



Presentation to Governor's Panel on Transportation Finance and Implementation

Region 2

Key Projects
State of the System
Financial Outlook

July 12, 2007



2030 Statewide
Transportation Plan

Corridor Visions



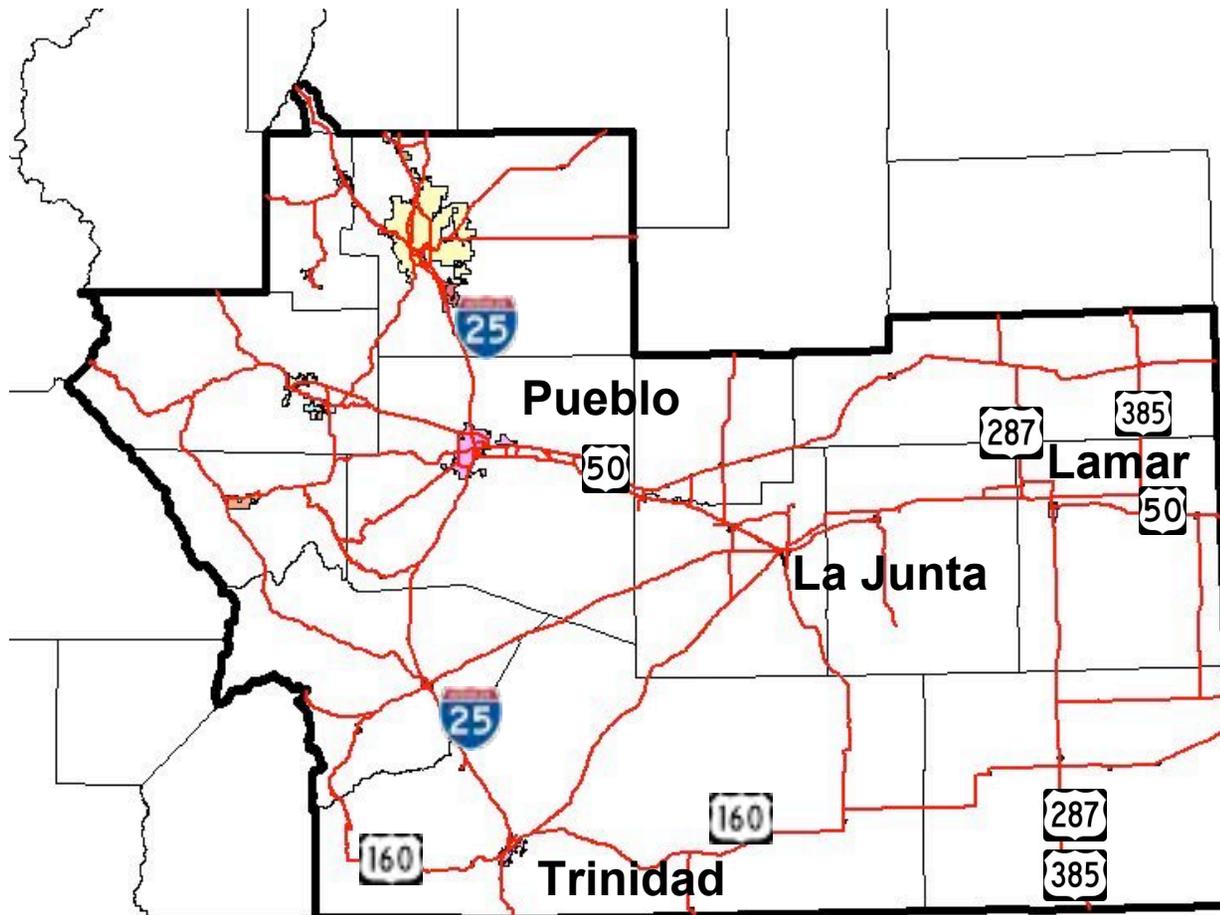
Photo: Embraer Brasilia at
Montrose Regional Airport

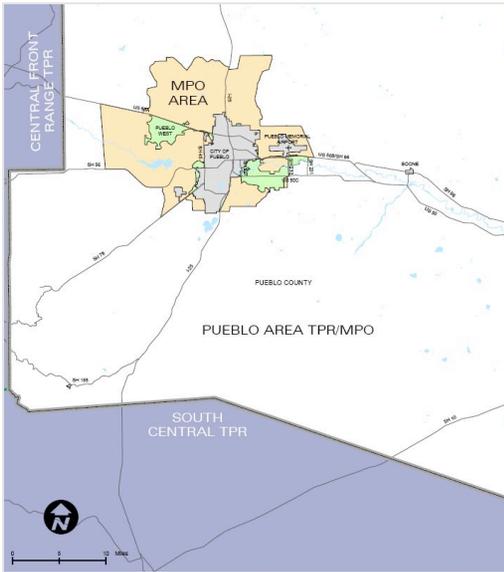
Overview of Presentation

- Focus on Pueblo, Trinidad Area, and Southeast Colorado
- Maintenance and Reconstruction Needs Far Exceed Projected Revenues
- Current Efforts to Address Critical Needs and Prepare for Increased Revenue

Region 2

Teller County
El Paso County
Fremont County
Custer County
Pueblo County
Huerfano County
Las Animas County
Kiowa County
Crowley County
Otero County
Bent County
Prowers County
Baca County





**Pueblo County
The City of Pueblo
Pueblo West Metro District**

**Kiowa County
Crowley County
Otero County
Bent County
Prowers County
Baca County**



**Huerfano County
Las Animas County**



Size of the State Highway System – Region 2

- 3 Transportation Planning Regions and 2 Metropolitan Planning Organizations
- 7454 Lane-miles of State Highway
- 928 State-owned Bridges
- 4 Mountain Passes
- 13 Counties/Over 100 Cities and Towns
- 7 Rest Areas

System Quality Concerns

- Bridge Replacement and Maintenance
- Aging Condition of System
- Expanding Urban Areas and Military Installations
- Increased Energy Industry Impacts
- Natural Disaster Management:
 - (Rock fall, land slides, tornadoes, snow and floods)
- Safety



System Quality Concerns

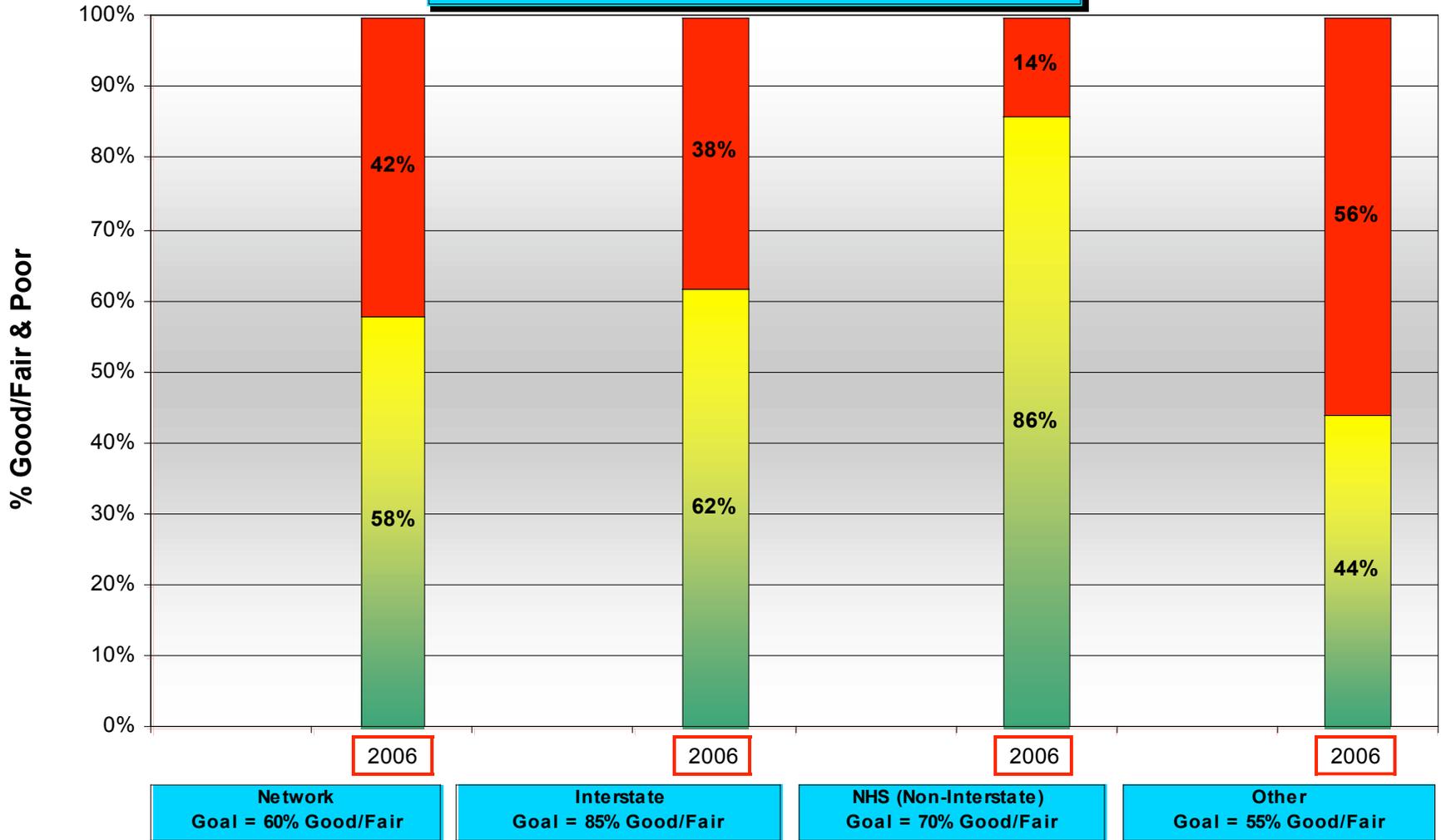
- Roadway Surface Condition:

At the current projected funding level for Surface Treatment; 74% of Region 2 Highways will be considered in poor condition by year 2026.



Region 2: 2006 Good/Fair & Poor

■ Poor (Remaining Service Life (RSL) ≤ 5 years)
■ Good/Fair (Remaining Service Life (RSL) ≥ 6 years)



Surface Treatment Needs for Region 2

Assuming No Added Capacity, using 2005 Condition Data, and 10 Years to Correct Backlog
Dollars are per year in constant FY2007 dollars (3.5% budget growth) (4.0% inflation)
Backlog funding is utilized only for Remaining Service Life=0 roadways

Current Investment
~ \$29M/yr
(Annually-3.5% growth)



Need \$560 Million in
next 10 years to meet
the following:

Backlog \$40M/yr
(Additional - 5 yrs)
(Annually-3.5% growth for 5 years)



90% Good/Fair
9% Poor

Sustain \$43M/yr
(Years 5-10)



1% RSL=0

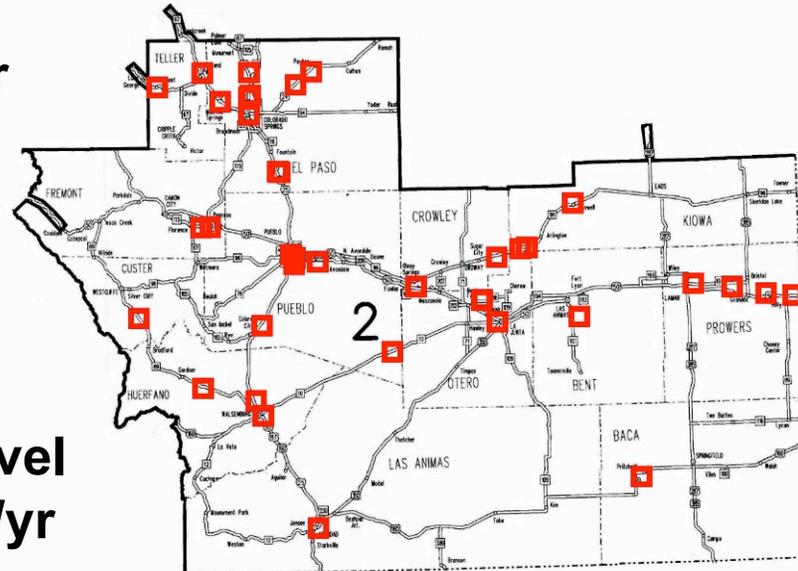
Region 2 Poor Bridges

Sufficiency Rating < 50 and Structurally Deficient or Functionally Obsolete

Current Investment – \$9 M/yr

**Backlog - \$110 M
(To replace 43 Bridges in Poor Condition)**

**Sustain System at current level for the next 10 years - \$27 M/yr
(total \$270 M)**



□ Poor bridges

Region 2 has 52 Load Restricted Bridges:

9 - No Overloads Allowed

34 - Some Overloads Allowed

9 - Temp. Shoring in Place to Allow Overloads

Region 2 7th Pot Projects Future Corridor Funding Needs

7 th Pot Projects	Future Corridor Funding Needs
US 287 Oklahoma to Cheyenne County Line	\$35 Million
a. US 287 South of Lamar-South	\$25 Million
b. US 287 South of Springfield-South	\$10 Million
I-25 Colorado Springs to Douglas County line	\$150 Million
Powers Boulevard in Colorado Springs	\$ 800 Million

Note: all costs and funding shown in 2008 \$



CDOT Prioritization Philosophy Given Shortfalls

- First, address critical safety / system quality needs. Use lower-cost interim fixes where appropriate.
- Prepare shelf-ready capacity and/or reconstruction projects on regionally significant corridors. Be ready when unanticipated funding becomes available.

Major Maintenance Concerns

- **I-25 Viaduct in Trinidad:** Aging and substandard roadway and bridges for 1.1 mile section of I-25 that bisects Trinidad. Northbound reconstruction project (\$45 M) is in progress. An additional \$50 M is needed to reconstruct the Southbound viaduct, bridges, roadway, and interchanges.
- **I-25 New Mexico to Monument Hill:** 38% of surface currently in Poor condition. Entire 2009 Surface Treatment allocation going to I 25 – only 2 projects.



Major Maintenance Concerns

- **I-25 in Pueblo:** 50-year old freeway with substandard alignment resulting in posted speed of 50 mph.
- Currently, 5 bridges are in poor condition
- 9 other bridges that are rapidly deteriorating.
- The challenge: Entire 8 miles needs to be reconstructed and realigned requiring large sections of new roadway and new interchanges to be built with each bridge. Over \$1 billion replacement cost being evaluated in EIS.



Major Corridor Studies in Progress

- **US 50 Pueblo to Kansas Tiered EIS** – Improve safety, access, and mobility from Pueblo to Kansas state line.
 - Alternatives being identified for DEIS with public meetings Aug. 2007
 - Target Schedule: May 2008 DEIS; Summer 2009 FEIS; Dec. 2009 ROD
 - Current estimate for improvements is \$1 billion
 - No identified funding plan; have earmarks for minor improvements



- **High Agricultural Use**

- 5% to 7% of vehicles travel below 15 mph*
- New passing lanes will have 12' shoulders

* According to speed surveys conducted in 2006

Major Corridor Studies in Progress

- **US 287 Lamar Relief Route** – Improve mobility and safety by removing heavy truck traffic through Lamar
 - Target Schedule: Late Fall 2007 EA; Spring 2008 Decision Document
 - Estimated Cost: \$150 million
 - No identified funding plan
- **I 25 in Pueblo** – EIS for Replacement of aging infrastructure, Improve safety with improved alignment, integrate highway with community.
 - 2 build alternatives
 - Existing alignment
 - Modified alignment
 - FEIS expected in 2009
 - Current estimate for improvements is \$1 billion
 - No identified funding plan

Major Corridor Studies in Progress

- **US 24 I-25 to Manitou Springs** – Improve mobility for commuters and heavy tourist traffic on gateway to mountains
 - Additional capacity with additional lanes and interchanges
 - Schedule - Spring 2009 Decision document
 - Current estimate for improvements is \$ 260 million
- **Powers Blvd. Woodmen Road to I-25 South** – Evaluate potential improvements for route serving high growth area, Airport and Air Force Base.
 - Capacity improvements to reconstruct from a 4 lane highway to a 6 lane freeway with 11 new interchanges.
 - Schedule Spring 2008 Decision Document
 - Current estimate for improvements is \$ 800 million

Other Corridors Identified in 2035 Plan Process

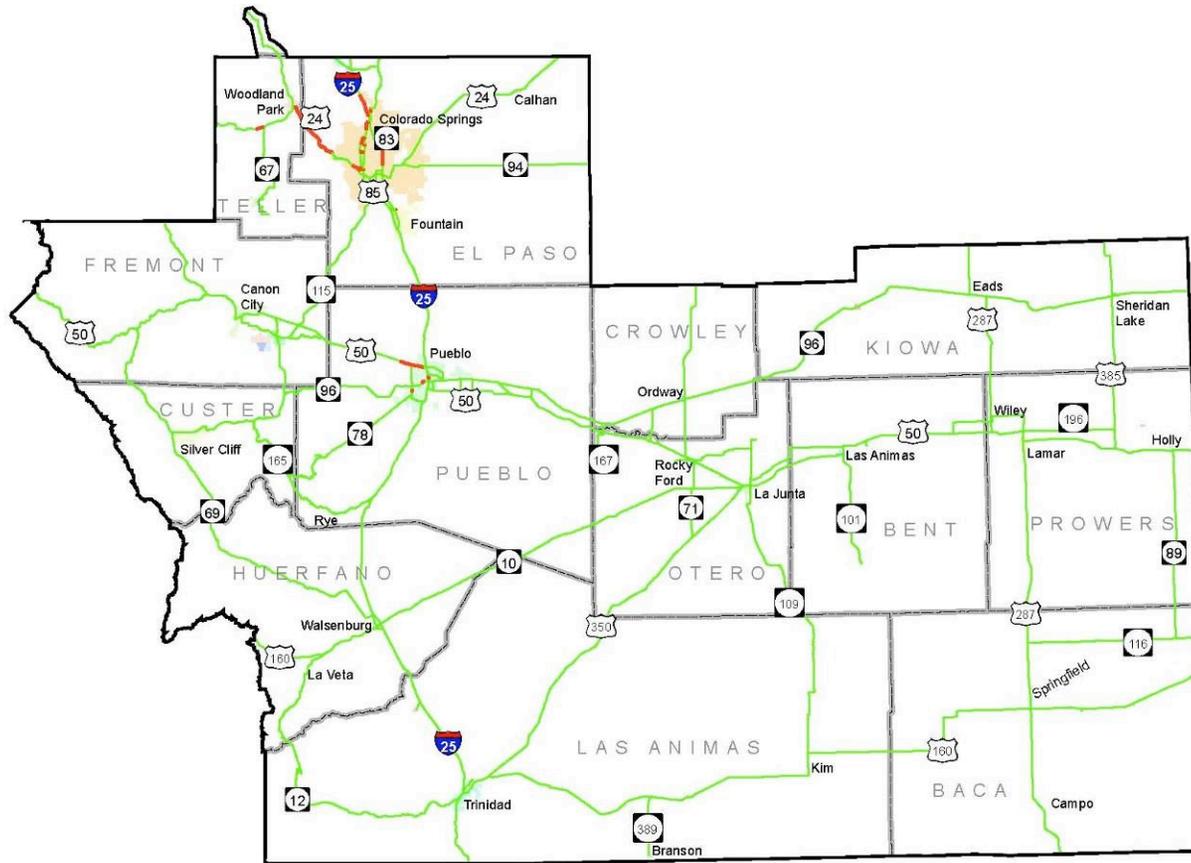
- **SH 12 Trinidad to Walsenburg** – Upgrade this winding roadway to current standards (shoulders and clear zone distances) and address spot safety concerns. Highway is heavily used by oil and gas industry and is a Scenic Byway.
 - Total estimated cost \$50 M
 - No funding or schedule identified
- **SH 96 Pueblo to Kansas** – Provide shoulders for increased safety of motorists and bicyclists.

Other Corridors Identified in 2035 Plan Process

- **US 287 Oklahoma to Cheyenne County Line** - Coordination with the Ports to Plains corridor, improve safety in heavy freight corridor
- **US 24 East of Colorado Springs** – Provide improved mobility and safety for rapidly growing area of El Paso County.

Other Corridors Identified in 2035 Plan Process

- **US 50 from Pueblo to Pueblo West** – Study to address capacity and safety issues for this section of US 50 with peak morning and evening commuting periods.
 - Scope being finalized (\$1 Million budgeted)
 - Traffic alternates analysis required
 - May lead to Environmental Assessment
 - Target Schedule: Fall 2007 – Fall 2008
- **SH 115 Canon City to Colorado Springs**
Provide improved safety on corridor experiencing growth in commuter, freight, and aggregate mining traffic.



Colorado Department of Transportation
 Division of Transportation Development
 Mobility Analysis Unit

Engineering Region 2

CDOT Highways 2006

- V/C ratio < 0.85
- V/C ratio \geq 0.85

Volume-to-Capacity Ratios on Colorado State Highways for 2006
 (based on 30th highest hourly volumes)

Printed: July 9, 2007
 Source: TraffOn 2006



Conclusion

To continue to provide the level of service for these major items requires additional transportation funding. (Figures below are for Region 2 without inflation)

Program	Current Funding (10 years)	Needed Funding (10 years)	Shortfall
Roadway ST	\$290 M	\$560 M	\$270 M
Bridge	\$90 M	\$290 M	\$200 M
Safety	\$27 M	\$165 M	\$138 M
Maintenance (operations)	\$ 210 M	\$ 225 M	\$15 M

Major Corridor Needs identified in current studies or 7th Pot

Corridor	Funding Needs	Corridor	Funding Needs
I-25 Through Pueblo (EIS)	\$1 billion	I-25 Colorado Springs to Douglas County (7 th pot)	\$150 million
US 50 Pueblo to Kansas (EIS)	\$1-\$3 billion	SH 24 Manitou Springs (EA)	\$ 260 million
Powers Blvd (EA)	\$800 million	US 287 Reliever Route (EA)	\$ 150 million
US 287 (7 th pot)	\$35 million		

