each direction		\$ 127,200,000			X		X	X			X
52C	4	North Front Range, Greater Denver Area	Weld	I-25 North: SH 7 to SH 14	SH66 to SH56 (Segment 5) - In addition to Ballot List #52, Add one general purpose lane to meet EIS Rural template of 3 General Purpose Lanes + 1 tolled express lane each direction		\$ 30,000,000			X		X	X			X
52D	4	North Front Range	Larimer / Weld	I-25 North: SH 7 to SH 14	SH56 to SH402 (Segment 6) - In addition to Ballot List #52, Add one general purpose lane to meet EIS Rural template of 3 General Purpose Lanes + 1 tolled express lane each direction		\$ 16,300,000			X		X	X			X

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52E	4	North Front Range	Larimer	I-25 North: SH 7 to SH 14	SH402 to SH392 (Segment 7) - Construct to EIS Rural Template of 3 General Purpose + one Tolled Express Lane , after the Design/Build project is complete. In addition, construct new I25 / US34 Interchange		\$ 216,000,000			X		X	X			X
52F	4	North Front Range	Larimer	I-25 North: SH 7 to SH 14	SH392 to SH14 (Segment 8) - Construct to EIS Rural Template of 3 General Purpose + one Tolled Express Lane , after the Design/Build project is complete.		\$ 145,000,000			X		X	X			X
52G	4	North Front Range	Larimer	I-25 North: SH 7 to SH 14	SH14 to SH1 (Segment 9) - Construct to EIS Rural template of 3 General Purpose Lanes plus 1 Tolled Express Lane, mainline reconstruction, interchange reconstruction, safety improvements, and Intelligent Transportation Systems installation		\$ 261,500,000			X		X	X			X
53	4	Eastern	Kit Carson	I-70: Replace Failing Pavement	Replacement of ASR and HMA pavement and associated safety improvements for four segments between Limon and Burlington.		\$ 205,000,000	\$ -			X	X			X	X
114	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush Phase 5	Project provides for the reconstruction of I-76 through Fort Morgan in Morgan County. The project will reconstruct both lanes of the interstate in the eastbound and westbound directions, reconstruct interchanges at CO 144, CO 52 (Main Street in Fort Morgan) and the Barlow Road interchange with new structures.	Design to budget	\$ 65,000,000	\$ -			X	X			X	X
TBD	4	Upper Front Range / Eastern	Morgan, Logan, Sedgwick	I76: R4 to Nebraska State Line	Pavement preservation, safety, operational & Intelligent Transportation System improvements		\$ 400,000,000					X	X			X
54	4	Upper Front Range	Morgan	I-76: Fort Morgan to Brush: Phase 4	This project will reconstruct I-76 east of Brush in Morgan County with the reconstruction of both lanes of eastbound and westbound I-76, the interchange at US 6 and two I-76 bridges (spanning the BNSF Railroad and Bijou Creek), that are functionally obsolete.		\$ 41,200,000	\$ -			X	X			X	X
74	4	Greater Denver Area	Boulder	SH 119: Downtown Boulder to Downtown Longmont	The Regional Transportation District (RTD) is currently conducting a study to evaluate options for Bus Rapid Transit service along the Diagonal Highway (CO 119) between Boulder and Longmont. Options range from bus-on-shoulder to an exclusive BRT/Managed Lane for use by RTD and High Occupancy Vehicles (HOV).		\$ 509,000,000	\$ 9,000,000	\$9M CDOT RPP. See MMOF SH 119 project for further details on additional transit matching funds not included in this row. Potential toll revenue but not assumed in other funding.	X	X	X			X	X
67	4	North Front Range	Larimer	SH 14: Widening I-25 to Riverside	Widening of roadway from four to six lanes.		\$ 30,000,000	\$ -				X				X
76	4	Upper Front Range, North Front Range	Larimer / Weld	SH 392: Corridor Improvements	Widening, safety, and intersection improvements.		\$ 110,000,000	\$ -						X		

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77	4	North Front Range	Larimer	SH 402: Widening, Intersection and Safety Improvements	Widening, safety, and intersection improvements for Devolution.	Design to budget	\$ 20,000,000	\$ -			X				X	
141	4	Greater Denver Area	Boulder	SH 42: Safety and Intersection improvements including 95th St.	BRT, commuter bikeways, pedestrian and other highway and multimodal improvements in Louisville and Lafayette with potential devolution.	Design to Budget	\$ 27,400,000	\$ 500,000	\$500k in FASTER funds. See also transit MMOF SH 42 project for further details on additional transit matching funds not included in this row.		X				X	
69	4	Upper Front Range	Weld	SH 52 Interchange in Hudson	The I-76 and CO 52 interchange is located in the Town of Hudson in Weld County. CO 52 is a key corridor which carries traffic between the growing communities of Fort Lupton and Hudson. Upper Front Range 2040 Transportation Plan (2015) identifies this project as the No. 1 priority for Larimer, Morgan and Weld counties.	Design to Budget.	\$ 14,000,000	\$ -			X	X			X	X
68	4	Upper Front Range, Greater Denver Area	Boulder / Weld	SH 52: SH 119 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.		\$ 80,000,000	\$ -				X				X
71	4	Upper Front Range, Greater Denver Area	Boulder / Weld	SH 66: Corridor Improvements East	Safety and intersection improvements.		\$ 50,000,000	\$ -				X		X		X
70	4	Greater Denver Area	Boulder / Weld	SH 66: Corridor Improvements West	Intersection improvements on SH 66. Additional outcomes and specific projects to be determined through an in-progress PEL.	Subsequent phase (not reflected in updated costs) includes widening, safety, and additional intersection improvements to be identified in PEL.	\$ 1,500,000	\$ 1,500,000	RPP							
72	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2	CDOT's vision includes reconstructing the corridor in a "Super 2" configuration. This would involve adding shoulders, passing and climbing lanes, intersection improvements, and additional lanes where applicable. The highway—defined by its rural character, rolling farmland, and bisecting interstate highways—can be split into three logical segments: Limon to Brush (including Last Chance and Woodrow), Brush to CO 14 (including Snyder), and CO 14 north to the Colorado-Nebraska state line (traveling through the Pawnee National Grasslands).	Design to budget. Project could be divided into two phases of roughly equal value: Limon to Brush Brush to Nebraska	\$ 40,000,000	\$ -			X	X		X	X	X
72B	4	Upper Front Range, Eastern	Lincoln / Morgan / Weld	SH 71 Super 2	Reconstruction of corridor, safety, operational and Intelligent Transportation Systems components to Super 2 configuration from Limon to Nebraska state line, excluding realignment noted above		\$ 160,000,000	\$ -				X		X		X
73	4	Greater Denver Area, Eastern	Douglas / Elbert	SH 86: I-25 Castle Rock East to I-70	Surface treatment and intersection improvements.		\$ 35,000,000	\$ -				X				
170	4	Greater Denver Area	Boulder/ Broomfield	US 287: SH 66 to US 36	Full scope to be determined but may include BRT, commuter bikeways, managed/express lanes and other multimodal and highway improvements	Design to Budget. Project cost is an estimate to be refined.	\$ 57,000,000	\$ -	See MMOF SH 287 project for further details on additional transit matching funds not included in this row.		X				X	

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64	4	Upper Front Range	Larimer	US 287: CR 72 (Owl Canyon Road)	Intersection improvements.		\$ 2,000,000	\$ -				X				X
65	4	Upper Front Range	Larimer	US 287: LCR 80C (West)	Intersection improvements.		\$ 0.6	\$ -				X				X
62	4	North Front Range	Larimer	US 287: SH 14—Ted's Place	Intersection improvements.		\$ 1,600,000	\$ -				X				X
63	4	Upper Front Range, North Front Range	Larimer	US 287: Ted's Place to Wyoming Border	Construction of passing lanes and other safety improvements.		\$ 20,000,000	\$ -				X				X
61	4	North Front Range	Larimer	US 287: Widening Fort Collins	Widening of roadway from four to six lanes.		\$ 25,000,000	\$ -				X				X
58	4	North Front Range	Weld	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of "Spaghetti Junction" interchange by making the geometric configuration more intuitive, adding grade separations, and improving access points.	Design to Budget. Project could be divided into phases - Phase 1: Replace aging infrastructure ~\$113M Phase 2: System to System connections ~\$50M	\$ 113,000,000	\$ -			X	X			X	X
58B	4	North Front Range	Weld	US 34 / US 85 Interchange Reconfiguration	Construction of remaining interchange connections, safety, operational and Intelligent Transportation components of US34/US85 not included above	Project could be divided into phases - Phase 2: System to System connections ~\$50M	\$ 50,000,000	\$ -				X				X
55	4	Upper Front Range	Larimer	US 34/US 36 Intersection in Estes Park	Intersection improvements.		\$ 2,000,000	\$ -				X				
57	4	North Front Range	Larimer / Weld	US 34: Widening	US 34 from Loveland to east of Greeley is currently being studied under a Planning and Environmental Linkages (PEL) study, and the changes outlined in that study are vital to the future transportation needs of the region, including interchanges, safety and access improvements.	Design to Budget. Project could be divided into phases: MP 93.5 - 97.8 Widening ~\$25 M MP 97.8 - 113.65 Widening ~\$170 M	\$ 90,000,000	\$ -				X			X	X
57B	4	North Front Range	Larimer / Weld	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, and safety, operational and Intelligent Transportation System improvements not included in project above	Design to Budget. Project could be divided into phases: Interchanges \$90M Widening and safety improvements: \$410,000,000	\$ 410,000,000	\$ -				X				X

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171	4	Greater Denver Area	Boulder	US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	Design to Budget	\$ 26,000,000	\$ -	See transit MMOF US 36/SH 93 project for further details on additional transit matching funds not included in this row.		X				X	
59	4	Upper Front Range	Larimer	US 36: Estes Park to Boulder County Line	Mobility improvements including widening, and construction of passing lanes and pullouts.		\$ 8,000,000	\$ -				X				
66	4	Eastern	Cheyenne	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety improvements at problem locations from Cheyenne/Kiowa County line northerly to I-70	Design to Budget. Subsequent phase (not reflected in costs) includes additional reconstruction, intersection improvements, shoulders, and other safety improvements: Cheyenne County ~\$128 M; Kit Carson ~\$195 M; Yuma ~\$330 M; Phillips County ~\$155 M; Sedgwick ~\$135 M	\$ 40,000,000	\$ -			X	X			X	X
66B	4	Eastern	Kit Carson / Yuma / Phillips / Sedgwick	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulder, safety, operational and Intelligent Transportation Systems improvements from I70 to Nebraska as outlined in US385 corridor plan	Subsequent phase (not reflected in costs) includes additional reconstruction, intersection improvements, shoulders, and other safety improvements: Cheyenne County ~\$128 M; Kit Carson ~\$195 M; Yuma ~\$330 M; Phillips County ~\$155 M; Sedgwick ~\$135 M	\$ 903,000,000	\$ -				X				X
60	4	Upper Front Range, North Front Range, Greater Denver Area	Weld	US 85: Corridor Improvements	Project includes construction of new Peckham grade-separated intersection, railroad siding extensions, closure of railroad crossings at key county roads to limit number of trains blocking the road and construction of alternative routes. The US 85 Planning and Environmental Linkages (PEL) study, completed in 2018, outlines these components plus future corridor needs.	Design to Budget. Project includes: US 85/WCR44 in Peckham ~\$35.8 M; UPRR Sidings ~\$66.8 M Construction of new Peckham interchange, railroad siding extensions, and closure of county roads to reduce access points and construction of alternative routes as outlined in the US85 PEL	\$ 101,840,000	\$ 58,400,000	\$58.4m TC Program Reserve: \$34.9M UP ROW and \$24M+/- Peckham interchange		X	X		X	X	X
60B	4	Upper Front Range, North Front Range, Greater Denver Area	Adams / Weld	US 85: Corridor Improvements	Other US85 projects , including Intersection, shoulder, safety, operational and Intelligent Transportation Systems improvements as defined in the PEL from I76 to WYO	Other US85 projects as defined in the PEL from I76 to WYO	\$ 487,000,000					X		X		X
159	5	San Luis Valley	Alamosa	SH 112 Asset Management	Paving project to maintain system	Design to Budget	\$ 15,000,000				X				X	
96	5	Southwest	La Plata	SH 140: New Mexico State Line to Hesperus	Widen shoulders and rehab/reconstruct three bridges.	Not scalable - there are 3 bridges that need widening	\$ 10,000,000	\$ -						X		
97	5	Gunnison Valley	San Miguel	SH 145: Safety and Mobility Improvements between Sawpit and Keystone Hill (Shoulder Widening and/or Passing Lanes)	Shoulder widening and/or addition of passing lane between Sawpit and Keystone Hill.	Not scalable	\$ 15,204,000	\$ 5,845,000	Surface Treatment - \$.5 M RPP - \$4.65 M FASTER SAFETY - \$695K			X		X	X	X
95	5	San Luis Valley	Saguache	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	Scalable, multiple projects (3-4) could be completed.	\$ 37,498,000	\$ 8,500,000	Surface Treatment		X	X		X	X	X

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151	5	Southwest	Archuleta	US 160/SH 151 Safety Mitigation	Construction of an alternating passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$ 8,831,000	\$ 1,200,000	Potential partnership with Southern Ute Tribe, CPW		X	X			X	X
83	5	Southwest	La Plata	US 160: Dry Creek Passing and Mobility Improvements	Addition of two eastbound lanes making it a divided 4-lane highway, with two new structures on mainline in each direction and realignment of CR 223. The project also includes shoulder widening and access consolidation.	Scalable, smaller projects could be completed over time	\$ 36,000,000	\$ -			X	X		X	X	X
138	5	Southwest	La Plata	US 160: Elmore's East	Completion of improvements consistent with the EIS and ROD, which includes widening, access improvements, and wildlife mitigation.	Scalable.	\$ 34,528,000	\$ -			X	X		X	X	X
84	5	Southwest	Archuleta	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	Scalable with 2 distinct projects; bridge and roadway.	\$ 23,670,000	\$ 3,000,000	Surface Treatment		X	X		X	X	X
80	5	Southwest	Montezuma	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.	Scalable by mile.	\$ 25,646,000	\$ 6,000,000	Surface Treatment			X		X	X	X
86	5	San Luis Valley	Alamosa	US 160: Rio Grande River Bridge to SH 17	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	Scalable.	\$ 8,735,000	\$ -			X	X			X	X
81	5	Southwest	Montezuma	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	Design to budget.	\$ 11,220,000	\$ -			X	X		X	X	X
152	5	San Luis Valley	Costilla	US 160: Trinchera Safety Mitigation	Construction of an alternating passing lane in both directions and the installation of two wildlife crossing structures along with wildlife fencing.	Phasing possible. Wildlife crossing structures could be phased.	\$ 15,602,000	\$ -	\$ -		X	X			X	X
85	5	San Luis Valley	Mineral	US 160: Wolf Creek Pass East Mobility and Safety Improvements	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic ITS.	The project is highly scalable, with three distinct sections.	\$ 91,979,000	\$ -				X		X		X
78	5	San Luis Valley	Chaffee / Park	US 24: Safety and Mobility Improvements on Trout Creek Pass-Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	Not scalable.	\$ 7,742,000	\$ -				X		X	X	X

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88	5	San Luis Valley	Saguache	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	This project is highly scalable.	\$ 33,680,000	\$ 2,800,000	Surface Treatment		X	X		X	X	X
150	5	Southwest	Montezuma	US 491: Ute Farms Ditch	Extend Irrig Cross Culv 15' both sides, design conc channel with lateral spillway, stilling basin and low flow channel at Talk Rd	Not scalable due to size. Note: CDOT not constructing, only design & const. reimbursement to UMUT.	\$ 422,000				X	X			X	X
158	5	San Luis Valley	Chaffee/Fremont	US 50 Passing Lanes	Addition of passing opportunities, mobility and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection.	Scalable	\$ 8,432,000				X				X	
157	5	San Luis Valley	Chaffee	US 50/285 Intersection	RAB at intersection	Not scalable	\$ 7,400,000				X				X	
91	5	Southwest	La Plata	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	Project is scalable to a two lane roadway.	\$ 31,992,000	\$ -		X	X	X		X	X	X
90	5	Southwest	La Plata	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	Project is scalable to a two lane roadway.	\$ 32,620,000	\$ -		X		X		X		X
92	5	Southwest	La Plata	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 provides 2 lane configuration. Phase 2 provides for additional 2 lanes.	Design to budget	\$ 99,600,000	\$ 45,200,000	FASTLANE - \$12.3 M; RPP; FASTER Safety; Surface Treatment	X	X	X		X	X	X
93	5	Gunnison Valley	Ouray	US 550: Ridgway to Ouray Shoulder Widening	Shoulder widening between Ridgway and Ouray.	The project is highly scalable.	\$ 17,597,000	\$ 7,050,000	Surface Treatment - \$5.9 M FASTER Safety - \$1.15 M			X		X	X	X
94	5	Gunnison Valley	Ouray	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses. Passing opportunities at Ridgway State Park.	Not scalable.	\$ 30,537,000	\$ -			X	X		X	X	X

Statewide Program - Asset Management																	
Project Summary								Updated Funding Need/Total Project Cost			Potential Funding Opportunities						
								Total cost of the project, escalated to construction mid-point	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements						
Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Tier	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
133	3	Intermountain	Garfield	I-70: Glenwood Canyon Critical Asset Repair	Address critical safety need by removing old deficient rail and replacing with Type 8 Special. New bridge rail will be MASH rated and will require redesign.	Design to Budget. Project can be phased.		\$ 50,000,000	\$ -			X	X			X	X
133B	3	Intermountain	Garfield	I-70 Glenwood Canyon Critical Asset Repair Phase 2	Address critical safety need by rehabilitating the pavement with concrete and doing safety rock work	Design to Budget. Project can be phased.		\$ 50,000,000					X		X		X
TBD	1, 3	Denver, Intermountain	Summit, Clear Creek	Eisenhower-Johnson Memorial Tunnel Improvements	Tunnel Improvements	EJMT Lighting System \$15,000,000 EJMT Structural Liner \$20,925,000 EJMT Waterproofing \$1,250,000 EJMT Ceiling Repair \$258,000 EJMT Water Treatment \$2,300,000 TOTAL: \$39,733,000		\$ 39,733,000									
TBD	Statewide			Statewide Fire/Life Safety Improvements	Tunnels	Egress Signage All Tunnels \$50,000; Public Information Signage All Tunnels \$20,000; I-70 Standpipes for I-70 Tunnels \$2,750,000; Clear Creek Canyon Standpipes for Clear Creek Canyon Tunnels \$1,500,000; Callbox / Fire Extinguisher Boxes for unmanned tunnels \$150,000; Lane Usage Signs for I-70 Tunnels minus EJMT and HLT \$700,000; Traffic Cameras for I-70 Tunnels minus EJMT and HLT \$500,000; Fan Startup for EJMT \$3,000,000; Generators for EJMT and HLT \$6,000,000; Traffic Barrier for EJMT \$500,000; DTR Radio Repeaters for EJMT \$15,000; PA System for EJMT \$20,000; DTR Radio Repeaters for HLT \$15,000,000; PA System for HLT \$20,000; Emergency Power for Lighting for Unmanned Tunnels \$750,000; Ventilation Zone Control for EJMT \$750,000; Ventilation Zone Control for HLT \$750,000; Design Costs \$4,042,090		\$ 22,332,090									
TBD	Statewide			Unmanned Tunnels Lighting Replacement	Tunnels			\$ 26,552,700									
TBD	1	Denver Area	Adams County	US 36: 80th Ave and US 36 Bridges	Bridges			\$ 19,541,494									
TBD	1	Denver Area	Adams County, Jefferson County	SH 95: I-70 and Sheridan Blvd. Bridges	Bridges			\$ 21,476,208									
TBD	1	Denver Area	Jefferson County	US 6: US 6 and Wadsworth Blvd. Bridges	Bridges			\$ 20,668,359									
TBD	3	Grand Valley	Mesa County	I-70: Collapsible Soils (Location: Rifle to DeBeque)	Geohazards			\$ 21,159,756									
TBD	3	Intermountain	Garfield County	I-70: Rockslide/Rockfall (Location: Glenwood Canyon Rock Shed)	Geohazards			\$ 50,000,000									
TBD	1	Denver Area	Clear Creek County	I-70: Rockslide/Rockfall (Location: Idaho Springs to Downieville)	Geohazards			\$ 20,730,500									

Statewide Program - Asset Management																	
Project Summary								Updated Funding Need/Total Project Cost			Potential Funding Opportunities						
								Total cost of the project, escalated to construction mid-point	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements						
Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Tier	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
TBD	Statewide			Statewide Replacement of Ramp Metering System	Signals - 200 ramp meters, mostly located in the Denver Metro area			\$ 50,000,000									
TBD	Statewide			Statewide Replacement of Traffic Signals in Poor or Severe Condition	Signals			\$ 115,000,000									
TBD	2	South Central	Huerfano County	I-25: Butte Creek North to North of Pueblo County Line Surface Treatment	Surface Treatment			\$ 25,254,000									
TBD	2	Pikes Peak Area	El Paso County	I-25: I-25 South Academy South Surface Treatment	Surface Treatment			\$ 32,000,000									
TBD	4	Eastern	Lincoln County	I-70: Genoa East and West Surface Treatment	Surface Treatment			\$ 64,100,000									
TBD	4	Eastern	Lincoln County	I-70: I-70 SMA at Arriba Rehabilitation Westbound	Surface Treatment			\$ 41,450,000									
TBD	4	Eastern	Lincoln County	I-70: I-70 SMA at Arriba Rehabilitation Eastbound	Surface Treatment			\$ 41,260,000									
TBD	4	Eastern	Kit Carson County	I-70: Burlington West, Eastbound and Westbound Surface Treatment	Surface Treatment			\$ 48,288,676									
TBD	2	Southeast	Kiowa County	SH 96: Jct 287 to Kansas State Line Surface Treatment	Surface Treatment			\$ 26,500,000									
TBD	2	Central Front Range	Fremont County, El Paso County	SH 115: West of El Paso County Line to Rock Creek Surface Treatment	Surface Treatment			\$ 38,326,000									
TBD	1	Denver Area	Denver County	I-25: I-25, Alameda Ave. to I-70 Surface Treatment	Surface Treatment			\$ 56,642,877									

Statewide Program - Asset Management																
Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities					
								Total cost of the project, escalated to construction mid-point	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements					
Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
TBD	3	Intermountain	Garfield County	I-70: Westbound Glenwood Canyon Ph 7, Quadrant 2 PCCP & PCP	Surface Treatment		\$ 82,467,550									
TBD	3	Intermountain	Garfield County	I-70: Eastbound Glenwood Canyon Ph 8, Quadrant 3 PCCP & PCP	Surface Treatment		\$ 78,638,700									
TBD	3	Intermountain	Eagle County	I-70: Westside Vail Pass Surface Treatment	Surface Treatment		\$ 24,816,400									
TBD	1	Denver Area	Clear Creek County, Jefferson County	I-70: I-70, Floyd Hill to JCR-93 Surface Treatment	Surface Treatment		\$ 25,804,350									
TBD	1	Denver Area	Jefferson County, Denver County	I-70: I-70, Wadsworth Blvd. to Pecos St./I-25 Surface Treatment	Surface Treatment		\$ 32,522,583									
TBD	3	Intermountain	Garfield County	SH139: SH 139 Douglass Pass Surface Treatment	Surface Treatment - Phase 2-Excluding MP 18.5-31		\$ 30,503,974									
TBD	2	South Central	Las Animas County	SH 160: SH 160 Jct 109 East to Jct US 287 Surface Treatment	Surface Treatment		\$ 43,656,000									
TBD	2	Pikes Peak Area	El Paso County	US 24: US 24 East of Falcon to El Paso/Lincoln County Line Surface Treatment	Surface Treatment		\$ 26,033,113									
TBD	2	Southeast	Prowers County	US 287: Prowers CR 8 North to Pearl Street Surface Treatment	Surface Treatment		\$ 35,765,978									
							Total	\$ 1,221,933,908								

Statewide Program - Transportation Systems Management & Operations																
Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities					
								Base Cost Estimate	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements					
Project ID	Region	TPR	County	Project Name	Project Description	Notes	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
TBD	TBD	TBD	TBD	RoadX Rural Safety Solutions	Identify new technology solutions to address rural safety issues like animal vehicle collisions and run off the road crashes.	Projects identified through coordination with Regions and industry partners.	\$5,000,000									
TBD	Statewide	Statewide	Statewide	RoadX Panasonic Connected Vehicle (V2X) Ecosystem	Data platform and systems integration to support connected vehicle communications and applications. Provides real-time roadway conditions to passenger and commercial vehicles.	Existing project; funding for all project phases has yet to be identified.	\$50,000,000									
TBD	TBD	TBD	TBD	RoadX Smart Infrastructure	New technologies to improve safety and reduce delay, like smart pavement, in-pavement lighting, and dynamic lane utilization.	Projects to be identified through coordination with Regions and industry partners.	\$20,000,000									
TBD	Region 4	Upper Front Range TPR, Eastern TPR	Weld, Morgan, Washington, Logan, Sedgwick	I-76 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Hudson and the State Line	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$40,000,000									
TBD	Region 5	Southwest TPR, San Louis Valley TPR	Montezuma, Archuleta, Mineral	US 160 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Durango and Wolf Creek Tunnel	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$27,000,000									
TBD	Region 1 and 3	Central Front Range TPR, DRCOG	Park, Jefferson	US 285 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Tiny Town and Fairplay	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$40,000,000									
TBD	Region 3	Intermountain TPR, Grand Valley TPR	Mesa, Garfield	I-70 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Glenwood Springs and the Utah border	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$47,000,000									
TBD	Region 3 and 5	Southwest TPR, Gunnison Valley TPR	Gunnison, Ouray, San Juan	US 550 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Montrose and Silverton	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$30,000,000									
TBD	Region 3, Gunnison Valley	Grand Valley TPR, Gunnison Valley TPR	Montrose, Delta, Mesa	US 50 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between I-70 and Montrose	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$30,000,000									
TBD	Region 1 and 3	DRCOG, Northwest TPR	Clear Creek and Grand	US 40 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between I-70 and Kremmling	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$30,000,000									
TBD	Region 1 and 2	DRCOG, PPACOG	Douglas, El Paso	SH 83 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Franktown and North Gate Road in Colorado Springs	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$18,000,000									

Statewide Program - Transportation Systems Management & Operations																
Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities					
								Base Cost Estimate	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements					
Project ID	Region	TPR	County	Project Name	Project Description	Notes	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
TBD	Region 2	PPACOG	Teller, El Paso	US 24 Intelligent Transportation Systems Infrastructure	Installation of ITS devices between I-25 and Woodland Park	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	2,000,000									
TBD	Region 1	DRCOG	Jefferson	US 285 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between C470 and Kipling	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	1,500,000									
TBD	Region 1	DRCOG	Jefferson	C-470 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between US 85 and SH 83	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	1,500,000									
TBD	Region 5	SWTPR	Montezuma	US 550 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Durango and New Mexico border	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	5,000,000									
TBD	Region 5	Gunnison Valley TPR	Ouray, San Miguel	SH 62 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Ridgeway SH 145 and US 550	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	6,000,000									
TBD	Region 1 and 4	DRCOG	Denver, Broomfield, Boulder	US 287 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Denver and Longmont	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	5,000,000									
TBD	Region 2	South Central TPR	Las Animas	I-25 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Aguilar and New Mexico border	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	10,000,000									
TBD	Region 2 and 5	Central Front Range TPR, San Louis Valley	Rio Grande, Saguache, Chaffee, Park	US 285 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Fairplay and Monte Vista	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$45,000,000									
TBD	Region 4	North Front Range MPO, Upper Front Range TPR, Eastern TPR	Larimer, Weld, Logan	SH 14 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Fort Collins and Sterling	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	30,000,000									
TBD	Region 2	PACOG, Southeast TPR	Pueblo, Crowley, Bent, Prowers	US 50 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Pueblo and Lamar	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	27,000,000									
TBD	Region 3	Central Front Range TPR, Intermountain TPR	Park, Summit	SH 9 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Fairplay and Breckenridge	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	19,000,000									

Statewide Program - Transportation Systems Management & Operations																
Project Summary							Tier	Updated Funding Need/Total Project Cost			Potential Funding Opportunities					
								Base Cost Estimate	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements					
Project ID	Region	TPR	County	Project Name	Project Description	Notes	Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program
TBD	Region 2	PPACOG, Central Front Range TPR, Eastern TPR	El Paso, Elbert, Lincoln	US 24 Intelligent Transportation Systems Infrastructure	Installation of fiber-optics and ITS devices between Colorado Springs and Limon	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$11,000,000									
TBD	Statewide	TBD	TBD	Connected/Autonomous Vehicle (CV/AV) Network on Corridors with Existing Fiber	Dedicated Short Range Communication (DSRC) roadside units and cellular infrastructure to support vehicle-to-vehicle (V2I) communications and safety & mobility applications.	Smart Mobility Plan will provide refined priorities for implementation.	\$51,195,000									
TBD	Statewide	TBD	TBD	Statewide: Adding fiber to ballot list roadway projects from 5 Regions	Costs to add fiber optics and conduit to projects on the roadway ballot list. The funds are dedicated for fiber optic line only. This does not include devices.	Identified in the Region ITS Strategic Implementation Plan and Statewide ITS Planning Efforts.	\$26,805,000									
TBD	Region 3 and 4	Grand Valley TPR, North Front Range MPO	Mesa, Weld	Traffic Management Centers	New TMCs in Region 4 and Regions 3	Identified in Region ITS Strategic Implementation Plans. Smart Mobility Plan will provide refined priorities for implementation.	\$30,000,000									
TBD	Region 1	DRCOG	Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson	Intelligent Ramp Metering Upgrades	Upgrading ramp metering data collection and systems on freeways in Region 1.	Smart Mobility Plan will provide refined priorities for implementation.	\$50,000,000									
TBD	Region 1, others	DRCOG, North Front Range MPO, Upper Front Range, others TBD	Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer, Weld, others TBD	Adaptive Traffic Signals	Deploying Adaptive Traffic Signals on arterials in Region 1 with strategic deployments in other Regions.	A study underway and the Smart Mobility Plan will provide refined priorities for implementation.	\$15,000,000									
TBD	Statewide	TBD	TBD	Connecting Traffic Signals to Fiber Network	Installing fiber optics on signalized corridors.	Smart Mobility Plan will provide refined priorities for implementation.	\$25,000,000									
TBD	Statewide	TBD	TBD	Bottleneck Reduction Projects	Low cost, high benefit projects to reduce delays and improve safety at identified bottleneck locations.	Projects are from the Statewide Bottleneck Reduction project list.	\$52,000,000									
Total							\$750,000,000									

Statewide Program - ADA Curb Ramps

Project Summary								Updated Funding Need/Total Project Cost			Potential Funding Opportunities							
Project ID	Region	TPR	County	Project Name	Project Description	Phasing	Tier	Total cost of the project, escalated to construction mid-point	Significant other funds anticipated, which reduces the identified funding need		Meets minimum eligibility requirements							
								Total Project Cost	Other Funding	Other Funding Assumptions	Tolling, P3, or Innovative Financing	SB 267	INFRA	TIGER	FLAP	Ballot List	National Highway Freight Program	
TBD				ADA Curb Ramps	Anticipated funding needed for strategic, programmatic approach to addressing non-accessible curb ramps that are not scheduled to be addressed through regular project delivery in support of the American's with Disabilities Act.			\$ 65,000,000				x					x	
TBD				ADA Curb Ramps	Anticipated funding needed for strategic, programmatic approach to addressing non-accessible curb ramps that are not scheduled to be addressed through regular project delivery in support of the American's with Disabilities Act.			\$ 20,000,000										
TBD				ADA Pedestrian Push Buttons	Anticipated funding needed for addressing non-compliant pedestrian push buttons, including upgrading existing pedestrian push button facilities to Accessible Pedestrian Signals as needed in support of the American's with Disabilities Act.			\$ 23,870,000										
Total								\$ 108,870,000										