



New Funding Discussion

November 20, 2019



Previous Decisions/Guidance

- Develop project lists covering all years of SB 267
- Support for retaining SB 267 year two commitments
 - Request to re-confirm these projects with local partners
- Support for focused funding on pavement condition
- Support for integrating transit and highway investments



Previous Decisions/Guidance

75%

Urban, Rural, Interstate
Mix of Projects

25%

Rural
Non-Interstate
Pavement

*50% of total investment should include elements of Surface
Treatment and Bridge*



TC Guiding Principles and Criteria

Safety	Mobility	Economic Vitality	Asset Management	Strategic Nature	Regional Priority
<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>	<i>Potential Criteria</i>
Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues	Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities	Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers	Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures	Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.	Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans
<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>	<i>TC Guiding Principle</i>
Safety	<p>Mobility</p> <p>Programs and projects leveraging new technology development</p> <p>Integrated System Impacts and Benefits</p>	<p>Economic Impacts</p> <p>Statewide Equity</p>	<p>Asset Management / Preservation Benefits</p> <p>Impact of Asset Management decision on asset life and function</p>	<p>Financial Leverage, Financial Innovation, and Partnerships</p> <p>Short term projects vs. Accommodating Long-Term Projects trends</p> <p>How does the system look in 30 years and how does this project fit in?</p>	<p>Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?</p> <p>Regional flexibility / related smaller scale projects</p>



Safety

Safety

Potential Criteria

Extent to which project addresses safety deficiencies at locations with known safety issues (as indicated by Level of Safety Service (LOSS) 3 or 4), or other known or projected safety issues

TC Guiding Principle

Safety

LOSS 3 / 4

- 74 projects have a combined investment value of \$1.38B
- 92% of the total highway investment.

LOSS 4

- 45 projects have a combined investment value of \$772.5M
- 51% of the total highway investment.





Mobility

Mobility

Potential Criteria

Extent to which project addresses a mobility need, including congestion reduction, improved reliability, new or improved connections, eliminations of “gaps” or continuity issues, new or improved multimodal facilities, improves efficiency through technology, or improved access to multimodal facilities

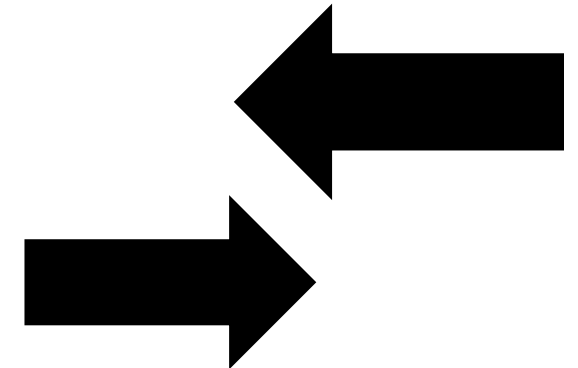
TC Guiding Principle

Mobility

Programs and projects leveraging new technology development

Integrated System Impacts and Benefits

- 31 projects in the *New Funding Project List* will provide mobility benefits.
- The total investment in mobility improvements is \$1.2B and represents 78% of the total highway investment.





Economic Vitality

Economic Vitality

Potential Criteria

Extent to which a project supports the economic vitality of the state or region, including supporting freight, agricultural, or energy needs, or providing or improving access to recreation, tourism, military, job, or other significant activity centers

TC Guiding Principle

Economic Impacts

Statewide Equity

- 55 projects in the *New Funding Project List* will occur on a Colorado Freight Corridor or on a corridor that has heavy freight volumes.
- The total investment on Colorado Freight Corridors, or on a corridor that has heavy freight volumes, is \$1.3B and represents 87% of the total highway investment.





Asset Management

Asset Management

Potential Criteria

Extent to which project addresses asset life, including improving Low Drivability Life pavement or poor rated structures

TC Guiding Principle

Asset Management / Preservation Benefits

Impact of Asset Management decision on asset life and function

- The New funding Project list has 72 projects which have elements of asset management.
- Those 72 projects have a combined investment value of \$867M and represent 57% of the total highway investment.
- The Rural Roads Funding Program has 41 projects dedicated to improving pavement conditions in rural areas.
- Those 41 projects have a combined investment value of \$336,840,000 and represent 22% of the total highway investment.
- The Rural Roads Funding Program will make investments in 500+ miles of rural pavement projects that otherwise would not have been improved.
- The median age of the last time a Rural Roads Funding Program project received an engineering treatment was 1997, or 22 years ago.





Asset Management

SH 160C - Region 2

Near Springfield, Colorado

- Year of last Engineering Treatment - 1979
- Current DL = 0
- Planned Treatment
 - 1" Leveling Course
 - 1.5" HMA Wearing Course
- DL after treatment = 15

Rural Roads Funding Program:

Example Project





Strategic Nature and Regional Priority

Strategic Nature

Potential Criteria

Strategic nature of project, regional or statewide significance, leverages innovative financing and partnerships, and balances short term needs vs. long term trends.

TC Guiding Principle

Financial Leverage, Financial innovation, and Partnerships

Short term projects vs. Accommodating Long-Term Projects trends

How does the system look in 30 years and how does this project fit in?

Regional Priority

Potential Criteria

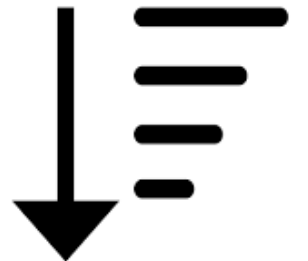
Priority within the Region, based on planning partner input including priorities expressed in Regional Transportation Plans

TC Guiding Principle

Is the project informed by extensive collaborative work already done on Prop 110 project list and existing regional / local planning and what are the reasons for deviating from these?

Regional flexibility / related smaller scale projects

- Major capital projects listed in the New Funding Project List are strategic in nature and represent significant regional priorities.
- All of the projects included have been prioritized by the Transportation Planning Regions (TPRs).





Current Distribution

78%

Urban, Rural, Interstate
Mix of Projects

22%

Rural
Non-Interstate
Pavement

*56% of total investment includes elements of
Surface Treatment and Bridge*



Current Distribution

- Funds available for highway projects included on the New Project Funding List include:
 - \$1,350 million anticipated through SB 267 Certificates of Participation (COP) issuances in FY 2020, FY 2021, and FY 2022;
 - \$10.6 million in interest earnings associated with the FY 2019 COP issuance;
 - \$105 million provided via a General Fund transfer in FY 2020 directed by SB 1;
 - \$60 million provided via a General Fund transfer in FY 2020 directed by SB 262.



Current Distribution

- These funding sources total \$1.526 billion, compared to a New Project Funding List totaling \$1.587 billion, a difference of approximately \$61 million.
- Availability of additional funding through:
 - Program Reserve: Program Reserve Fund (federal redistribution)
 - Additional premium anticipated upon issuance of SB 267 COPs.
- Fourth budget amendment this month includes the reallocation of \$61 million from the Transportation Commission Program Reserve Fund to Strategic Projects.



New Funding Project List
Colorado Transportation Commission
November 20, 2019

Region 1 Project List

Project Name	Project Narrative
I-25 South Gap Package 3	Continues work on Interstate 25 South Gap (from Monument to Castlerock). Funding will cover the removal of newly discovered unsuitable excavated materials to allow for roadway completion.
I-270: Widening from I-76 to I-70	NEPA Study will evaluate new lane capacity, roadway widening and shoulders along I-270 between I-76 and I-70. Project would include full roadway reconstruction and widening of I-270. Includes bridge replacement and interchange ramp improvements.
I-25 Valley Highway Phases 3 & 4	Valley Highway Phase 3 and 4 improvements would consolidate heavy and light rail tracks away from I-25 and provide space to improve safety through highway geometric and access improvements. This project also includes funding for I-25 Corridor Traffic and Revenue Study.
I-70 West: Floyd Hill	NEPA Study to consider expanding west bound Floyd Hill from two lanes to three along Interstate 70 West. It would also include the replacement of the Westbound Bridge at the bottom of Floyd Hill and considers straightening the alignment by adding a tunnel at the bottom of Floyd Hill.
I-70 Peak Period Shoulder Lanes (PPSL) - Year Two 267 Commitment	Funding to complete a peak period shoulder lane (PPSL) along I-70 West from the Veterans Memorial Tunnels to Empire Junction.
Urban Arterial Safety Improvements (Urban Arterial Safety Improvements in Region 1)	Urban arterial safety investments along will focus on bicycle and pedestrian mobility including shoulders, striping, medians, signals, and safe crossings that align with DRCOG's Vision Zero elements.

Region 2 Project List

Project Name	Project Narrative
US 50 and Purcell Drive Interchange	Construct a grade-separated interchange in Pueblo County to improve safety and mobility of US 50. Addition of one lane on US 50 westbound lane key for the connection from Pueblo to Pueblo West. Pedestrian and bike accessibility will also be improved.
SH 21 and Research Parkway Interchange	Construct a grade-separated interchange in Colorado Springs to improve safety, mobility, and paving on SH 21 (Powers Blvd). Add sidewalks and bike lanes for access from a middle school on the east side and high school on the west side. Paving poor pavement for three miles of SH21 is included to improve our road condition.
I-25 and SH 94 Safety and Mobility Improvements	I-25 from South Academy to Fountain next to Fort Carson near the City of Fountain construct concrete paving to improve our Asset condition and widen shoulders to 12', plus install median barrier. SH 94 will construct Westbound Passing Lanes, a turning area and signal at Blaney Road to help with poor mobility, improve movements from Enoch to Curtis Road and install fiber optic from US 24 to Enoch.
US 287 (A-Park Street South) - Lamar Downtown Concrete Paving	US 287 will be concrete paved through downtown Lamar improving our road conditions. US 287 is part of the Ports to Plains corridor and is used heavily by Freight. It was last paved in 2004 in asphalt. A major rural paving project that is a priority for Prowers County.
I-25 Raton Pass Safety and Interchange Improvements	I-25 in Trinidad (Exit 11) would construct a new wider bridge over I-25 connecting to roundabouts for improved safety and efficiency of traffic movements. Other possible improvements from MP 0-12 will be determined to address safety, rockfall or future fisher's peak state park access.
SH 115 – Safety and Paving improvements from MM 20-39	On SH 115 replace with a wider bridge at Rock Creek with adequate width to accommodate passing lanes, eliminating a bottle-neck area.

	Construct a paved shoulder to accommodate a mobile weight scale, Adding a passing lane in each direction from MP 37 to 39, with resurfacing of existing roadway pavement. along with other safety improvements such as an area for a mobile weight scale. SH 115 paving to improve road conditions approximately MP 20 as budget allows will be included.
US 285/CO 9 Intersection Improvement with Bridge Widening	Upgrade the intersection with CO 9/US 285 in Fairplay (heading to Breckenridge) with dual left turn lanes, protected pedestrian crossings, and new sidewalks to widen this will include a bridge widening/replacement along US 285. Improves safety and mobility.
I-25 Colorado Springs Ramp Metering Phase 2	Provide ramp metering along I-25 in Colorado Springs to assist with traffic flow, reduce congestion, and improve merging opportunities from on-ramps to I-25. Metering will be added at northbound Baptist Road, northbound North Gate, southbound North Academy; and southbound Woodmen Road and possibly other locations as budget allows.
I-25 Paving and Mobility– Fillmore to Garden of the Gods Colorado Springs	I-25 poor pavement will be repaved and I-25 will be constructed to final configuration which will allow for better safety and mobility for the area by providing a continuous acceleration lane and deceleration lane between the interchanges of Garden of the Gods and Fillmore. The project will replace two I-25 bridges over Elston Street with enough width sufficient to accommodate the ultimate configuration of I-25 to four lanes (4th lane is slated in future as HOV) but striped for the current configuration of three lanes.
I-25 through Pueblo New Freeway	Reconstruct US 50 and I-25 Interchange in Pueblo and realign US 50 to the East over fountain creek. Preferred project with greatest impact will replace three poor bridges along I-25 and US 50, streamline on/off ramps, and raise the bridge height over I-25 to create higher clearances for freight vehicles. Funding for the full interchange is not secured at this time however there is Bridge Enterprise funding available to facilitate good use of the funds.

US 287 Bridge Preventative Maintenance Phases 1 & 2	Nine bridges on US 287, the oldest built in 1935, will be repaired to ensure their safety on the Ports to Plains freight corridor. Two of the bridges are north of Eads, seven are close to Springfield on this Ports to Plain corridor.
M-22-AY Bridge Repair on CO 109 over US 50B in La Junta	Bridge needs to be repaired to ensure its safety and prevent inefficient travel in an important freight region in La Junta in Otero County. Bridge was built in 1967.
Bridge Preventative Maintenance: CO 12, CO 194, and I-25 C	The four bridges in Southeast and South Central TPR need to be repaired to ensure safety for the traveling public. Two of the bridges date from the 1930's, two others from the 1950's.
Bridge Preventative Maintenance on I-25, CO 16 & CO 24 in Colorado Springs (4 bridges)	Four bridges will be repaired in Colorado Springs, one of the biggest cities in the state. One of the bridges is as old as 1964.

Rural Paving Projects

Project Name	Project Narrative
SH 116 - US 287 to Kansas Border	Paving for 32 miles near Two Buttes and Lycan that includes guardrail upgrades and bridge rail upgrades. The largest portion of this project was last paved from 1974-1976.
SH 69A Westcliffe to Fremont County	ADA ramps for pedestrian access, guardrail and bridge rail upgrades for almost 23 miles near Westcliffe. The largest portion of this project was last paved in 1995.
US 50 Texas Creek East	Guardrail upgrades and paving on US 50 West of the Royal Gorge area for almost 10 miles from Texas Creek to the east. The largest portion of this project was last paved in 2001.
SH 96 East of Ordway to Arlington	Shoulder widening for 21 miles and paving for 24 miles to help upgrade the TransAmerica Bicycle Trail. The largest portion of this project was last paved in 1982. The shoulders are 2' or less along

	this corridor.
SH 109 - SH 160 to Otero County Line	Paving for 31 miles between Kim and La Junta that also includes flattening out parts of the roadway that currently create unsafe conditions. The largest portion of this project was last paved in 1978.
US 160 from Springfield to SH 100 and SH 100	Leveling and paving for 10 miles of US 160 Springfield in Baca County to/and including SH 100 near Vilas. The largest portion of this project was last paved in 1979. SH 100A was last paved in 2006.
SH 96 near Eads to Sheridan Lake	Two miles of shoulder widening, leveling and paving for 24.7 miles on SH 96 from US 287B near Eads to Sheridan Lake which is part of the TransAmerica Bike route. The largest portion of this project was last paved in 1983.
SH 67 from SH 96 to Florence	Leveling and paving for 11 miles between Florence and Wetmore (SH 96) in Fremont and Custer Counties. The largest portion of this project was last paved in 1977.
SH 194A Surface Treatment and Drainage Improvements	Reconstruction at drainage issue near US 50 to Bent County Line, leveling and paving for a little more than nine miles east of La Junta in Otero County. The largest portion of this project was last paved in 1984.

Region 3 Project List

Project Name	Project Narrative
US 50 Windy Point/Blue Creek Canyon	This final connection on US 50 requires geometric alignment improvements, adding shoulders, and building a new passing lane. New drainage culverts, rock fall mitigation, snow fences, signing, and striping are also part of the project.
SH 9 Iron Springs to Main Street	This is the final segment of widening SH 9, Frisco to Breckenridge, to four lanes that began in 2004. The project includes two roundabouts, signal improvements, and new pedestrian connections, including an underpass.
SH 13 Fortification Creek	Reconstruction of SH 13 to meet current design standards including wider shoulders, drainage improvements, and a wildlife underpass.
US 6 Fruita to Palisade Safety Improvements	This safety and mobility improvement project includes intersection realignment at 20 Road and a new traffic signal, center median improvements on North Avenue, two new roundabouts in Clifton, and intersection improvements between Clifton and Palisade.
SH 13 Garfield County MP 11.3 to 16.2	Reconstruction of SH 13 to meet current design standards including wider shoulders, drainage improvements, and wildlife underpasses.
US 550 Montrose to Ouray County Line Safety Improvements	This strategic safety improvement project will address deficiencies on US 550 between Montrose and Colona (milepost 117 to milepost 127). Improvements include a new passing lane, turning lanes at county road intersections, wildlife fencing, new signing, and restriping of the roadway.
I-70 Auxiliary Lane East Frisco to Silverthorne	This project addresses safety and mobility on the eastbound I-70 corridor (including improved truck parking) which has higher than average crashes. Adding the lane will connect the interchanges with a needed safety improvement and widen/improve critical bridges in Silverthorne.
US 50 Grand Junction to Delta Repairs	This section of roadway between Grand Junction and Delta receives numerous complaints regarding drivability. Project will repair deficiencies in the roadway

	(dips and bumps) and provide a new asphalt (HMA) surface along with guardrail and striping improvements.
SH 92 Rogers Mesa to Hotchkiss	This safety improvement project will add shoulders and provide turning lanes on SH 92 at county road intersections west of Hotchkiss. Improvements will also include new culvert drains, delineation, guardrail, signing, and striping.
I-70B East of 1st to 15th Street	This I-70B project in Grand Junction makes improvements to accommodate three lanes of traffic each direction while minimizing pedestrian conflict points. New bus stop locations will be added as well as a bike/ped path that will connect multiple trails with city bike corridors.
I-70 West Vail Pass Safety Improvements - Phase 1	This safety project will make improvements that assist freight commerce and to reduce accidents in this high-accident location. Improvements include truck chain stations, signage, and shoulder widening.
Intersection Improvements at SH 50/550	This project will replace the aging signal with new infrastructure, including a new railroad interconnect. In addition, the intersection will be rebuilt with a second southbound left turn lane to address safety and capacity problems resulting from excessive queuing.
US 50 Passing Lanes Blue Mesa	This project will add passing lanes in each direction on SH 50 near Blue Mesa. Heavy volume of trucks and recreational traffic lead to safety and capacity problems that arise due to slow travel speeds and risky passing behaviors.

Rural Paving Projects

Project Name	Project Narrative
SH 92 Crawford East	Guardrail and bridge rail upgrades and overlay for 12 miles.
SH 64 Meeker West	Guardrail and bridge rail upgrades and overlay for 12 miles.
SH 34 Grand Lake	Guardrail and bridge rail upgrades and overlay for 9 miles.

SH 139 Douglas Pass North	Guard rail and bridge rail upgrades and overlay for approximately 15 miles.
SH 149 Lake City North	Guard rail and bridge rail upgrades and overlay for approximately 22 miles. These rural paving dollars allow for the extension of the current 10 mile project adding an additional 12 miles for 22 miles total.
SH 300 Leadville West	Leveling and overlay for 3.3 miles.
SH 24 Leadville South	Guard rail and bridge rail upgrades.
SH 318 Browns Park East	Guardrail and bridge upgrades, leveling, and overlay for 15 miles.
SH 114 Parlin West	Guardrail and bridge upgrades, leveling, and overlay for 8 miles. This is a joint project with Regions 3 and 5 to address a cumulative 20 miles of SH 114.
SH 125 Walden North	Combine SH 125 and SH 14, guardrail and bridge rail upgrades, and overlay for 13 miles.
SH 14 Grizzly Ranch North	Combine SH 125 and SH 14, guardrail and bridge rail upgrades, and overlay for 6 miles.
SH 139 Dinosaur Diamond	Guardrail and bridge upgrades, leveling, and overlay for 4 miles.
SH 92 Hotchkiss to Crawford	ADA compliance, guardrail, and overlay for 5 miles.

Region 4 Project List

Project Name	Project Narrative
I-25 North: Segment 7 & 8 - Express Lanes on permanent EIS alignment (CO 402 to CO 14)	This project includes bridge replacement and widening, roadway reconstruction, and adds one new express lane in each direction from CO 402 to CO 14. Work also incorporates state of the art transit access, regional bike/pedestrian trail connections and safety upgrades. This new alignment allows for future roadway expansion.
I-25 North: Segment 5 & 6: BUILD Grant Funding Commitment Express Lanes on permanent EIS alignment (CO 56 to CO 402)	This project increases safety and capacity by adding one express lane in each direction from CO 402 to just south of CO 56 at the Little Thompson River Bridges. The express lanes extend from those currently under construction on North I-25 Segment 7 and 8 project (CO 402 to CO 14), further easing congestion. This project will also improve roadway geometry, shoulder widths and replace inadequate bridges and interchanges.
CO 119: Safety / Mobility Improvements	Design and construction of CO 52/CO 119 improvements to boost operations, safety and mobility along the CO 119 corridor.

Rural Paving Projects

Project Name	Project Narrative
US 6 Merino to Atwood	Surface treatment on poor road surface of US 6 near Merino to Atwood with no improvements in over 25 years. The project includes mill and fill overlay for 7 miles.
CO 59 Seibert to Cope	Surface treatment (leveling course and overlay) on CO 59 near Seibert to Cope on a poor road surface for 26 miles and with no improvements for over 25 years. This project is combined with additional work to address bridge rehabilitation, scour critical work, guardrail, and bridge updates.

CO 138: Sterling North (Part 2)	Surface treatment project on CO 138 for 11 miles on a poor road surface with no improvements in over 25 years. Project includes shoulder widening at strategic locations.
US 385: Phillips/Yuma County Line South	Surface treatment on US 385 near Phillips/Yuma County Line South on a poor road surface with no improvements in over 25 years, includes new overlay for 7 miles.
CO 52 Resurfacing Prospect Valley (Phase 1)	Surface treatment on CO 52 near Prospect Valley on a road surface with no improvements in over 25 years. The project includes shoulder widening at strategic locations.
I-76: West of CO 144 Westbound	Surface treatment on I-76 (west of CO 144) on the westbound roadway segment with no improvements in over two decades. The project includes a slab replacement and diamond grind for 7 miles.
I-76: US 34 East Both Directions	Surface treatment (slab replacement and diamond grind) project for 8 miles on I-76 at US 34 East both directions with no improvements in over two decades.
US 385 North of Cheyenne Wells	Surface treatment on US 385 (north of Cheyenne Wells) on a poor road surface with no improvements in over 25 years. The project includes targeted shoulder widening and overlay for 16 miles.
CO 52 Resurfacing Prospect Valley (Phase 2)	Targeted shoulder widening project is combined with a planned overlay surface treatment on CO 52 (near Prospect Valley) for 16 miles. This roadway segment has not received improvements in over 25 years.
I-76: East of Sterling	Surface treatment (overlay) on I-76 East of Sterling on roadway segment with no improvements in over 15 years.

Region 5 Projects

Project Name	Project Narrative
US 50/285 Intersection Reconstruction (Round-a-bout)	Replacing a severely congested three-legged intersection with a round-a-bout to improve congestion, mobility, and safety.
US 550 Pacochupuk South Roadway Mobility and Safety Improvements.	Minor pavement widening to provide an additional passing lane and a left turn lane at Ouray CR 8. Additionally, paving several miles of US 550 to improve poor pavement conditions through the Billy Creek area and improving existing wildlife fencing to eliminate gaps in the fence to reduce wildlife crashes.
US 160 McCabe Creek Major Structure Replacement	Replacing a failing culvert crossing US 160 in Pagosa Springs with a concrete box culvert. Project will also widen the roadway for bike and pedestrian facilities. Project will help to protect the downtown area from severe flooding and potential washout of US 160.
US 550/160 Connection (Interchange Completion)	\$100 million project will eliminate the existing Farmington Hill signalized intersection by relocating US 550 to the grade separated Grandview Interchange. US 550 will be widened to four lanes with median barrier or a divided median and add needed shoulders. Additionally, the project will improve the intersections of CR 220 and CR 219 with turn lanes and the corridor will also have wildlife fencing and underpasses to reduce wildlife vehicle collisions.

Rural Paving Project

Project Name	Project Narrative
CO 141&145 Slickrock & Redvale Resurfacing	Resurfacing project to improve up to 40 miles of pavement on CO 141 and CO 145 near Naturita. These roadways have not had a funded resurfacing project in over 20 years.

CO 17 MP 84.5 to 118.5 Shoulders and Resurfacing	Continuation of adding shoulders and resurfacing on CO 17 from 20 miles south of Moffat north for 34 miles. The needed improvements have been a priority of the San Luis Valley Transportation Planning Region for many years.
CO 149 Resurfacing and Shoulders North of Creede	Surface treatment on CO 149 from Creede north to the Hinsdale County line as well as shoulder widening at strategic locations and guardrail improvements. Estimated paving for 42 miles on roadway segments that have not had a treatment in over 20 years.
CO 114 Resurfacing and Shoulders	Surface treatment on CO 114 west of Saguache on roadway segments that have not had a treatment in over 20 years. This includes shoulder widening at strategic locations, and guardrail improvements.
CO 141 North of Naturita Resurfacing	Surface Treatment on CO 141 north of Naturita for 20 miles. Includes guardrail improvements, leveling course and overlay on a roadway segment in poor condition with no surface treatment in the last 20 years.
US 50 North of 285 Resurfacing	Surface treatment project west of Poncha Springs on US 50 west to Monarch Pass. Includes a leveling course and overlay for 6 miles towards Maysville on a roadway segment with no treatment in the last 20 years.
US 550 Billy Creek Resurfacing	Surface Treatment (leveling course and, overlay) for 8.5 miles on a poor road surface with no past funding in over 20 years.
CO370 Resurfacing	Surface treatment of CO 370 in Alamosa or Rio Grande County for 4 miles (leveling course and overlay). Roadway has not had a project funded in over 20 years.
US 160 MP 0-8 Aztec Creek Resurfacing	High priority project for the Ute Mtn Ute Tribe (UMU). Last portion of highway on UMU lands to be resurfaced. Project will resurface 8 miles of US 160 near the Four Corners.