

Transportation Asset Management Webinar Series

Webinar 79

Making Data Work for Asset Management

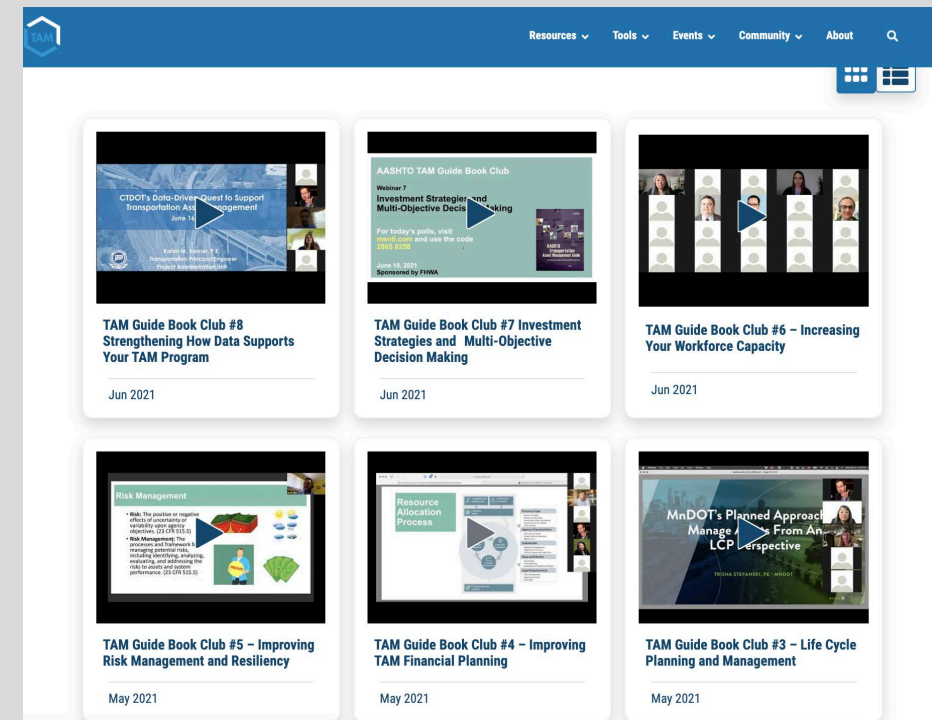
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March 18, 2026

FHWA/AASHTO Asset Management Webinar Series

- This is the **79th** in a webinar series that has been running since 2012
- Webinars are held every two months, on topics such as off-system assets, asset management plans, asset and risk management, and more
 - Usually, the 3rd Wednesday of the month, 2PM Eastern
- We welcome ideas for future webinar topics and presentations
- Submit your questions using Zoom's chat feature



Welcome!

FHWA and the AASHTO Subcommittee on Asset Management are pleased to cosponsor this webinar series

- Sharing knowledge is a critical component of advancing asset management practice
- FHWA Asset Management Hub: <https://www.fhwa.dot.gov/asset/pubs.cfm>

Webinar Objectives

- **Explore** practical ways to pair traditional TAM databases with emerging and alternative data sources;
- **Highlight** innovative programs that facilitate holistic asset data management;
- **Feature** practices for modernizing data beyond compliance and toward decision support;
- And as always, **share lessons-learned, ideas, and knowledge!!!**

Webinar Agenda

- 2:00 Welcomes, Overview, and Agenda**
Anna McLaughlin, AASHTO
Tashia Clemons, FHWA
Hyun-A Park, Spy Pond Partners
- 2:10 MarkSMART: A Data-Driven Pavement Marking Management System**
Robert Chochrane and Chen-Fu Liao, Virginia Department of Transportation
- 2:25 PennDOT Asset Management Alternative Data Sources**
Justin Bruner, Pennsylvania Department of Transportation
- 2:40 Colorado DOT's Progress Towards Data Driven Decision-Making**
William Johnson, Colorado Department of Transportation
- 3:10 Q&A Discussion and Wrap Up**
Hyun-A Park, Spy Pond Partners



MARKSMART

A Data-Driven Pavement Marking Management System

| Robert Cochrane & Chen-Fu Liao

TAM Webinar 3/18/2026

VDOT Managed Roadways

- VDOT operates through 9 geographic districts to maintain over 59K miles of state highways, bridges, and tunnels, representing the third-largest state-maintained system in the country.
- The **59,672**-mile state-maintained system includes:
 - Interstate: **1,119** miles of four-to-ten lane highways that connect states and major cities.
 - Primary: **8,046** miles of two-to-six-lane roads that connect cities and towns with each other and with interstates.
 - Secondary: **50,195** miles of local connector or county roads. These generally are numbered 600 and above.
 - Frontage: **312** miles of frontage roads.

Source: <https://www.vdot.virginia.gov/about/our-system/highways/#:~:text=Interstate:%201%2C119%20miles%20of%20four,toll%20roads%20maintained%20by%20others.>

Pavement Making Maintenance

- Materials: Tape (6), thermoplastic (3), and paint (1)
- Operations: Seasonal restriping coordinated with statewide paving schedule
- Safety: Focus on maintaining high retroreflectivity
- Priority Routes: Interstates and primary roads restriped more often due to higher traffic volumes and wear

Our Motivation

The Need

- Understand statewide inventory
- Align marking investments
- Meet Federal requirements

The Challenge

- 3rd largest state network
- No inventory
- Paving impacts
- Short lifecycles
- Staff time for data upkeep

What is MarkSMART?

A network-level pavement marking management tool that minimizes asset data collection requirements through use of Roadway Inventory and Traffic data.

Maintain
Statewide
Inventory

Evaluate
Marking
Needs

Generate
Restriping
Plans

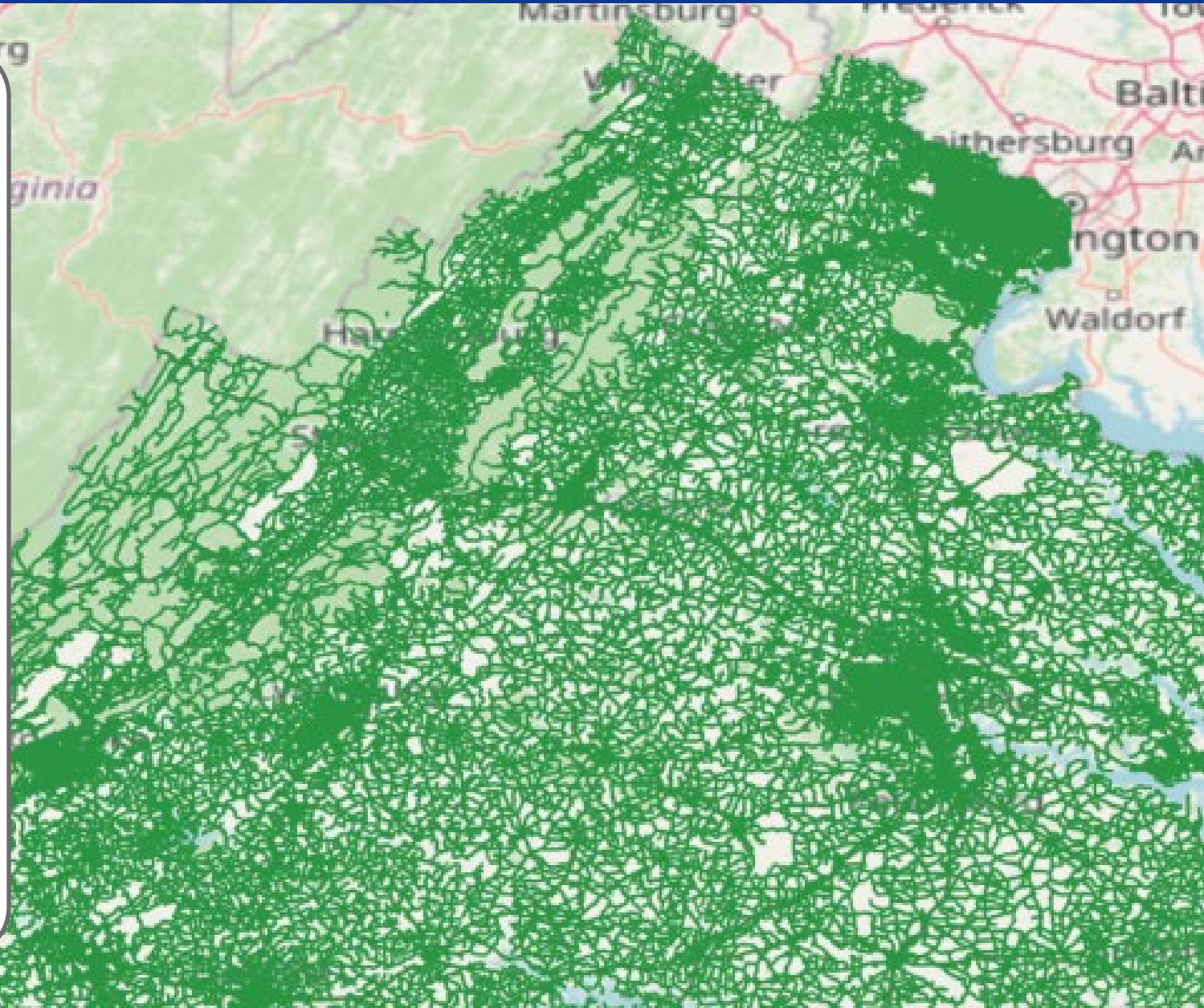
Model, Track
& Report
Performance

Address
Conflicts in
Plans

Today's Focus

Innovative Data Uses to Support TAM

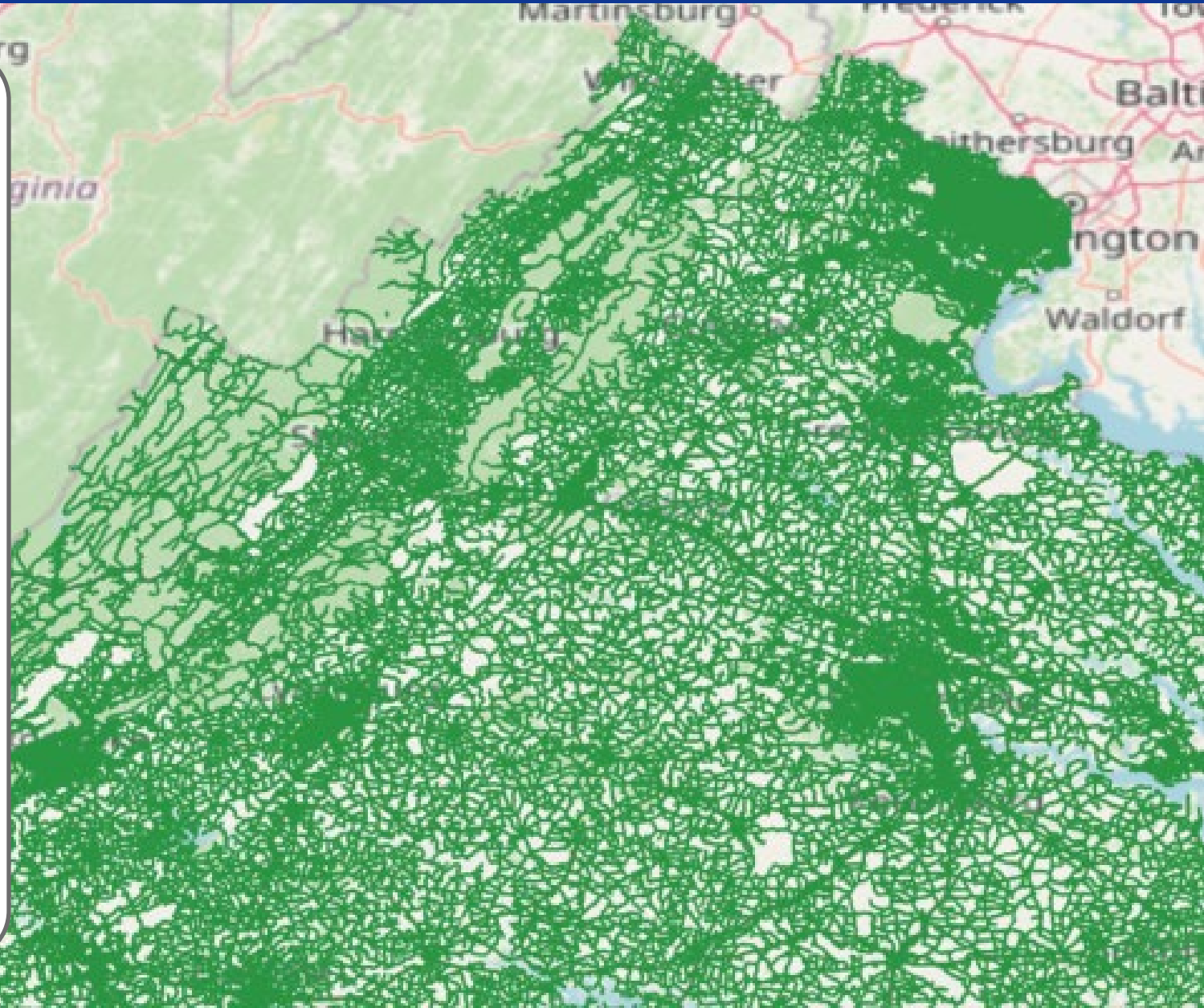
1. Building the Base Marking Inventory
2. Planning and Tracking Restriping Work
3. Accounting for Paving Impacts



Building the Base Marking Inventory

Conventional Collection was NOT Practical

- District upkeep is difficult (200,000+ segments)
- Imagery is only available on 5-year cycle (for Secondary)
- Varying capabilities and technology available across State and Contract forces
- Work is often aggregated (lacking location-specifics)



Building the Base Marking Inventory

Our Solution

- Build out the marking network from other trusted and available data.

1 Start w/ Linear Refencing System & Road Inventory

2 Overlay Traffic and Safety Datasets

3 Apply Marking Warrants and Model Quantities

4 One-Time Reconciliation and Grouping

Building the Base Marking Inventory: Step 1

1 Start w/ Linear Referencing System & Road Inventory

- Route Centerline/Geometry
- Ownership
- Maintenance Responsibility
- Paved vs. Unpaved
- Route Type
- Jurisdiction
- Divided vs. Undivided
- Number of Lanes
- Roadway Width

General approach:

1. Source spatial data from official sources
2. Apply simple filters to screen out non-VDOT and unpaved roads
3. Include key Road Characteristics and Classifications

Building the Base Marking Inventory: Step 2

2 Overlay Traffic and Safety Datasets

- Annual Average Daily Traffic (AADT) Segments
- Potential for Safety Improvement (PSI) Segments
- Speed Limit Segments

General approach:

1. Source spatial data from official sources
2. Include key Traffic- and Safety- related data elements
3. Spatially overlay and dynamically segment Inventory w/ Traffic & Safety datasets

Building the Base Marking Inventory: Step 3

3 Apply Marking Warrants and Model Quantities

- Federal Retro-Reflectivity Requirements Applicable? (Y/N)
- Marking Warranted? (Y/N)
- Recommended Marking Material? (Latex, Thermo, Tape)
- Recommended Restriping Material? (Latex, Thermo)
- Relative Priority
- Marking Linear Feet (Edge, Center, Lane) / Width (4" v. 6")

General approach:

Use road type, # lanes, width, divided/undivided, speed, PSI:

1. Calculate Federal MUTCD Requirements
2. Apply VDOT Marking Criteria
3. Identify Candidates for Durable Markings

Building the Base Marking Inventory: Step 4

4 One-Time Reconciliation and Grouping

- Adjust quantities for Location-specific adjustments to Marking Patterns (e.g. drop edge lines)
- Adjust Default Marking Material and Marking Widths
- Group aligned to execution (e.g. geo-proximity, state vs. contract)

General approach:

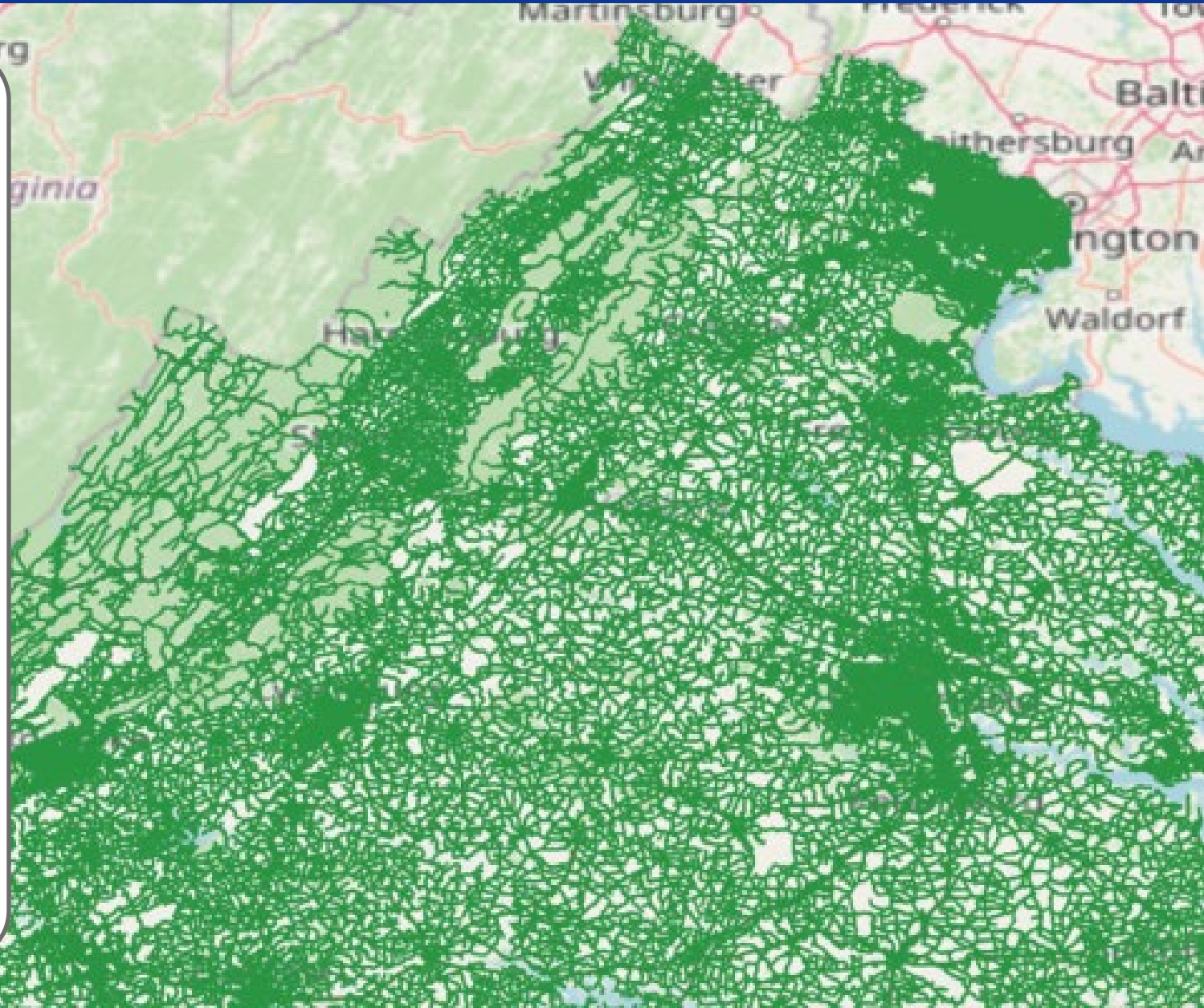
Evaluate District practice and data to align and adjust

1. Compare Quantities
2. Apply District Marking Strategies
3. Group for Simplicity in Upkeep and Use

Planning and Tracking Work

Transactional Work Mgt. was NOT Practical

- District upkeep is difficult (200,000+ segments)
- Work is repeated on short cycles (e.g. annual restriping)
- Accounting and aligning with paving is burdensome (10,000+ LM per year)



Accounting for Paving and Planning/Tracking Work

Our Solution

- Set default strategies triggered based on RSL
- Incorporate and automatically adjust annual paving schedules
- Don't require "Work Complete" indication, just change plan

1 Set Default Marking Plans

2 Overlay Annual Paving Activities

3 Account for Paving, then Automate Restriping Plans

4 Automate Update of Marking History

Accounting for Paving / Planning and Tracking Work: Step 1

1 Set Default Marking Plans

Location-Specific Input

- Current Marking Material & Installation Year
- Current Age (calculated)
- Remaining Service Life (calculated)

Location-Specific Marking Plans

- Default Restriping Material
- Restriping RSL Trigger

General approach:

1. Use marking info and service life models to monitor RSL
2. Set default triggers for marking (RSL = 0)
3. Allow location specific adjustment

Planning and Tracking Work: Step 2

2 Overlay Annual Paving Activities

Paving Data

- Paving Contract Information
- Paving Location Information
- Paving Marking Item Details and Quantities

Mainline Marking Material Calc.

- Determined based on location, length, and quantity comparison against road inventory

General approach:

1. Source spatial data from official sources
2. Calculate mainline marking material (from bid item details)
3. Spatially overlay and dynamically segment Inventory

Planning and Tracking Work: Step 3

3

Account for Paving, then Automate Restriping Plans

Planned Marking Activity Data

- Marking Material (from paving or Default Restriping)
- Marking Year (current year)
- Project Info (from paving or added by District as desired)

General approach:

1. Update marking work history at locations with paving
2. Compare RSL vs. Trigger at non-paving locations
3. Generate restriping work plans where trigger met

Planning and Tracking Work: Step 4

4 Automate Update of Marking History

Backing Out Plans

- Rarely Used
- Marking Status changed from “Planned” to “Cancelled”

Update Work/Inv for “Planned”

- Current Marking Material = Planned Marking Material
- Marking Installation Year = Current Year

General approach:

1. Allow Districts to “back out” planned work if not completed
2. At end of Year, process all plans as “complete”
3. Update Current Marking Material and Age information

Common Map Tools

Enter Address, Route Name

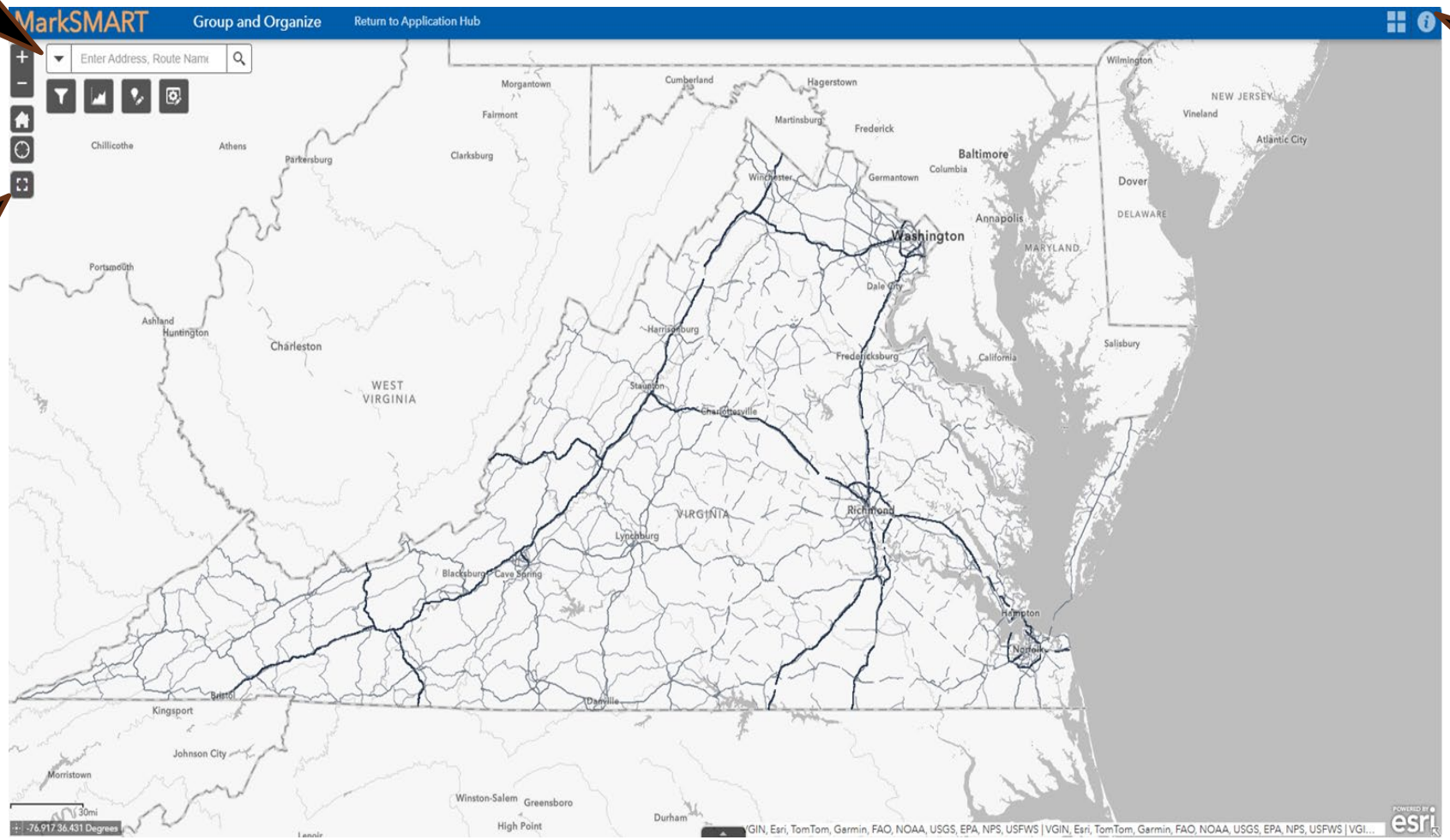
Search by Address, Route Name or Coordinates

Zoom In/ Out

Zoom to Default Extent

Zoom to My Location

Full Screen

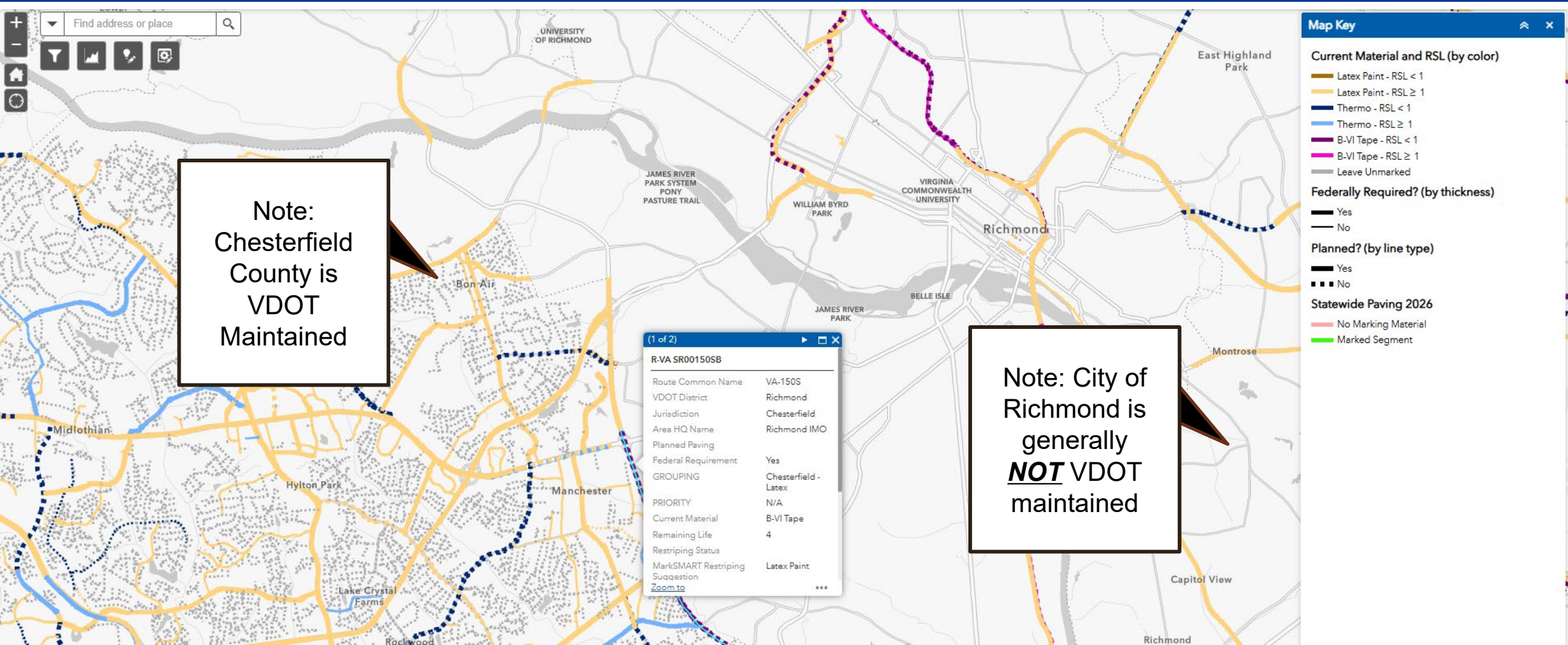


Basemap Gallery



Map Key

GIS User Interface



Other Key Tool Features

Batch Updates

The screenshot displays a map with blue road segments. A 'Filter' panel is open on the right, featuring a toggle for 'Click Switch To Show Only Ungrouped Segments' (turned off) and a dropdown for 'Use Dropdowns To Choose Data To Display' (turned on). Below these are three dropdown menus: 'GROUPING is any of' (0 selected), 'VDOT System is any of' (2 selected), and 'Restriping Recommended Material is any of'. A 'Batch Attribute Editor' window is overlaid on the map, showing a table with 'Included Segment' and a 'Save' button.

Included Segment	Value
Yes	Yes
No	No
No Value	No Value

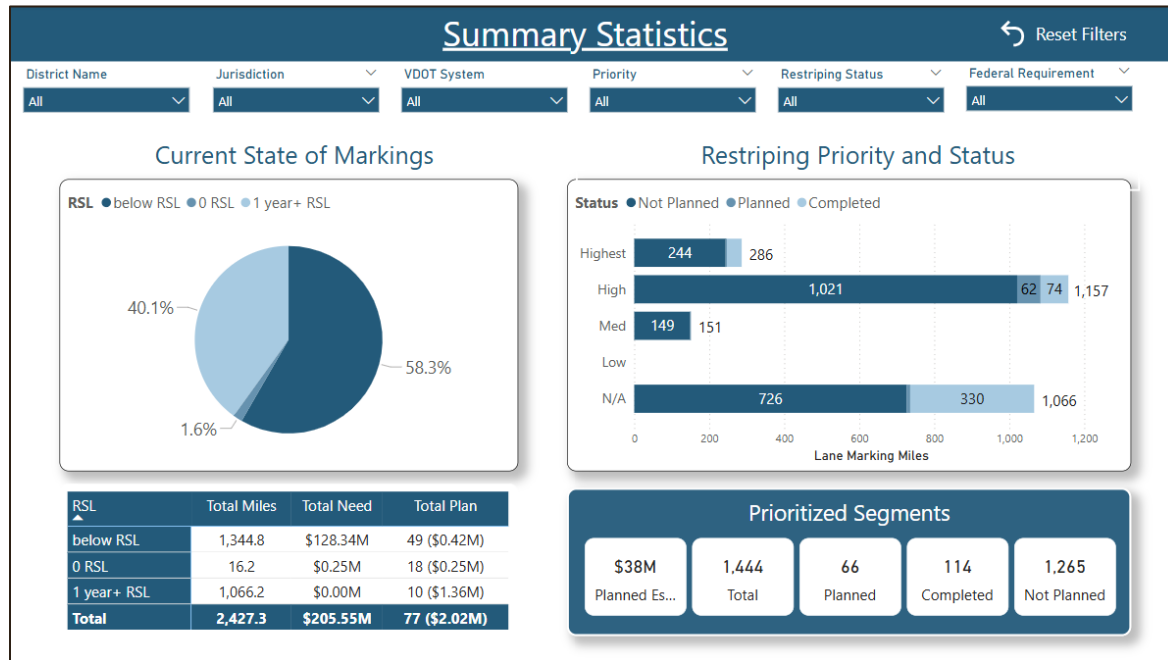
Section Specific Update

The screenshot shows a map with orange road segments. A data table window is open, displaying details for 'R-VA IS00295NB'. The table includes fields for Route Common Name, VDOT District, Jurisdiction, Area HQ Name, Planned Paving, Federal Requirement, GROUPING, PRIORITY, Current Material, Remaining Life, Restriping Status, Restriping Recommended Material, and Restriping Project Identifier. A 'Zoom to' link is also visible.

R-VA IS00295NB	
Route Common Name	I-295N
VDOT District	Richmond
Jurisdiction	Hanover
Area HQ Name	Mechanicsville
Planned Paving	
Federal Requirement	Yes
GROUPING	
PRIORITY	High
Current Material	Latex Paint
Remaining Life	-1
Restriping Status	
Restriping Recommended Material	Latex Paint
Restriping Project Identifier	

Other Key Tool Features

Dashboards



Data Exports

Planned Striping Data Export

Back to Full Export

District Name	Jurisdiction	VDOT System	Priority	Grouping	Plan Material	Restriping Year	Restriping Status
Bristol	Wise	Secondary	S-VA029PR SOUTHLAND AVE			3-Two-Way Undivided	1 Low -1
Bristol	Wise	Primary	R-VA US00058EBALT001			3-Two-Way Undivided	1 N/A 1
Bristol	Buchanan	Primary	R-VA US00460EB			3-Two-Way Undivided	1 Med -1
Bristol	Wise	Secondary	S-VA097PR AIRPORT RD			3-Two-Way Undivided	1 Low -1
Bristol	Buchanan	Secondary	R-VA013SC00624NB			3-Two-Way Undivided	1 Low -1
Bristol	Scott	Secondary	R-VA084SC00614WB			3-Two-Way Undivided	1 Low -1
Bristol	Wythe	Primary	R-VA US00011NB			3-Two-Way Undivided	1 Med -1
Bristol	Wythe	Primary	R-VA US00011SB			3-Two-Way Undivided	1 High -1
Bristol	Buchanan	Secondary	R-VA013SC00624SB			3-Two-Way Undivided	1 Low -1
Bristol	Tazewell	Secondary	R-VA092SC00680WB			2-One-Way Divided	1 Low -1
Bristol	Scott	Secondary	R-VA084SC00614EB			1-One-Way Undivided	1 Low -1
Bristol	Wythe	Primary	R-VA SR00069EB			3-Two-Way Undivided	1 Med -1
Bristol	Russell	Secondary	R-VA083SC00656EB			3-Two-Way Undivided	1 Low -1
Bristol	Tazewell	Secondary	R-VA092SC00680EB			1-One-Way Undivided	1 Low -1
Bristol	Wythe	Primary	R-VA SR00069WB			3-Two-Way Undivided	1 Med -1
Bristol	Tazewell	Primary	R-VA US00019NB			3-Two-Way Undivided	1 Med -1
Bristol	Russell	Secondary	R-VA083SC00656WB			3-Two-Way Undivided	1 Low -1
Bristol	Wise	Secondary	R-VA097SC00614NB			3-Two-Way Undivided	1 Low -1
Bristol	Tazewell	Primary	R-VA US00019SB			3-Two-Way Undivided	1 High -1

Summary

- Implement a lifecycle-based approach for retroreflectivity compliance with new federal requirements
- Establish maintenance tiers based on material durability and operational wear
- Provide a unified framework for communicating current and projected pavement marking conditions statewide
- Leverage a data-driven approach to prioritize investments and support decision-making

Question and Answer



PennDOT Asset Management Alternative Data Sources



pennsylvania

DEPARTMENT OF TRANSPORTATION

DATA SOURCES

Class 1

Class 2

Class 3

Class 4



DATA SOURCES

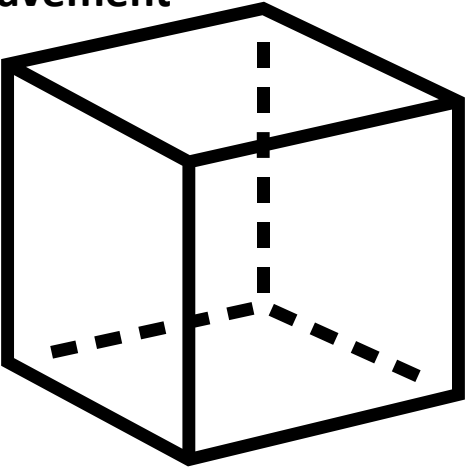
Class 1

Class 2

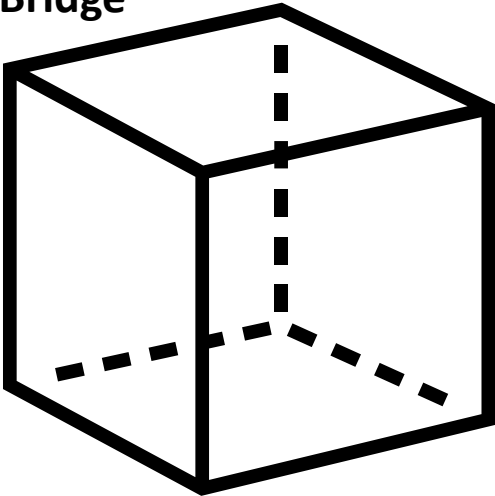
Class 3

Class 4

Pavement



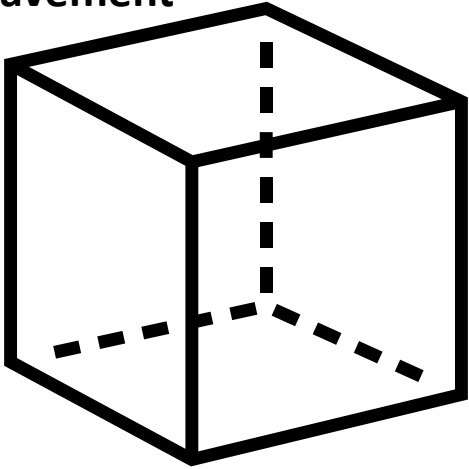
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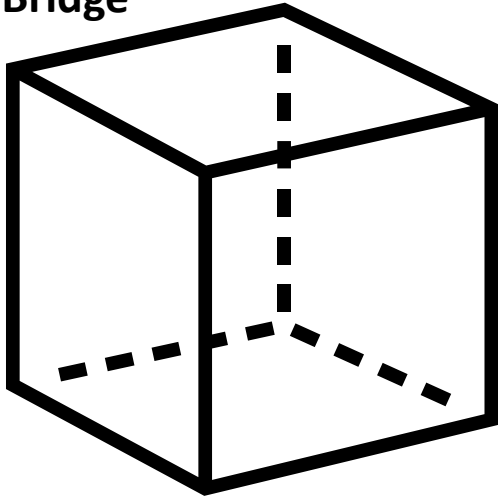
DATA SOURCES

Class 1

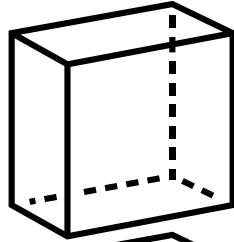
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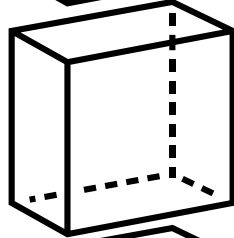
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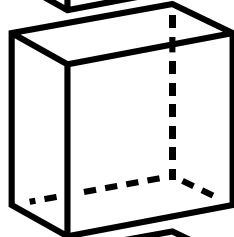
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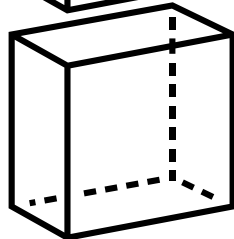
Signs



Walls



ITS



Lights

Class 3

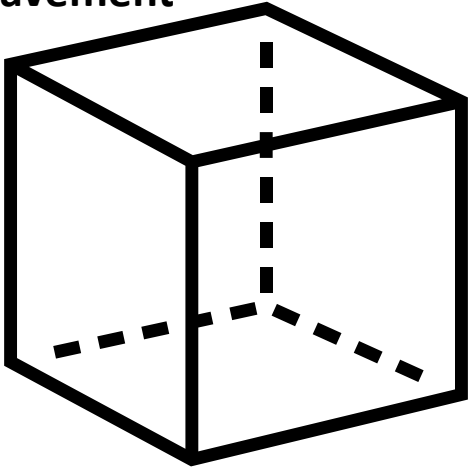
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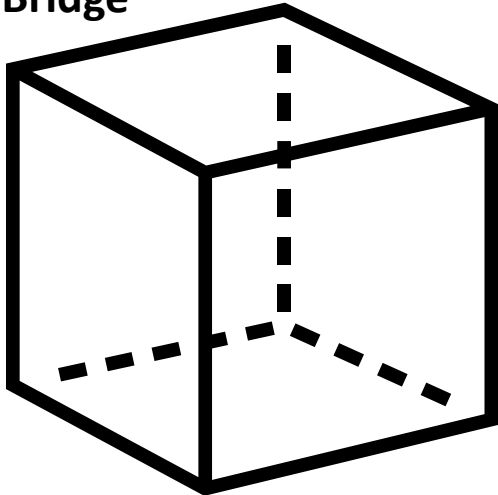
DATA SOURCES

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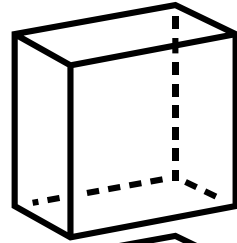
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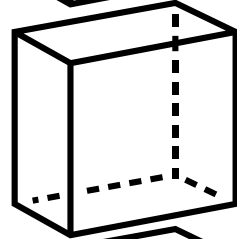
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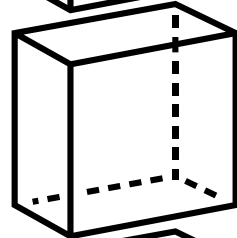
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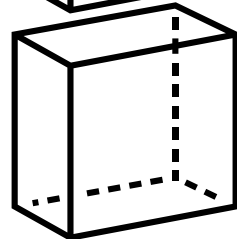
Signs



Walls

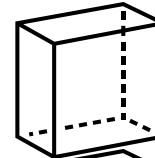


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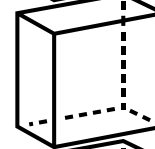


Lights

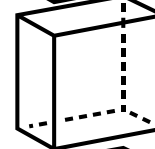
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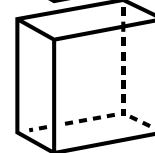
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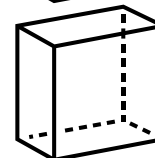
Small pipe



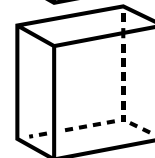
Drainage



Markers



Sidewalk



Rest area

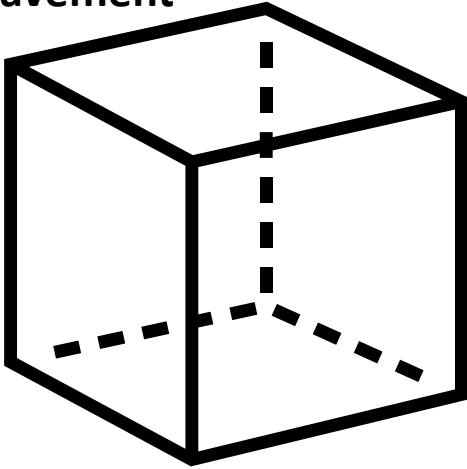
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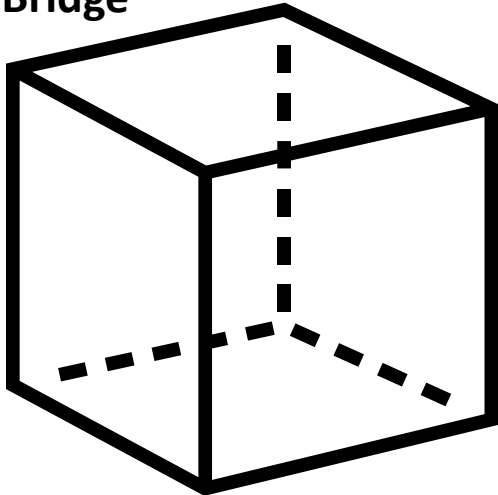
DATA SOURCES

Class 1

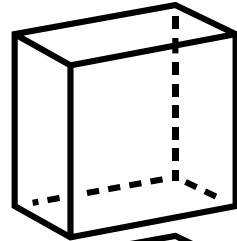
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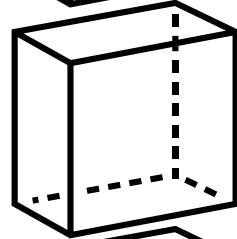
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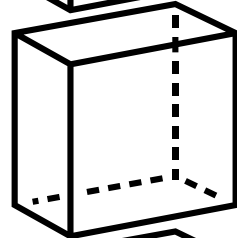
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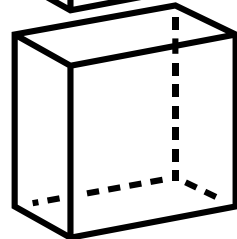
Signs



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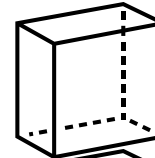


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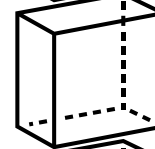


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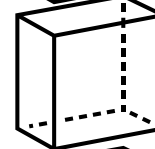
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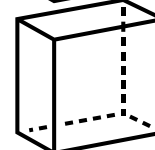
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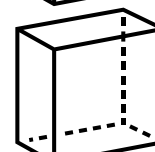
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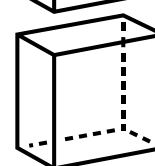
Drainage



Markers

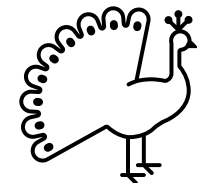
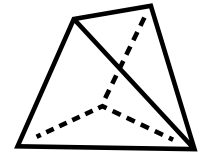
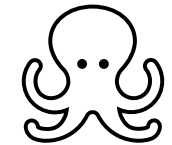
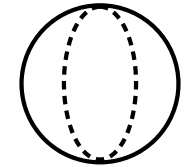
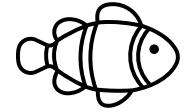


Sidewalk



Rest area

Class 4



DATA SOURCES

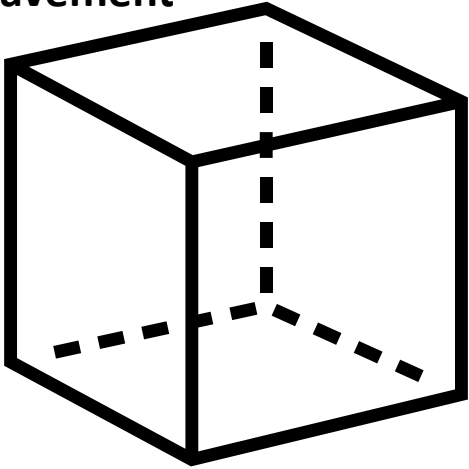
Class 1

Class 2

Class 3

Class 4

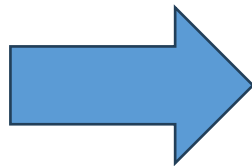
Pavement



Pavement Testing Equipment



Lock-wheel friction tester
High-speed profiler + VideoLog
Location Referencing system (LRS)
Lightweight profiler
High-speed profiler
Falling weight deflectometer



For Planning data:

- IRI
- Rutting
- Cracking
- Faulting

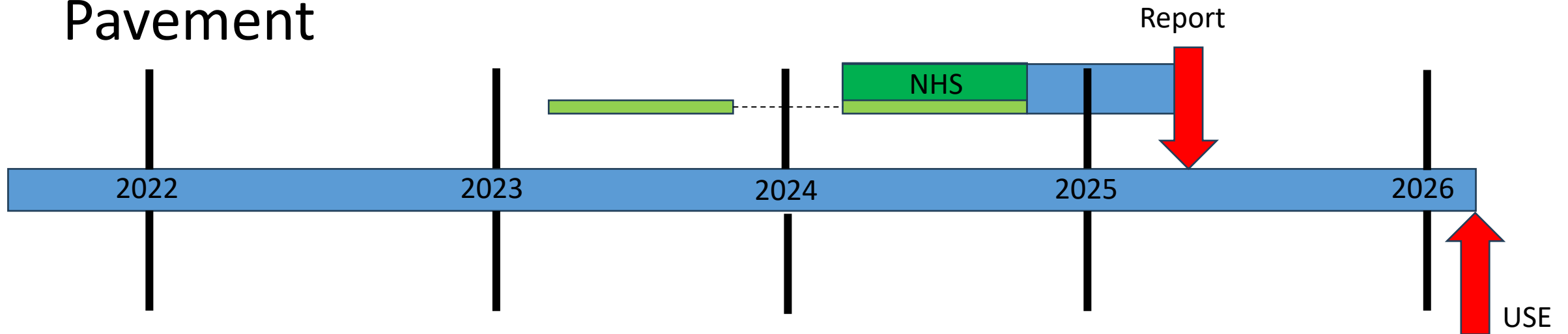


DATA "AGE"

Roadway Inspection:

- HPMS Cycle
 - NHS annually
 - Non-NHS Biennial

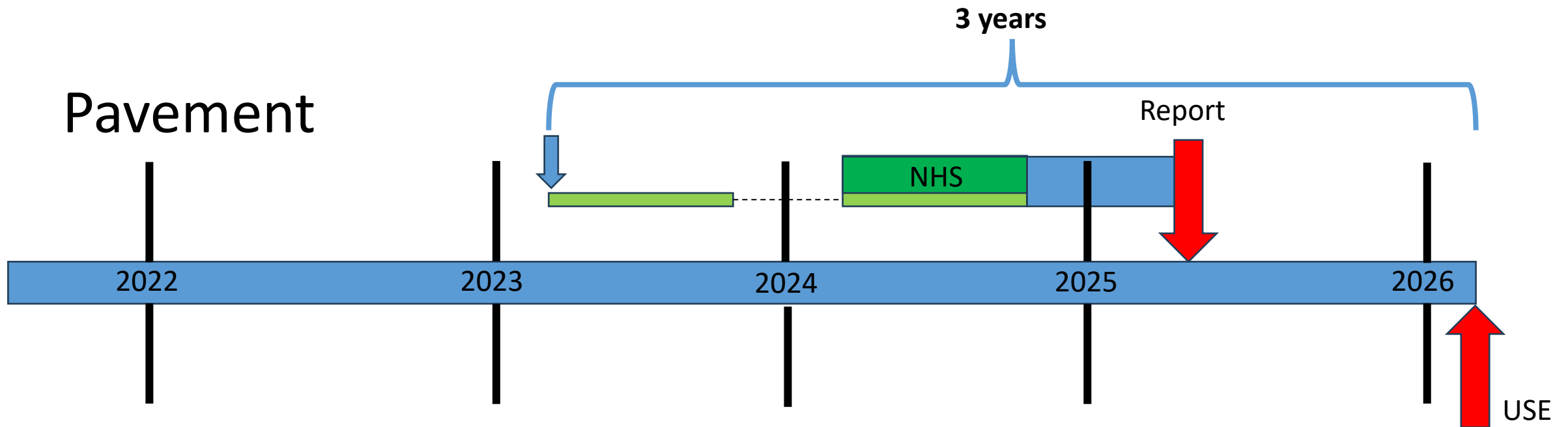
Pavement



DATA "AGE"

Roadway Inspection:

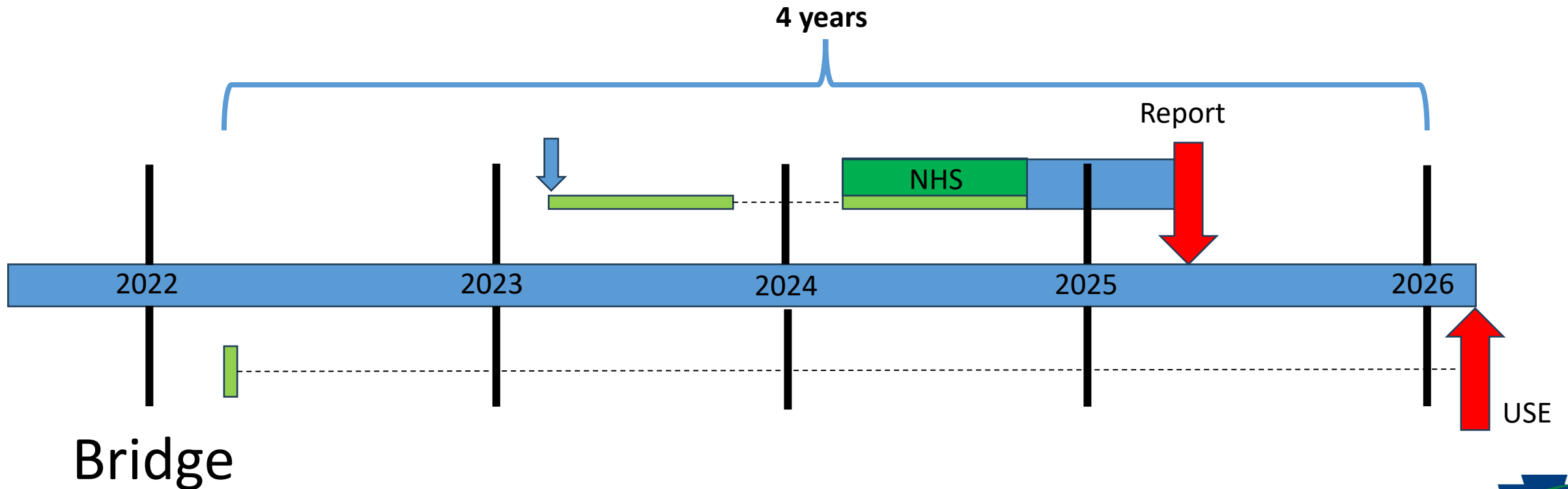
- HPMS Cycle
 - NHS annually
 - Non-NHS Biennial



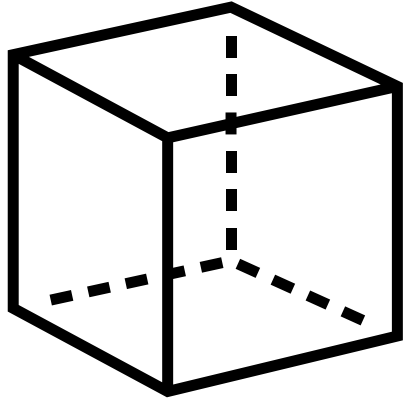
DATA "AGE"

Roadway Inspection:

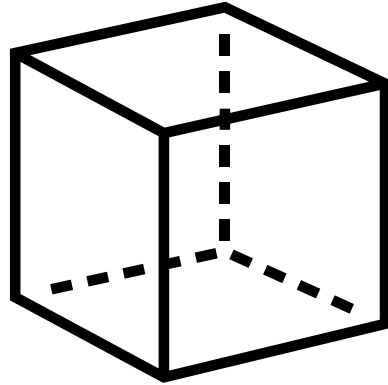
- HPMS Cycle
 - NHS annually
 - Non-NHS Biennial



Pavement



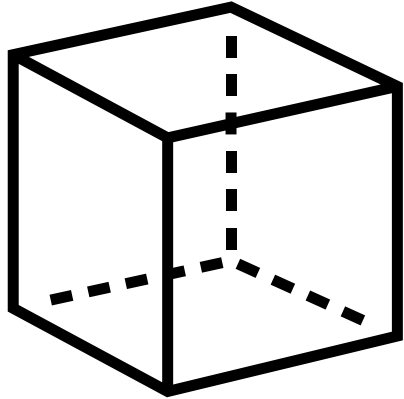
Bridge



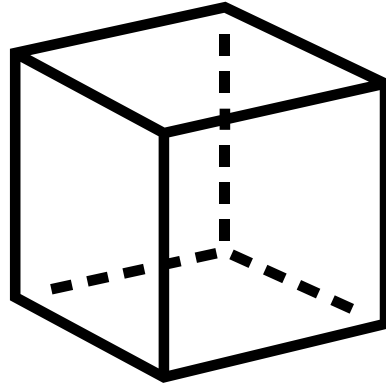
talkpatransportation.com



Pavement



Bridge



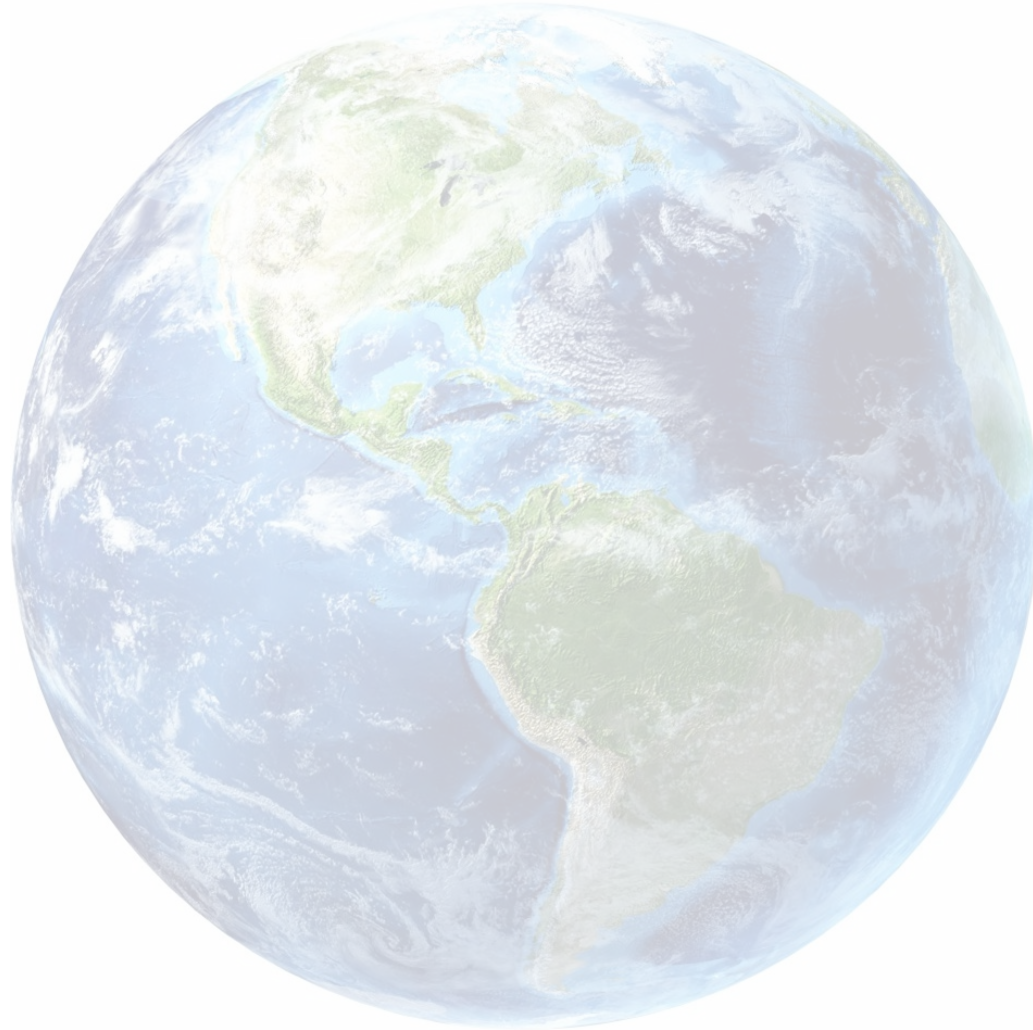
talkpatransportation.com



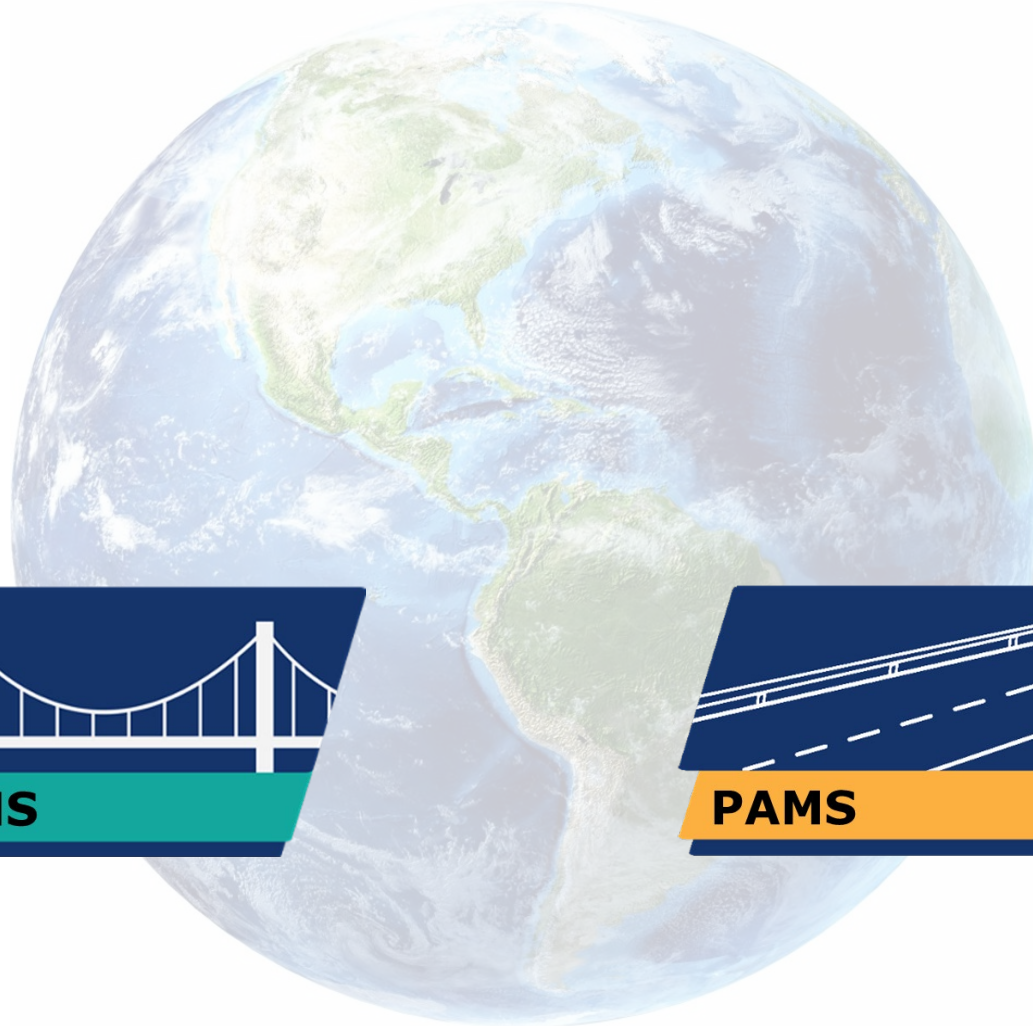
TIP=2 years!



PENNDOT AM ECOSYSTEM



PENNDOT AM ECOSYSTEM

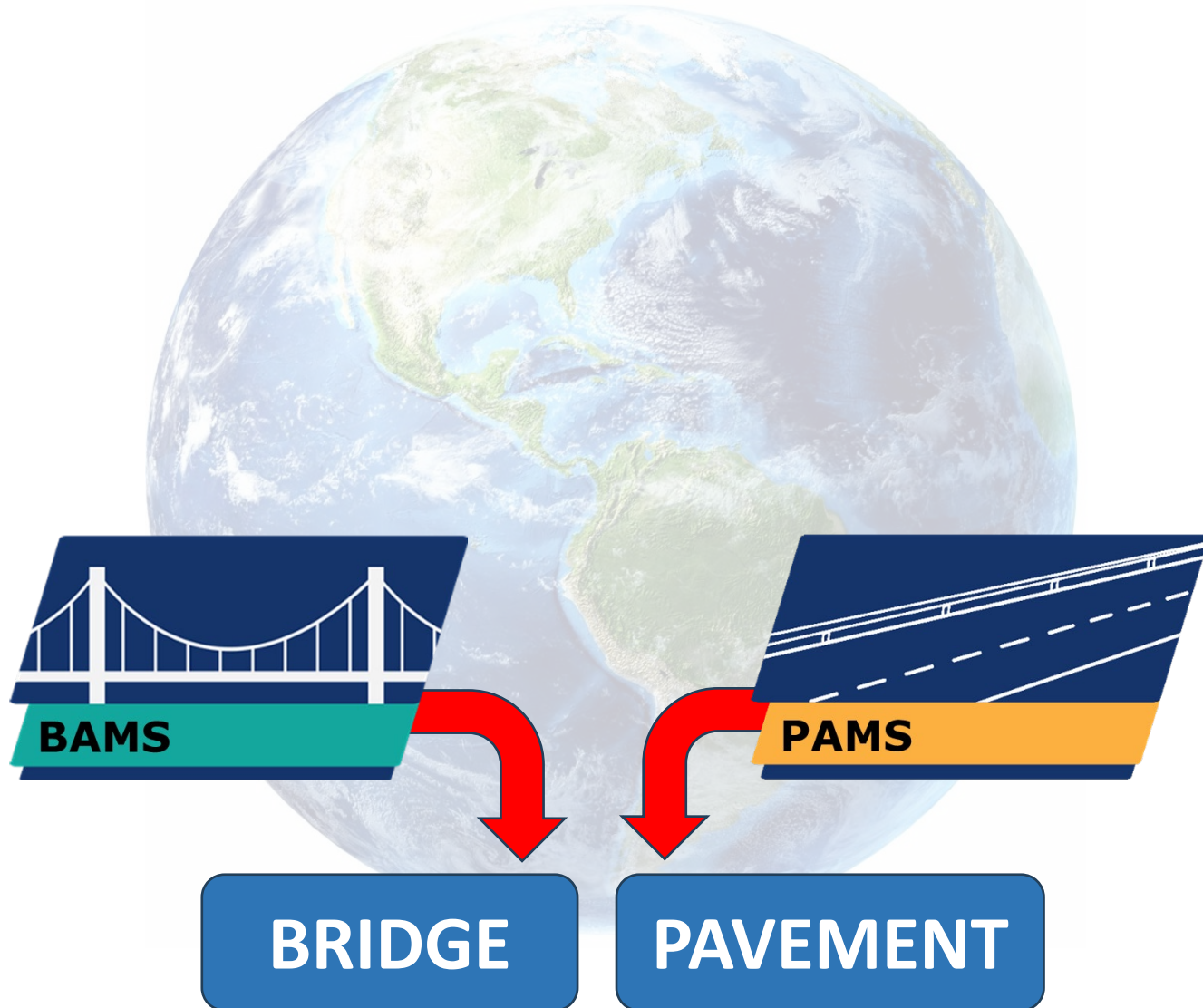


AssetFox

Clever Solutions to Asset Management



PENNDOT AM ECOSYSTEM

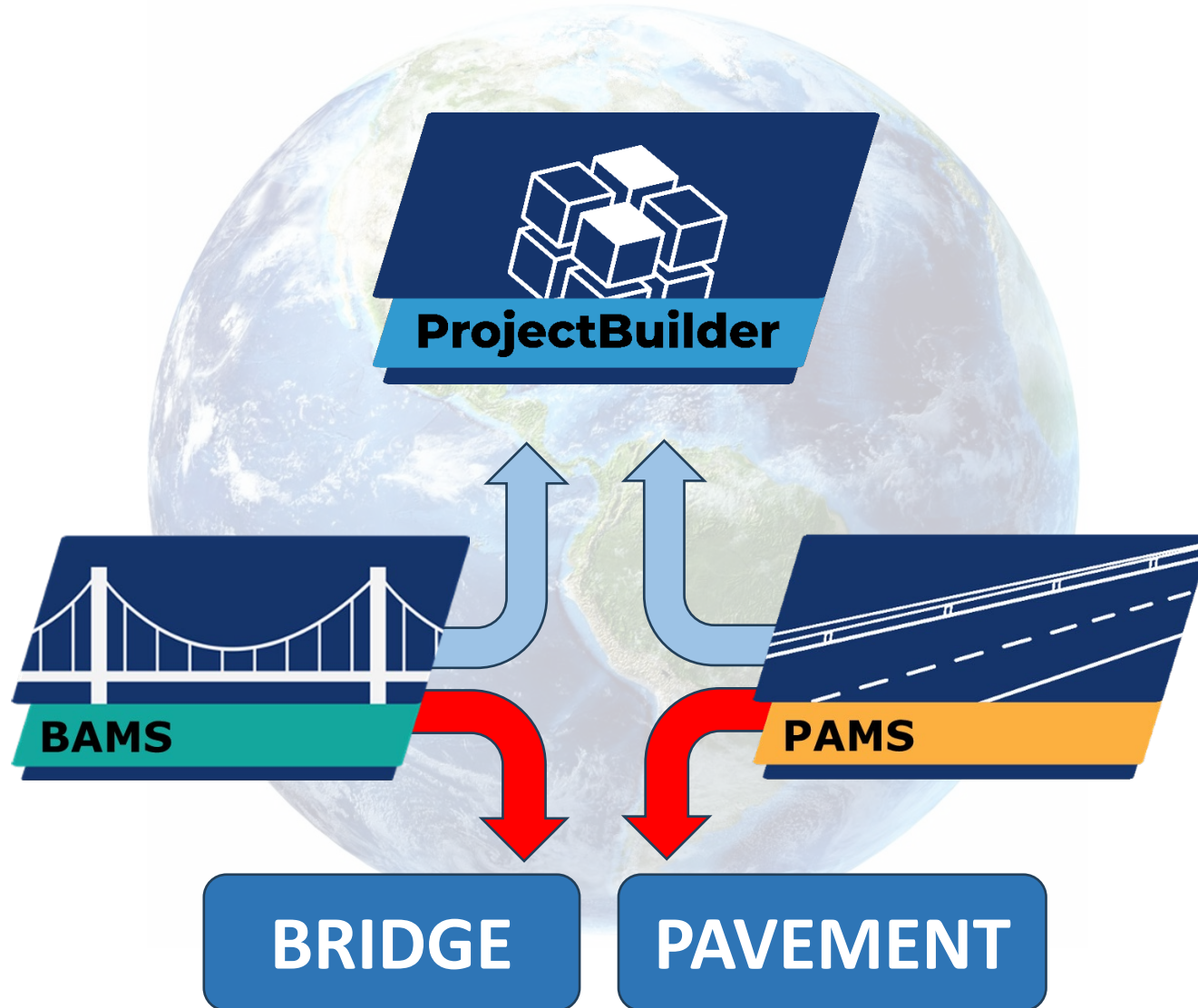


AssetFox

Clever Solutions to Asset Management



PENNDOT AM ECOSYSTEM

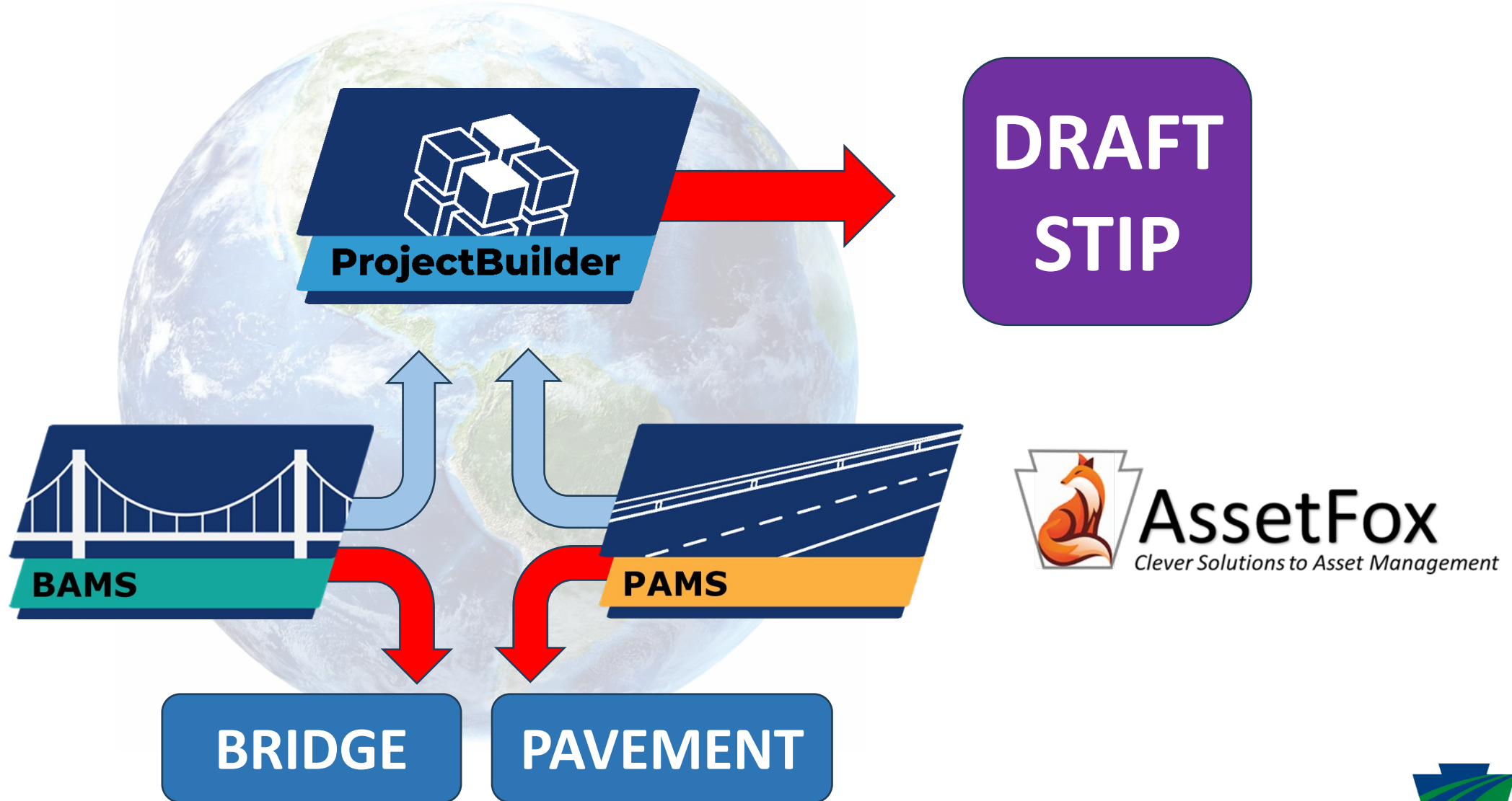


AssetFox

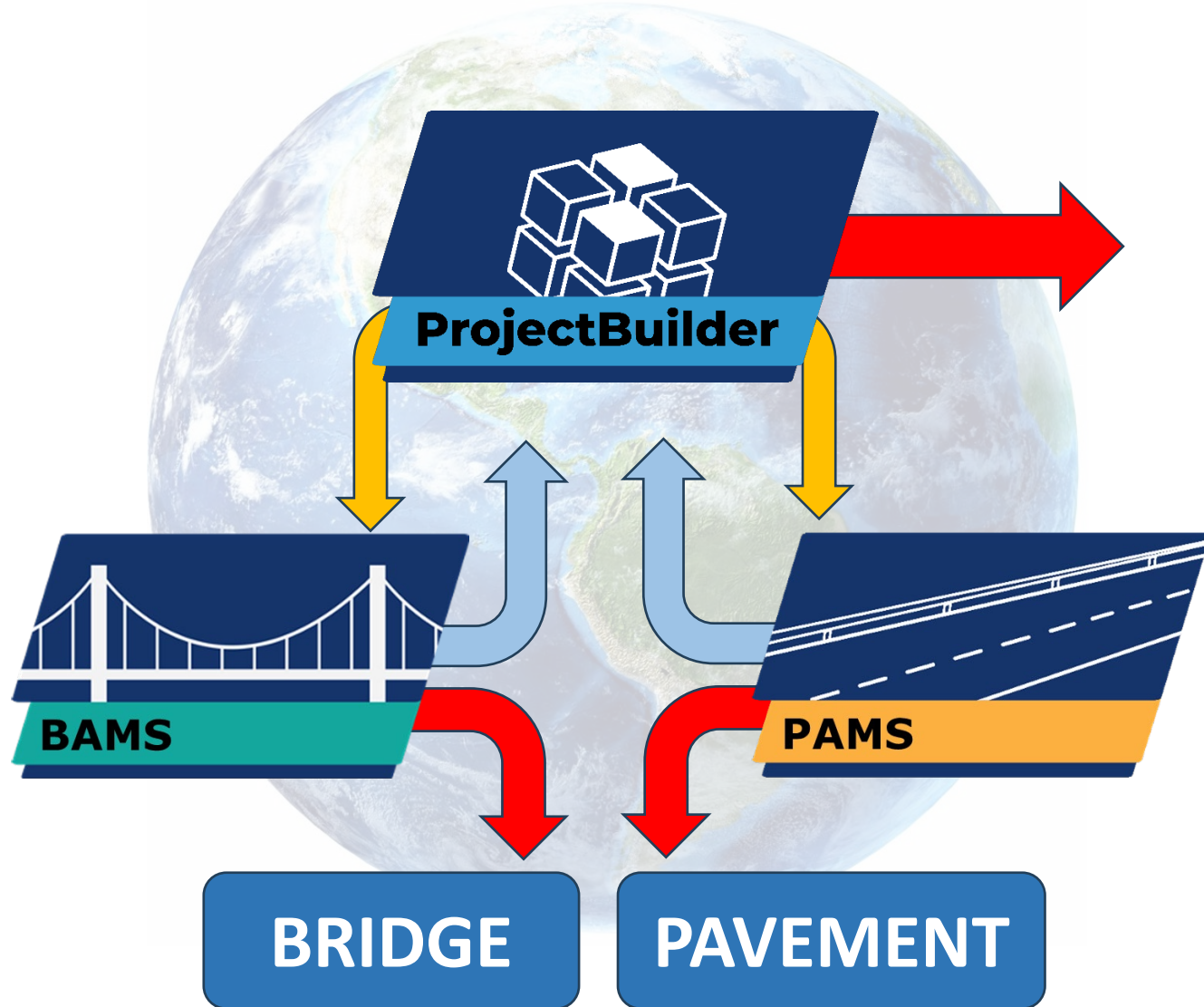
Clever Solutions to Asset Management



PENNDOT AM ECOSYSTEM



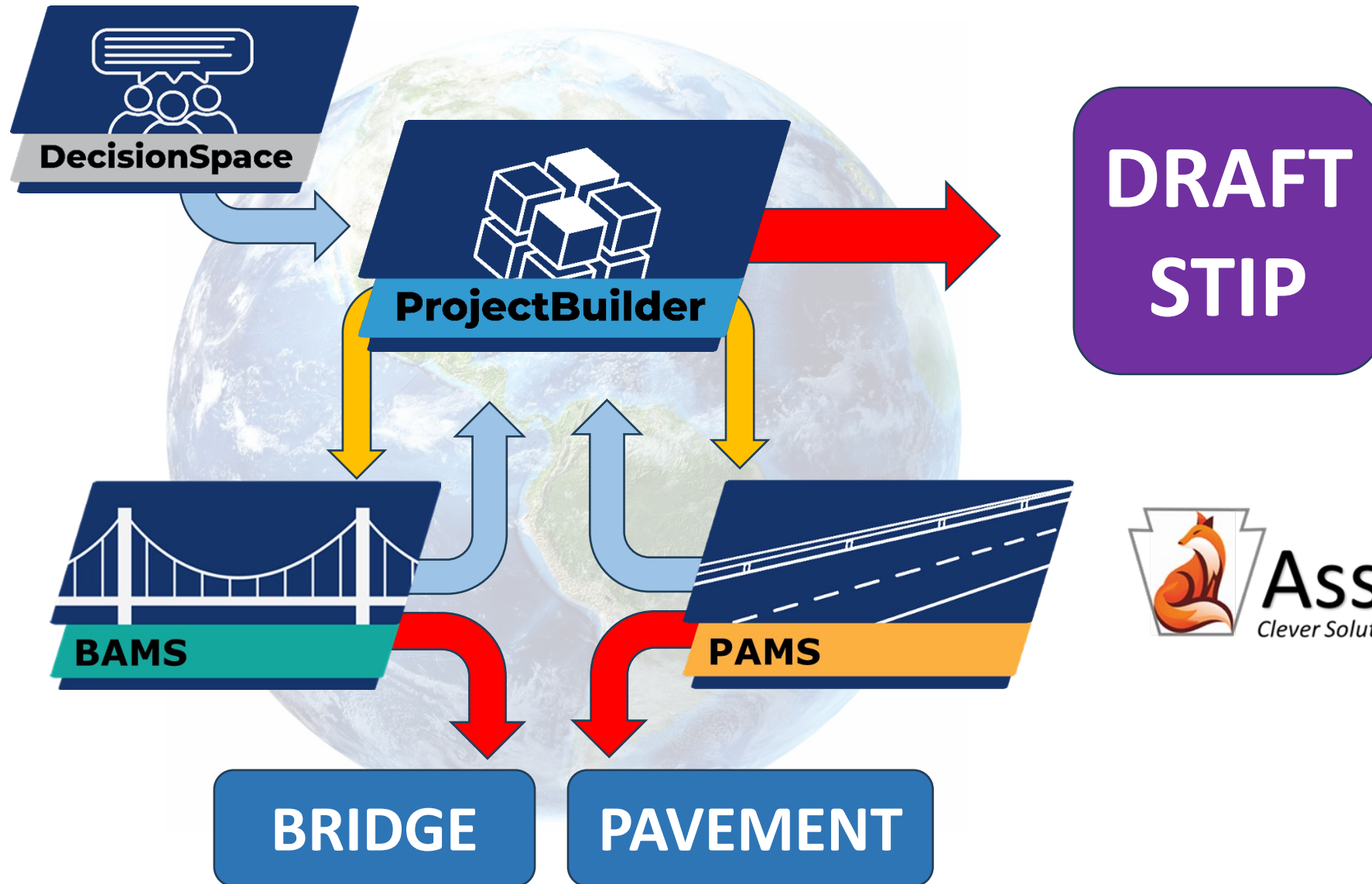
PENNDOT AM ECOSYSTEM



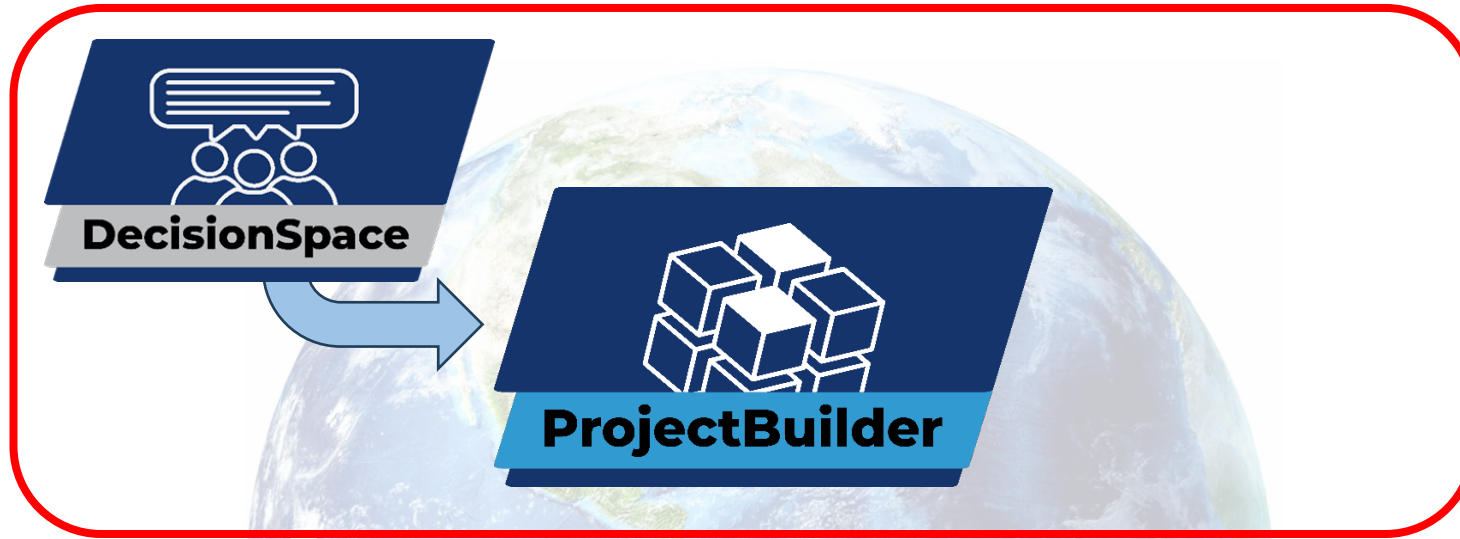
AssetFox
Clever Solutions to Asset Management



PENNDOT AM ECOSYSTEM



PENNDOT AM ECOSYSTEM



ProjectBuilder



AssetFox

Clever Solutions to Asset Management



PENNDOT AM ECOSYSTEM





DECISION SPACE +

MAPPER +

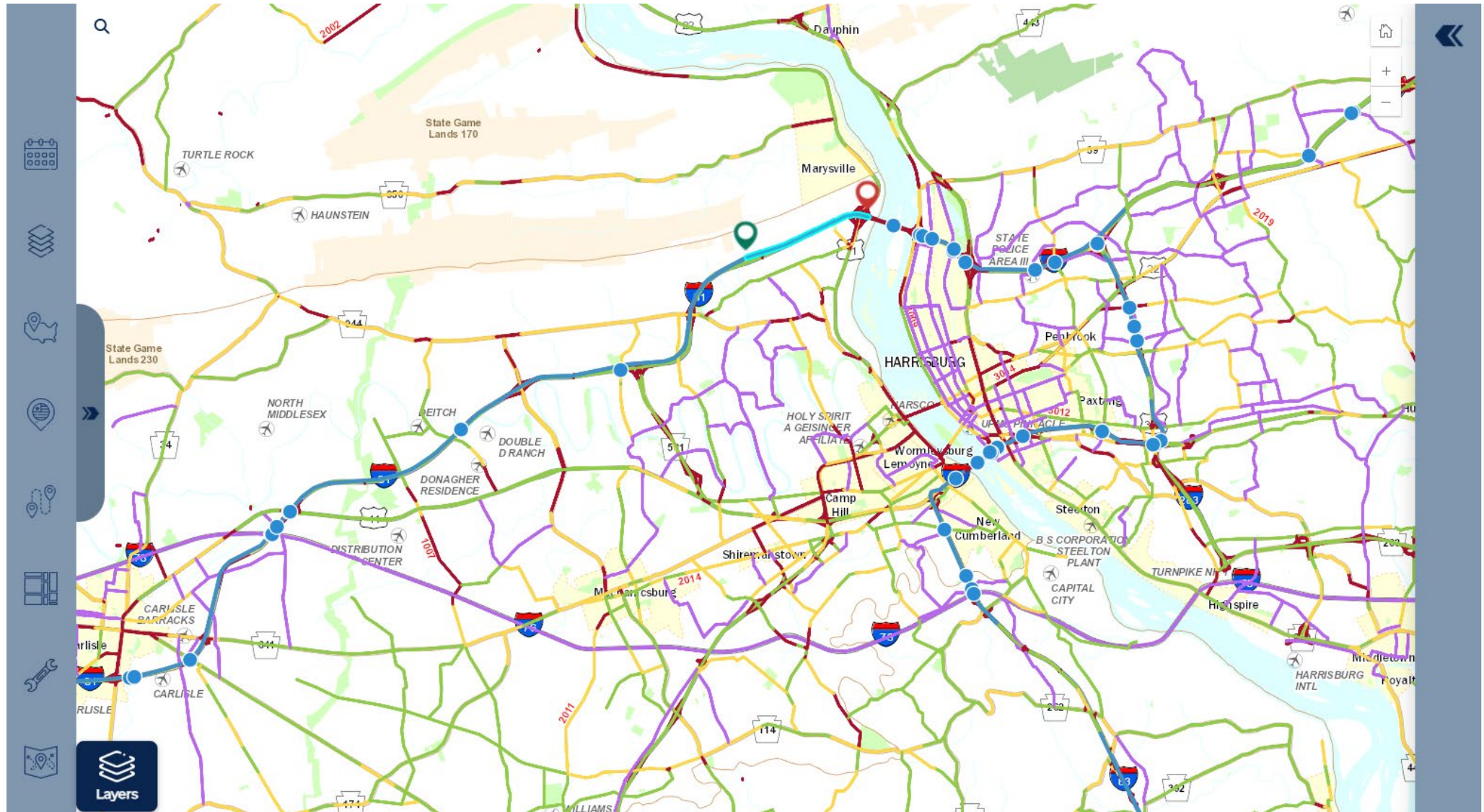
PROJECT BUILDER +

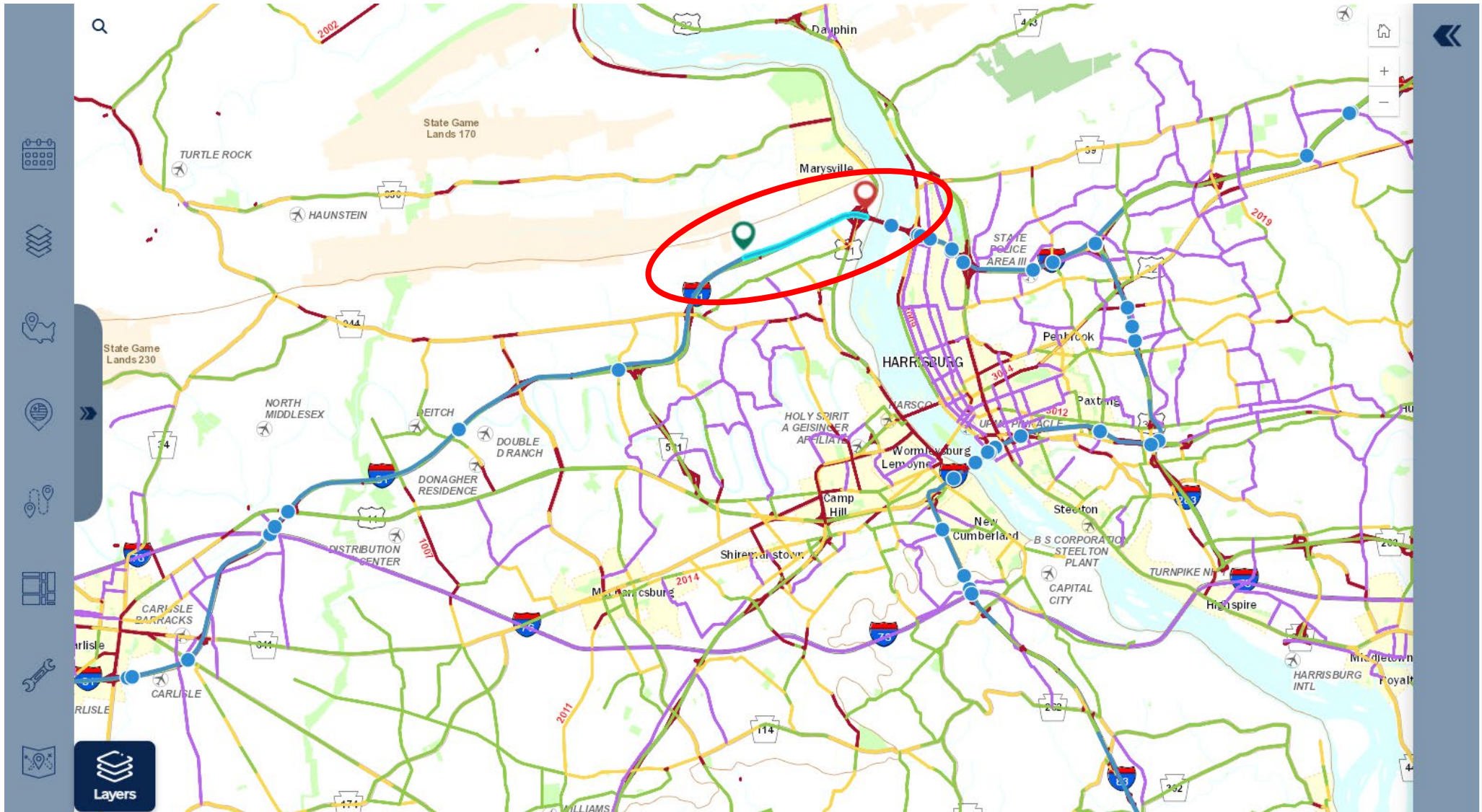
BAMS +

PAMS +

SKIP







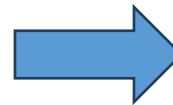
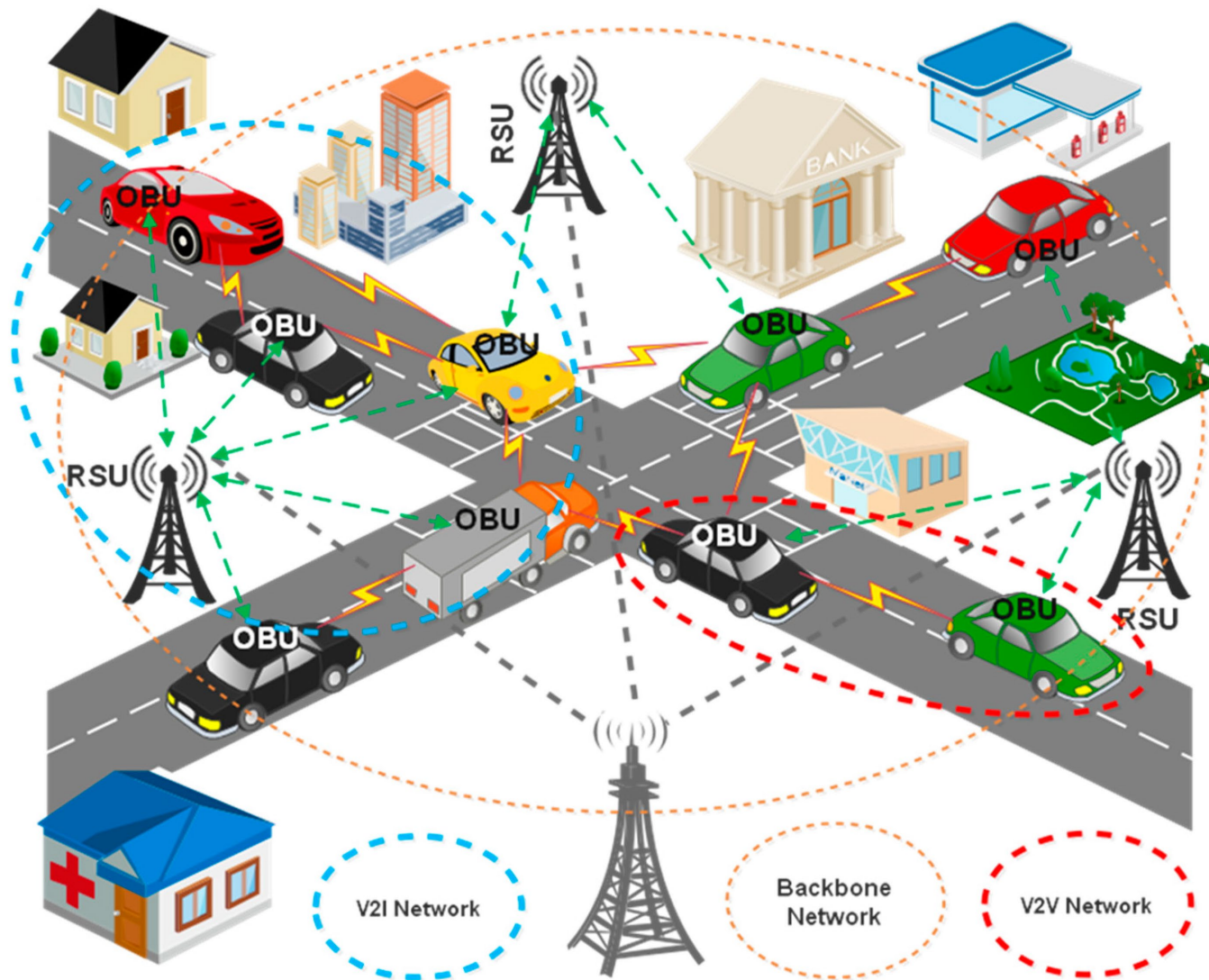
Data Freshness: Best: 0.5 years / Worst: 5.5 years



What alternative data is available?









Products for Passenger Cars

Passenger Cars | Chassis | Digital Solutions | Chassis Components | Condition Monitoring System | Smart Chassis Sensor

Smart Chassis Sensor

Integrated in the control arm ball joint this sensor provides a new quality of road and vehicle data



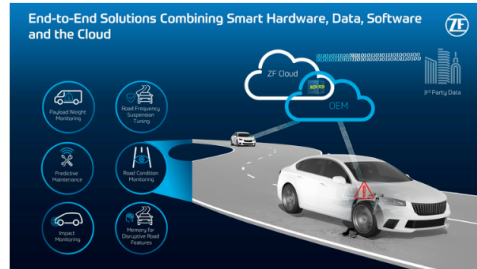
Smart Chassis Sensor Function

Data is provided to central control units or directly to smart actuators



Road Condition Monitoring

Improve safety and comfort through road hazard detection



Key Facts

“Road memory”

Collect and store information on disruptive road features

Road hazard alerts

Improve safety by informing driver of upcoming road hazards

Improve comfort

Automated suspension tuning ahead of road disruptions



Road Condition Monitoring

Improve safety and comfort through road hazard detection



Key Facts

“Road memory”

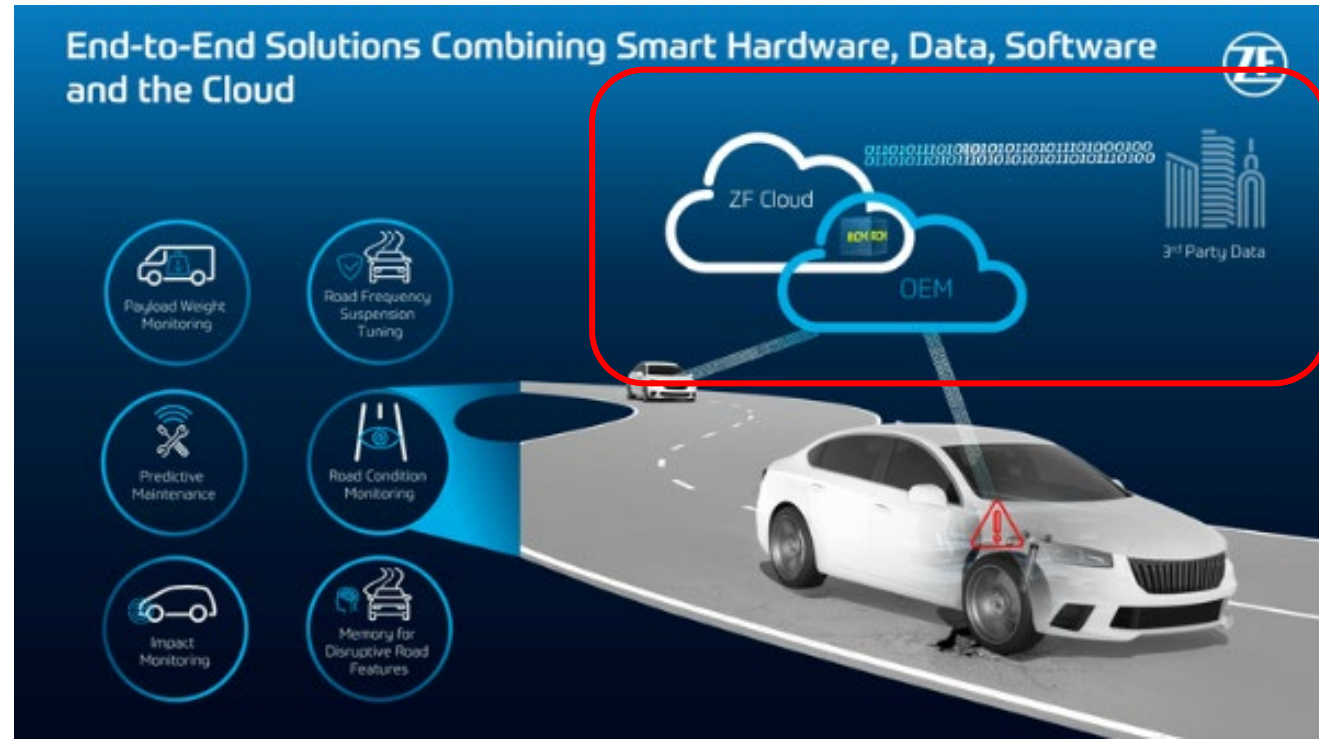
Collect and store information on disruptive road features

Road hazard alerts

Improve safety by informing driver of upcoming road hazards

Improve comfort

Automated suspension tuning ahead of road disruptions





Themarkup.org: More than 37 different companies collect and sell vehicle data!





Tire Pressure Indicator

Software-based indirect TPMS for reliable tire pressure monitoring.

[BOOK A DEMO](#)

The world-leading tire pressure monitoring system.

Tire Pressure Indicator, TPI by NIRA, is the world's most advanced indirect tire pressure monitoring system. With it, the driver is alerted if any of the tires is underinflated – long before the tire breaks down. This improves safety, of course, but that's really only the beginning. As tire wear and fuel consumption are reduced when tires are correctly inflated, it also improves economy. And decreases the





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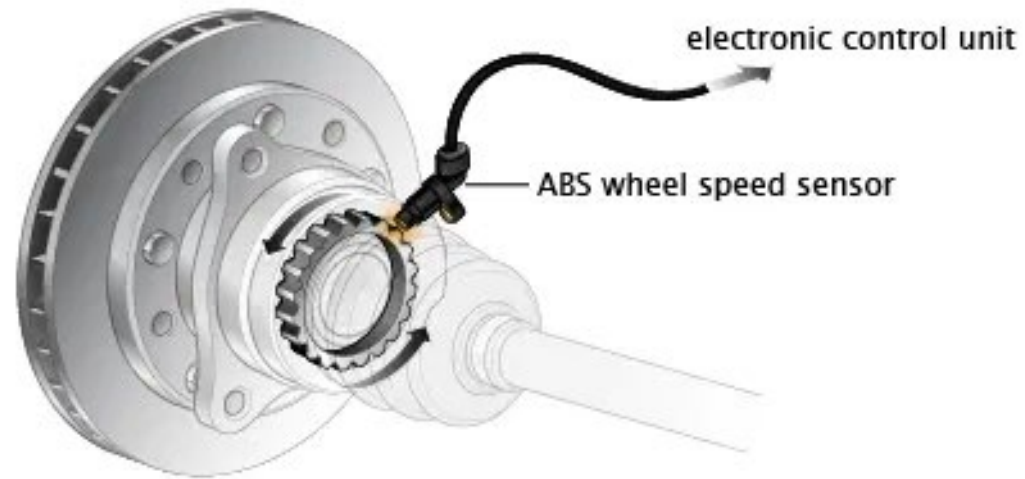
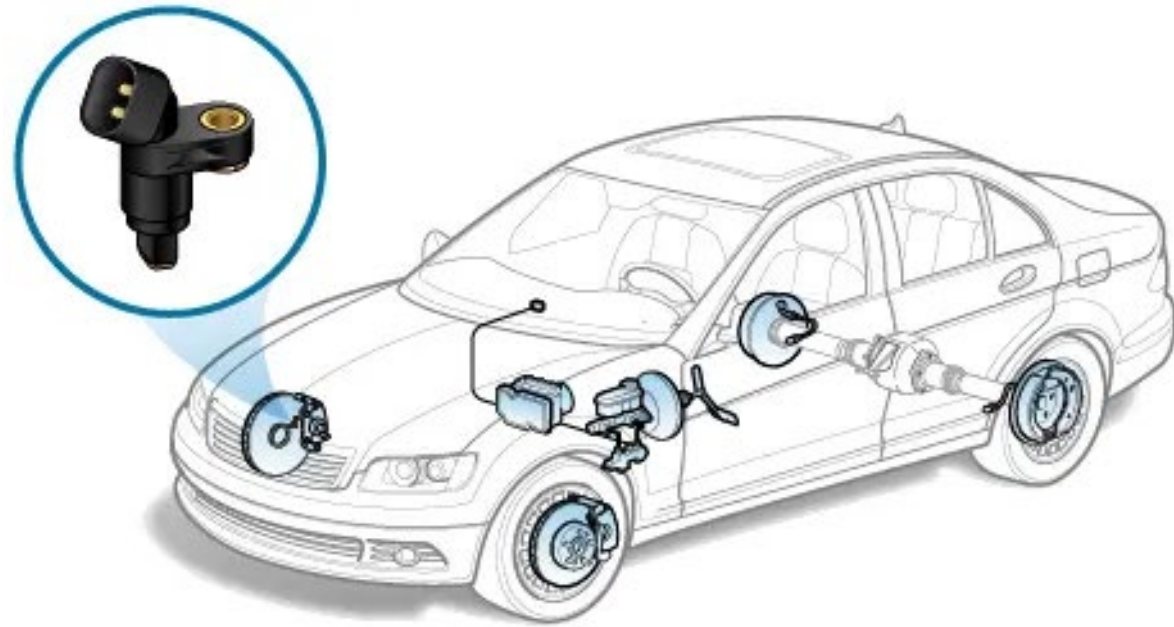


Over 100 million Tire Pressure Indicator units sold

More than 100 million vehicles are using Tire Pressure Indicator, our TPMS technology, marking a significant leap towards sustainability in the automotive industry.

By replacing traditional hardware sensors with our software solution, we've not only enhanced vehicle safety and performance but also made a substantial impact on the environment. This shift has saved an estimated 40 000 tons of electronic waste – equivalent to the weight of several Eiffel Towers!





The screenshot shows the top navigation bar with the NIRA Dynamics logo and menu items: PRODUCTS, INDUSTRIES, WE ARE NIRA, CAREER, LATEST, NEWS ROOM, and CONTACT US. The main heading is 'Road Surface Conditions' with the subtext 'Real-time connected vehicle data for intelligent vehicles.' and a 'BOOK A DEMO' button. Below this is a circular image of a road and the text 'Road Surface Information for smarter vehicles'.



NIRA
DYNAMICS

PRODUCTS ▾ INDUSTRIES ▾ WE ARE NIRA ▾ CAREER ▾ LATEST NEWS ROOM 𐀀 Q CONTACT US

PRODUCT

Road Surface Conditions

Real-time connected vehicle data for intelligent vehicles.

BOOK A DEMO

Road Surface Information for smarter vehicles

NIRA
DYNAMICS

PRODUCTS ▾ INDUSTRIES ▾ WE ARE NIRA ▾ CAREER ▾ LATEST NEWS ROOM 𐀀 Q CONTACT US

PRODUCT

Winter Road Insights

Smarter road maintenance with real time data from connected vehicles.

BOOK A DEMO

What is Winter Road Insights?

Winter conditions naturally pose a unique set of challenges. This is where Winter




NIRA DYNAMICS

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PRODUCT

Road Surface Conditions

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BOOK A DEMO

Road Surface Information for smarter vehicles

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NIRA DYNAMICS

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CONTACT US


PRODUCT

Road Health

Road condition monitoring with connected vehicles.

BOOK A DEMO

We know more about your road conditions than anyone else.




Inhalt: Zustandsentwicklung NIRA Navigation: L102 20 | 35120640 - 3412007A << 2:199m >> R 1 Suche: Suche nach Straßen oder Neuknoten

Stat: 0 1 0 1 2 3 0

OD_FS

ZG-Index 2020

NIRA Juni 2021

NIRA Juli 2021

NIRA August 2021

NIRA September 2021

NIRA Oktober 2021

NIRA November 2021

NIRA Dezember 2021

NIRA Januar 2022

NIRA Februar 2022

NIRA März 2022

NIRA April 2022

NIRA Mai 2022

NIRA Juni 2022

Zustandsentwicklung NIRA

Frontkamera, Zustand 2015



TOP 10

States with the best major roads in the US
(IRI)

2023

-  Kansas (97.07)
-  Kentucky (98.69)
-  New Hampshire (100.84)
-  South Dakota (101.72)
-  Delaware (103.23)
-  Ohio (105.94)
-  North Dakota (100.07)
-  Montana (111.07)
-  Wyoming (111.15)
-  Maine (114.35)



2024

-  New Hampshire (96.91)
-  Kansas (100.23)
-  Maine (101.79)
-  North Dakota (103.13)
-  Wyoming (103.23)
-  South Dakota (105.04)
-  Kentucky (106.14)
-  Montana (108.14)
-  Ohio (108.39)
-  Delaware (109.44)





Comparison between IRI from connected cars and IRI from profilometer

Posted on [September 13, 2022](#)

Olle Eriksson, Peter Andrén and Thomas Lundberg, VTI, have carried out an evaluation of roughness measurements from connected vehicles. The quality of the roughness data is determined by comparing the estimated IRI (International Roughness Index) from the connected vehicles with the IRI measured by a profilometer along a loop of 288 km.

The data from the connected vehicles have been extracted from the database of the client, NIRA Dynamics. This database is continuously updated with data from connected vehicles on our streets and roads. Data from the connected vehicles were aggregated into daily values for seven days as well as a 60-day long-term value. The loop was also measured twice with a

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TRID

 **TRID**
the TRIS and ITRD Database

Keyword search

[advanced search](#)

RESEARCH SUMMARY



JANUARY 2026



Using Onboard Vehicle Data to Assess Pavement Quality

Many modern vehicles continuously track location and performance data such as speed and acceleration. Collecting large amounts of this data to use in machine learning models has many potential applications, including aggregating and evaluating road pavement conditions. This project investigated the feasibility of using large amounts of onboard data from electric vehicles to monitor and assess pavement conditions comprehensively and cost-effectively across a large network.



► [Sensors \(Basel\)](#). 2022 Nov 24;22(23):9109. doi: [10.3390/s22239109](#)

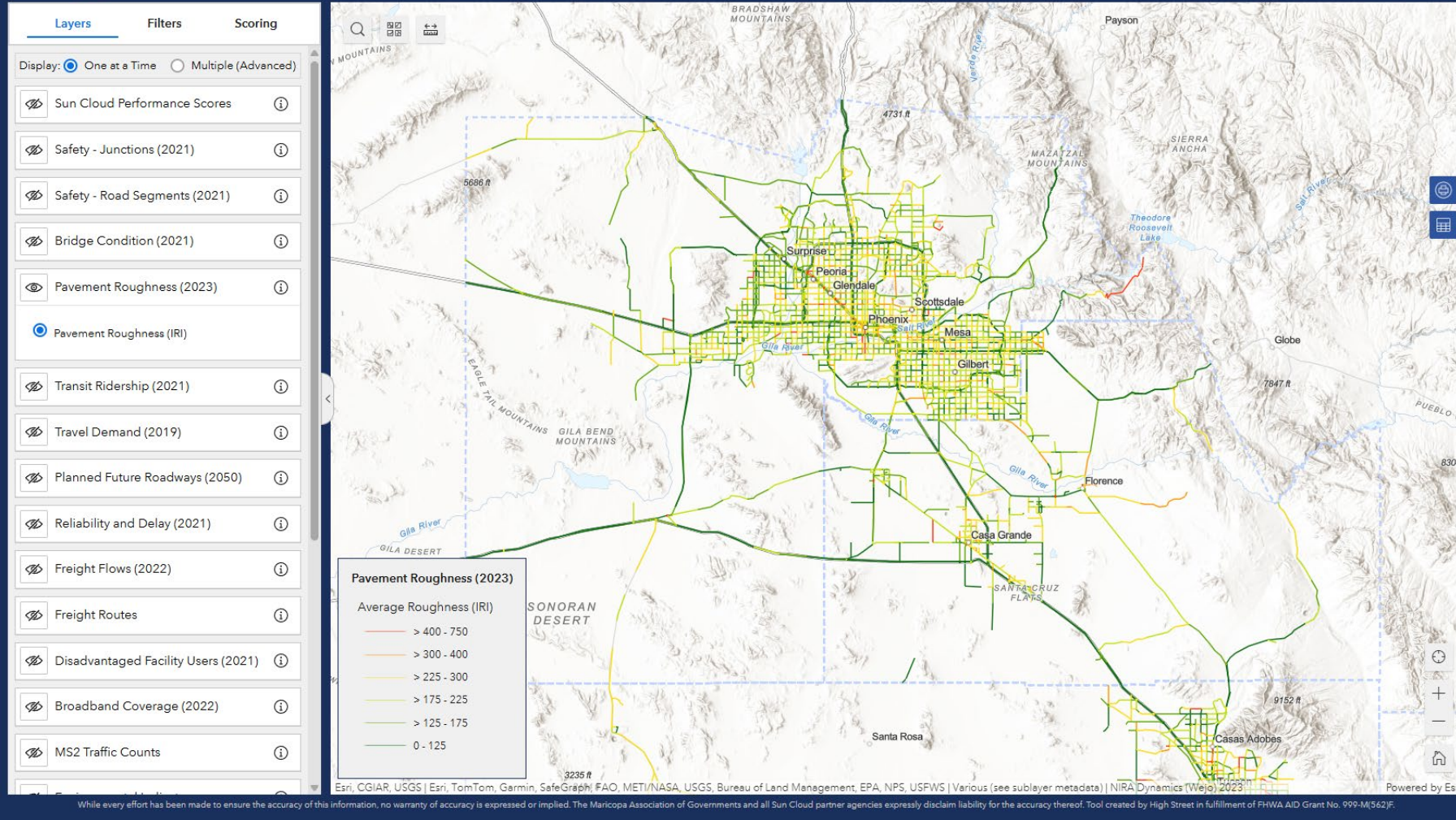
Pavement Quality Evaluation Using Connected Vehicle Data





SUN CLOUD EXPLORER

Transportation Needs Analysis for the Sun Corridor Region



suncloud.azgeo.az.gov



Home » A 'Connected Car' Can Generate Up To 25 Gigabytes Of Data An Hour, But Where Is It Going?

A 'Connected Car' Can Generate Up To 25 Gigabytes Of Data An Hour, But Where Is It Going?

By Matt Hardigree May 16, 2024 9:36 am 117 Comments



Recent Posts



A Certified Pre-Owned Four-Cylinder Porsche Macan Is A Sneaky Cheap Way Into A Fun Family Car

March 11, 2026 14 Comments



15 Years Ago, Aston Martin Tried To Make An 'In-Between' Car For Its Tiny Lineup That Totally Flopped

March 11, 2026 4 Comments



... and how do we use it?



How do we utilize alternative data?



DECISION SPACE +

MAPPER +

PROJECT BUILDER +

BAMS +

PAMS +

SKIP





DECISION SPACE +



ProjectBuilder

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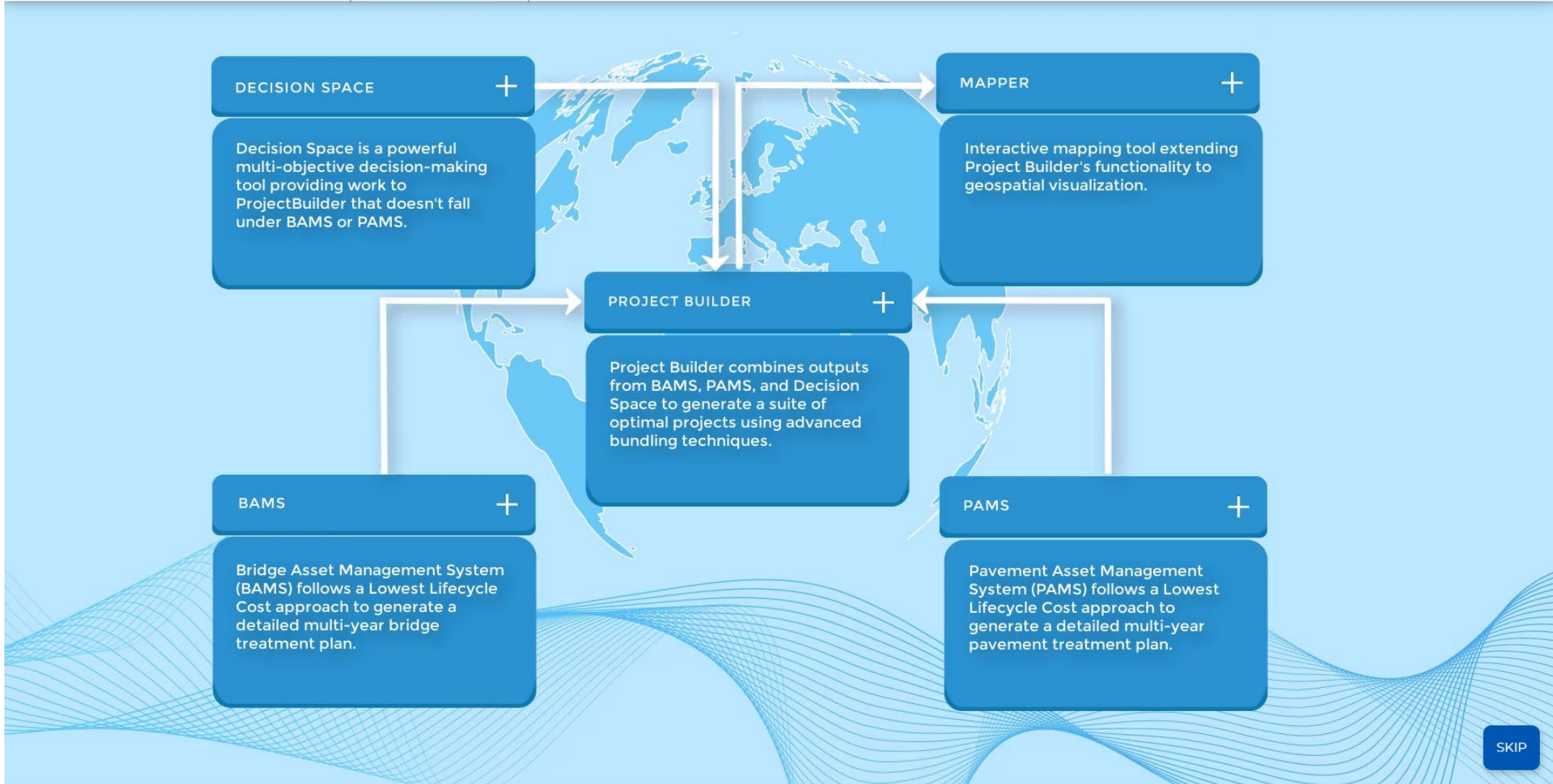
BAMS +

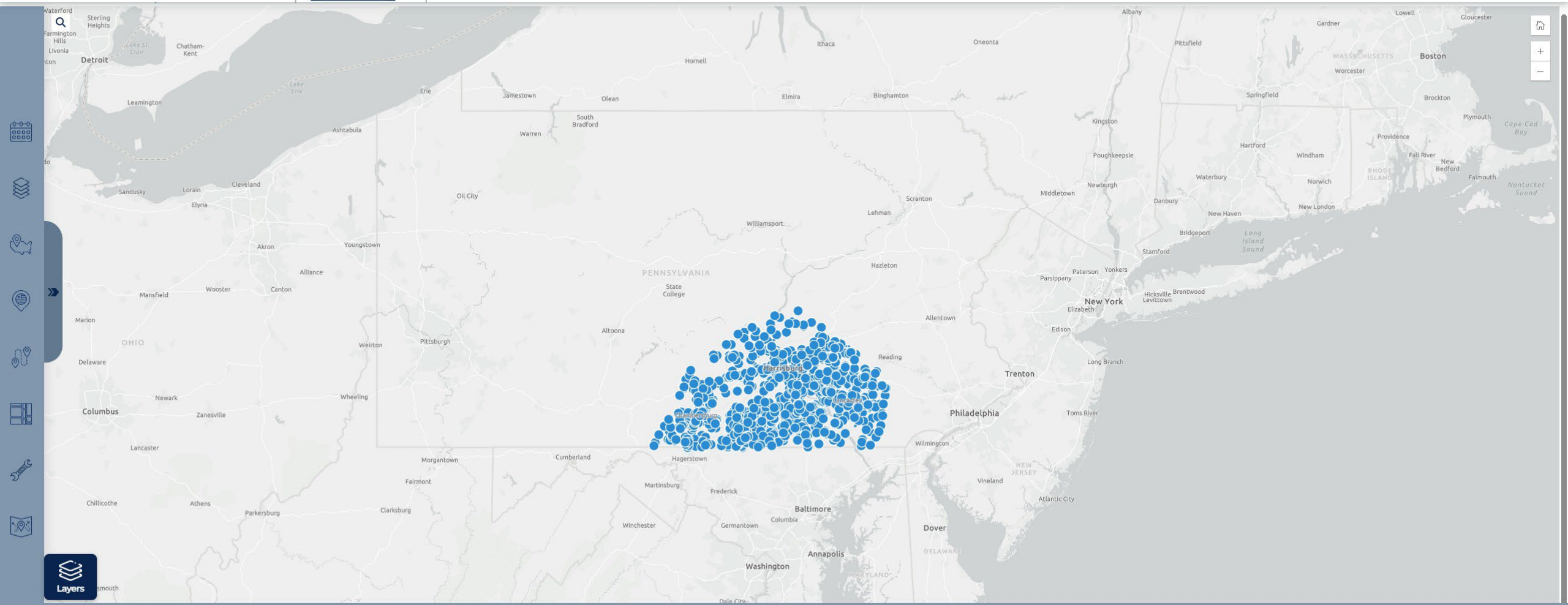


PAMS +

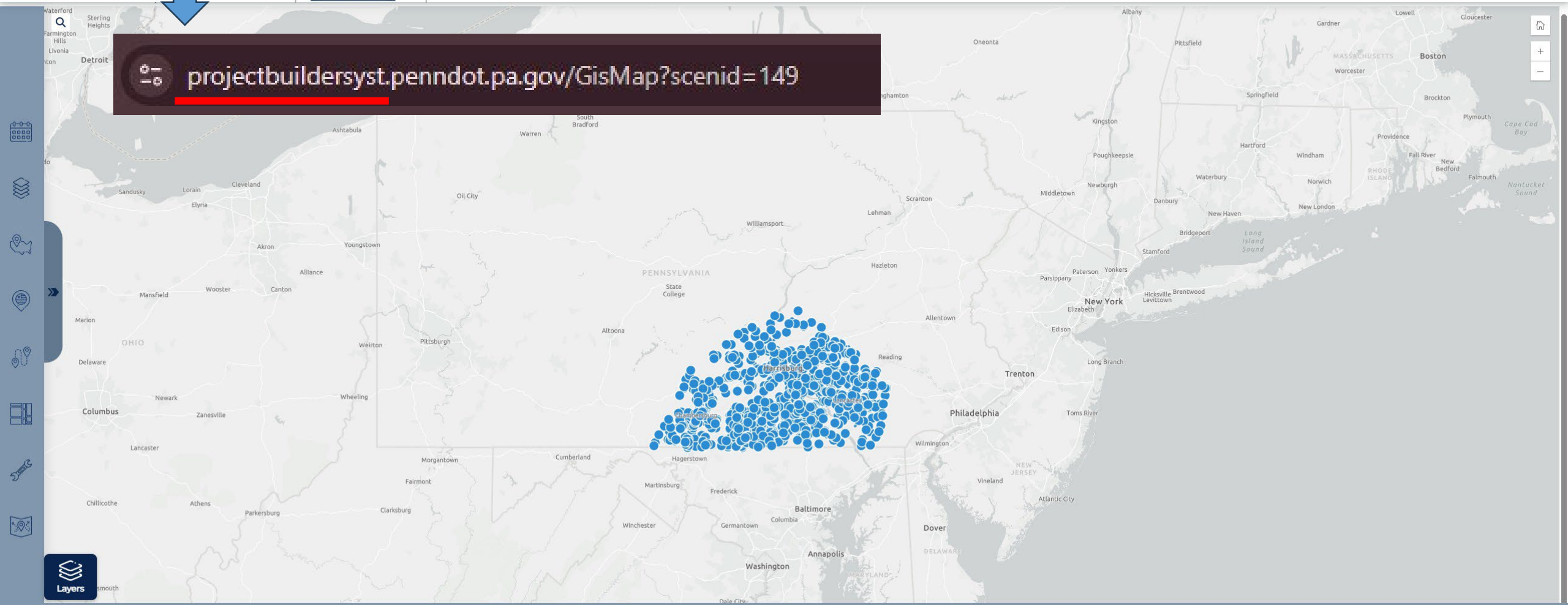
SKIP

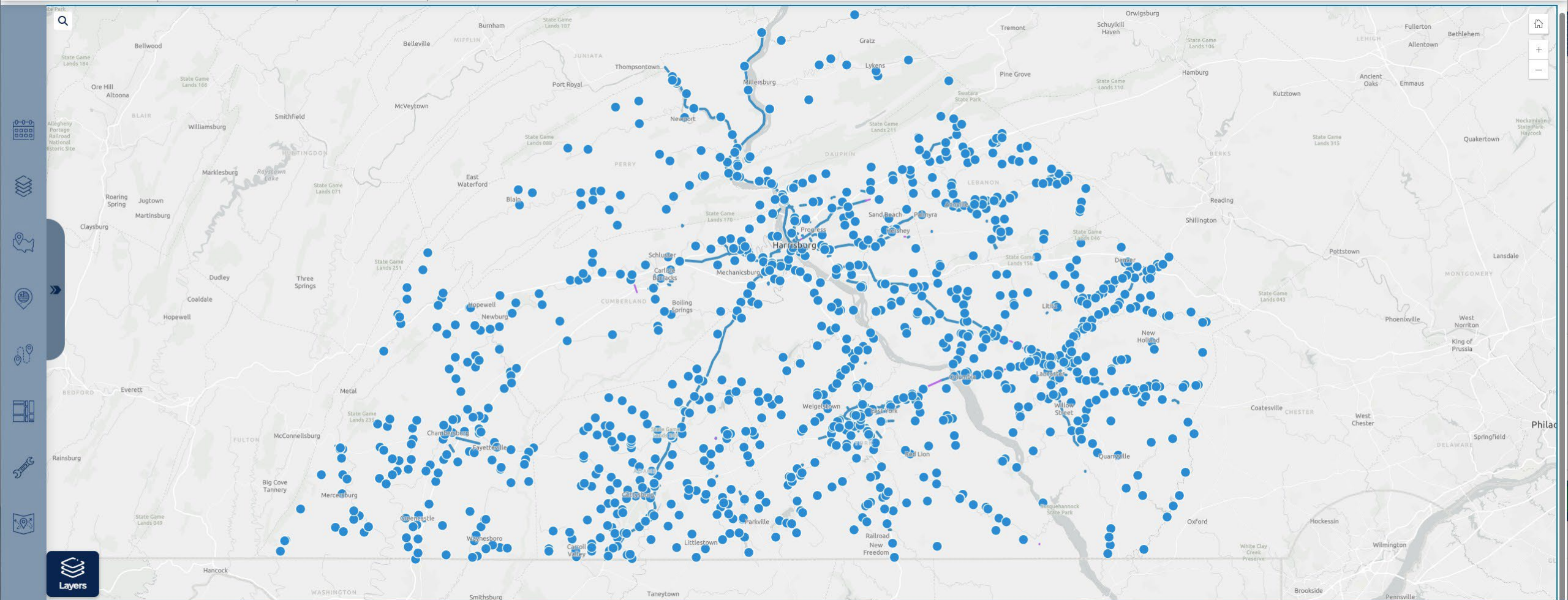


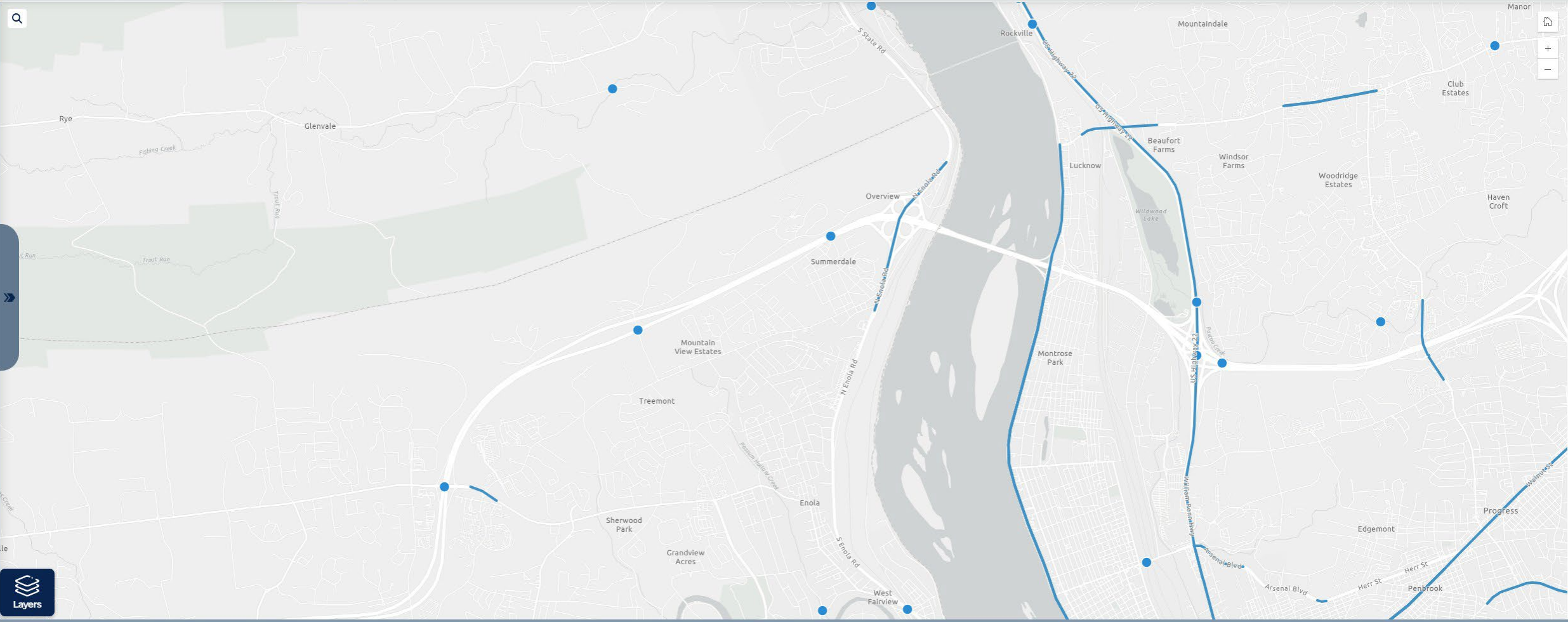




 projectbuildersyst.penndot.pa.gov/GisMap?scenid=149

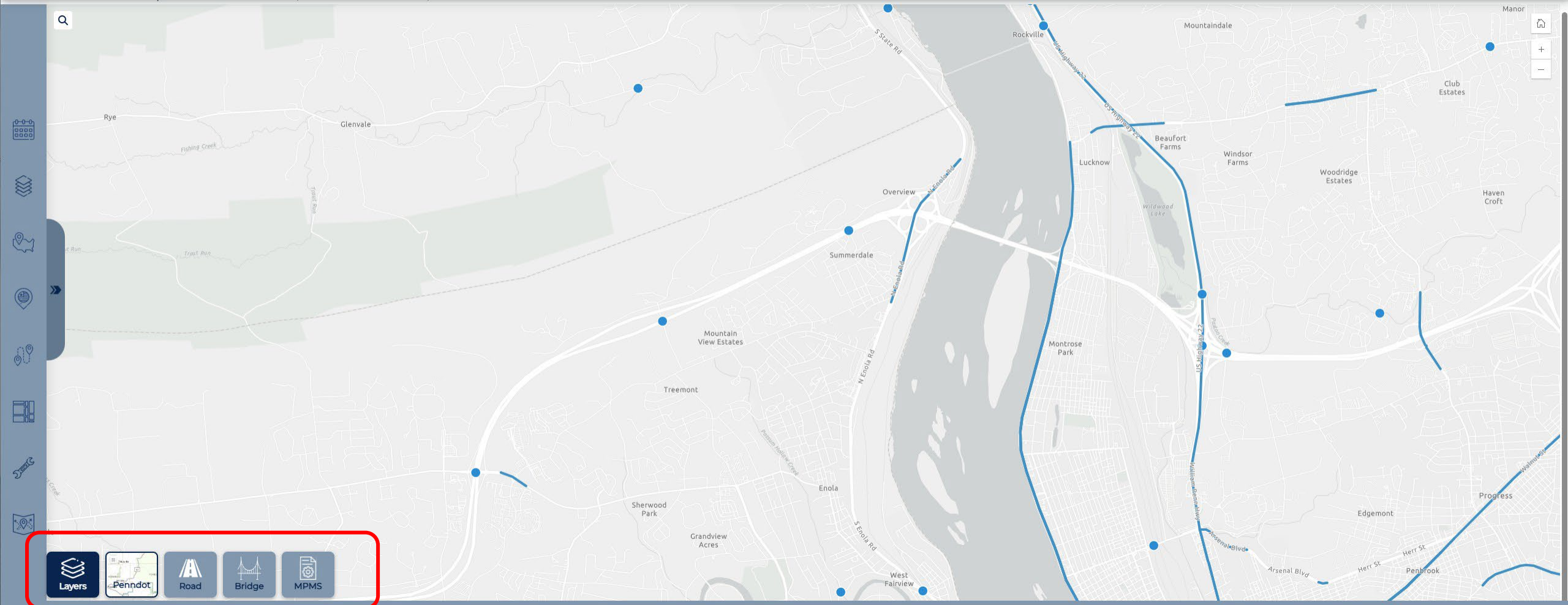


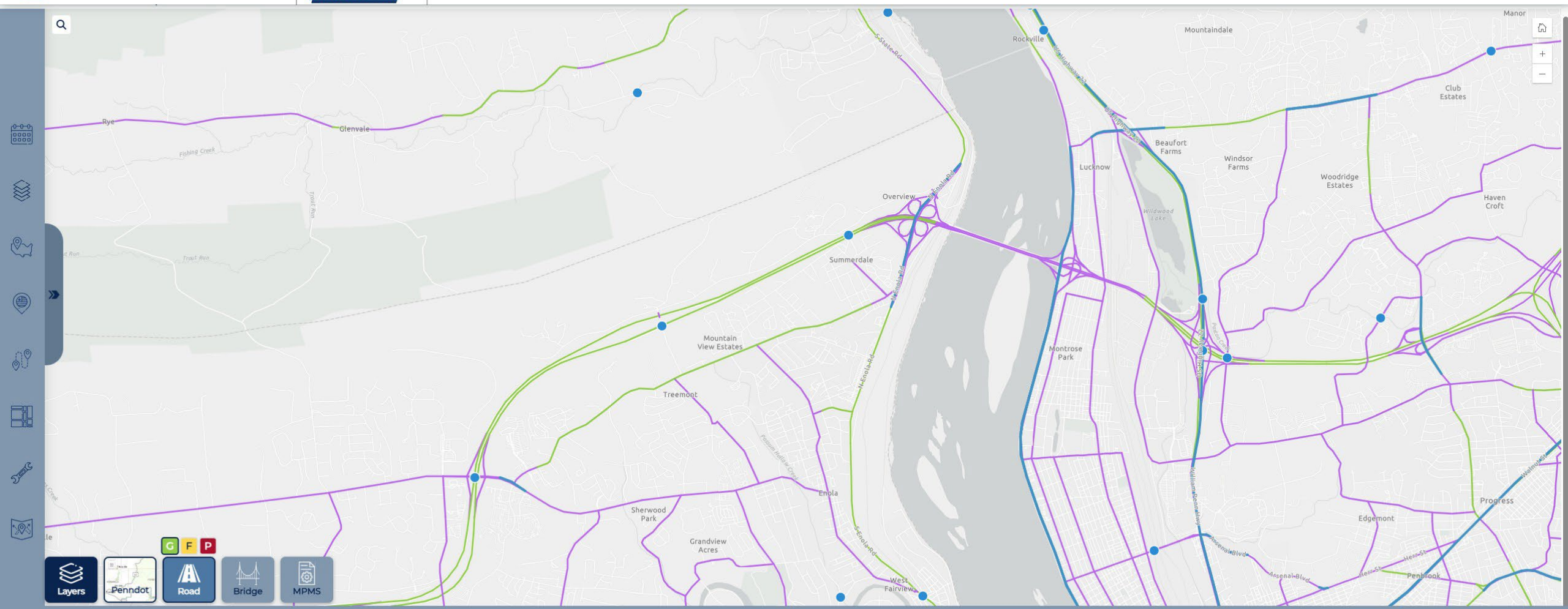




PROJECT TREATMENTS



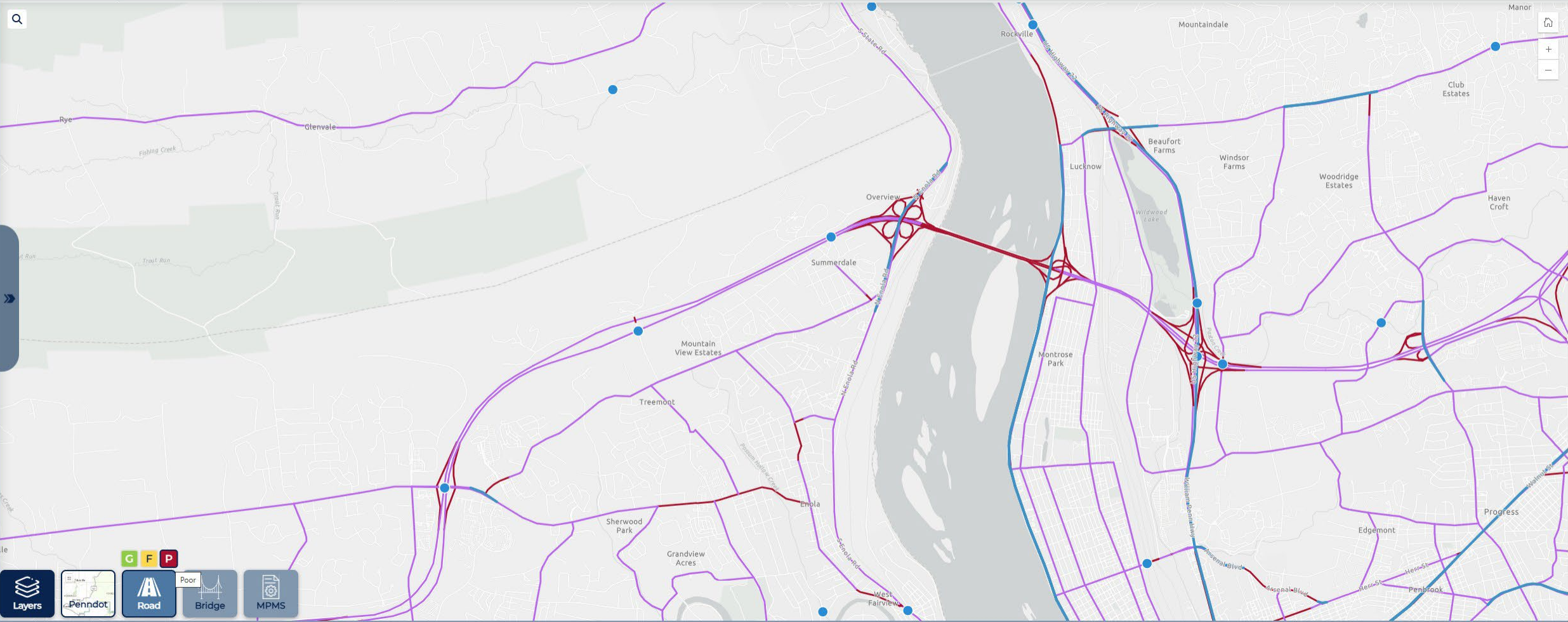




Layers Penndot Road Bridge MPMS

+ PROJECT TREATMENTS

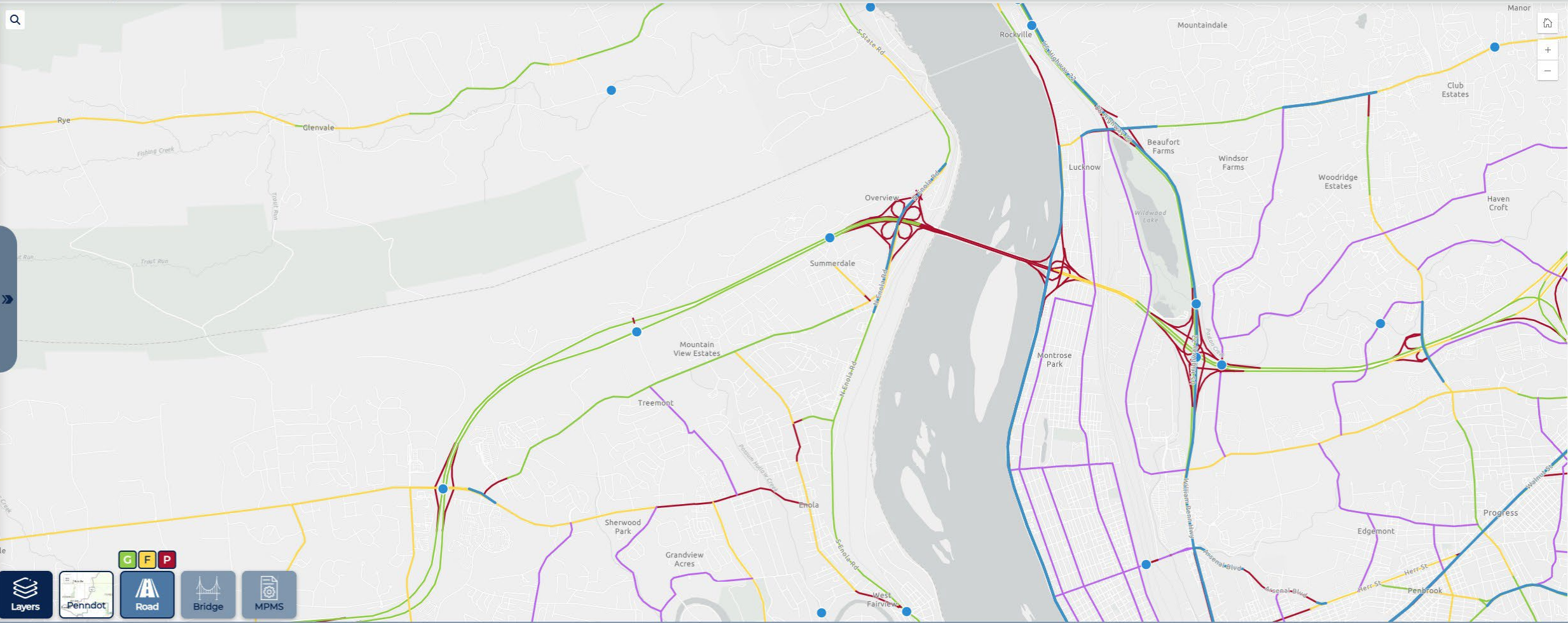




G F P

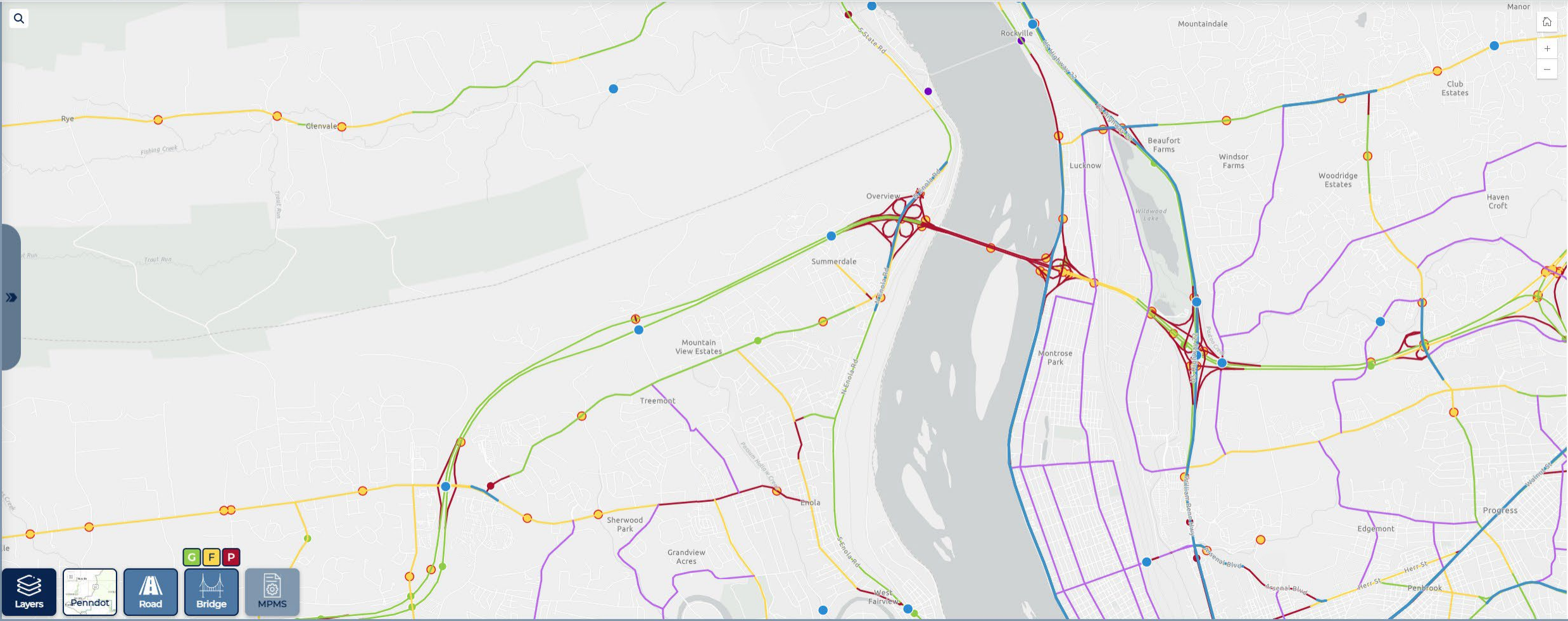
+ PROJECT TREATMENTS

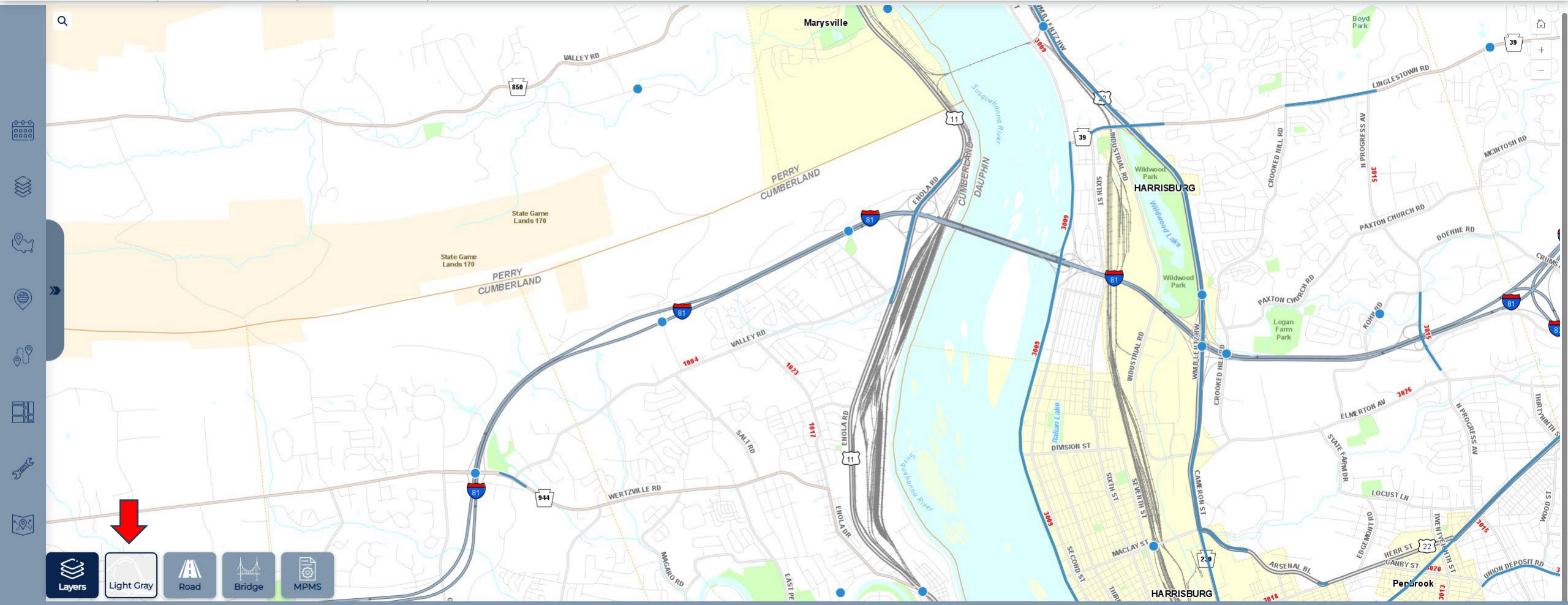


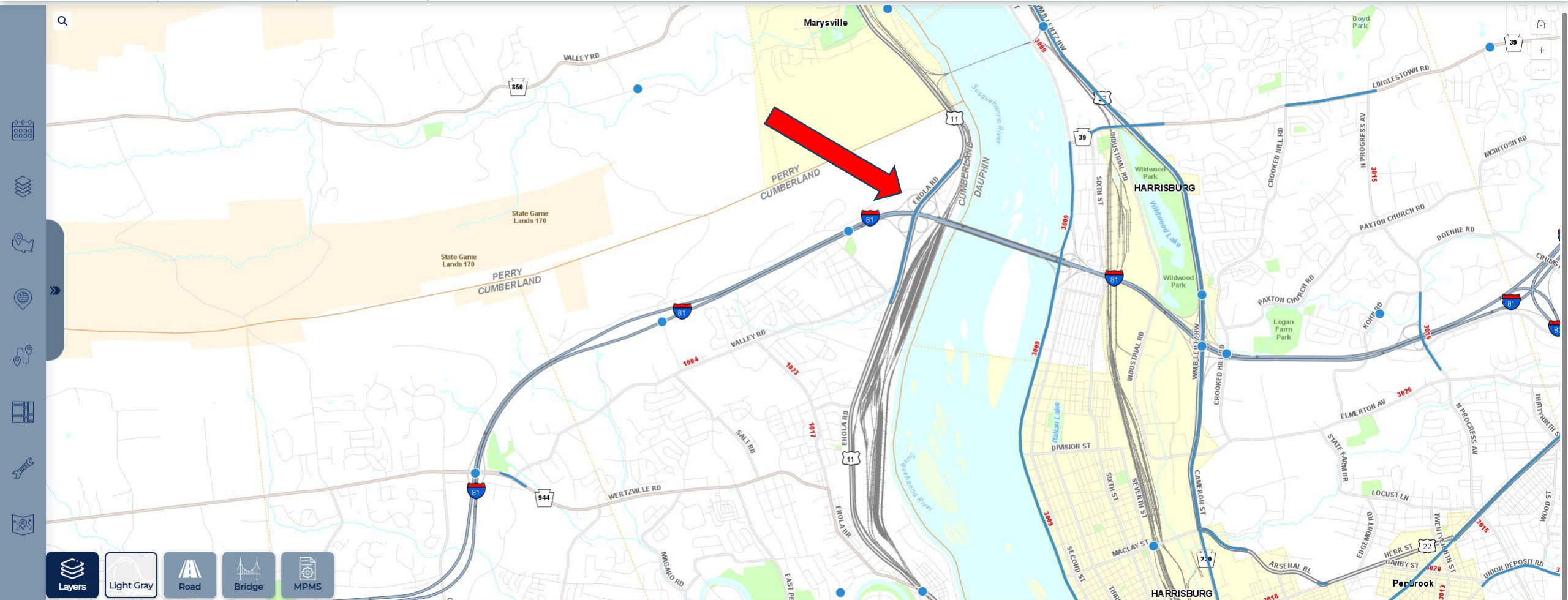


PROJECT TREATMENTS













PROJECT INFORMATION

PROJECT ID	2964
ROUTE	11
YEAR	2033
PROJECT COST	\$4,468,910

TREATMENTS

Type	Section	Treatment	Total Cost
Pavement	970 - 990	Reconstruction Crack & Seal	\$4,468,910

SHOW TREATMENT(S)

NOTES

Enter your notes here...

SAVE

PROJECT TREATMENTS





TREATMENTS

Type	Section	Treatment	Total Cost
Pavement	970 - 990	Reconstruction Crack & Seal	\$4,468,910

SHOW TREATMENT(S)

NOTES
Enter your notes here...

SAVE

PROJECT TREATMENTS

ADD TREATMENTS EDIT TREATMENT CONDITIONS

DELETE

Asset type	District	County	Route	Direction	Section	BRKEY	BMS ID	Total Cost	Direct Cost	Indirect Cost Design	Indirect Cost Row	Indirect Cost Utilities	Indirect Cost Other	Preferred Year	Max Year	Min Year
P	8	CUMBERLAND	11	-	970 - 990	-	-	\$7,820,593	\$4,468,910	\$1,340,673	\$1,117,228	\$893,782	-	2033	2033	2033



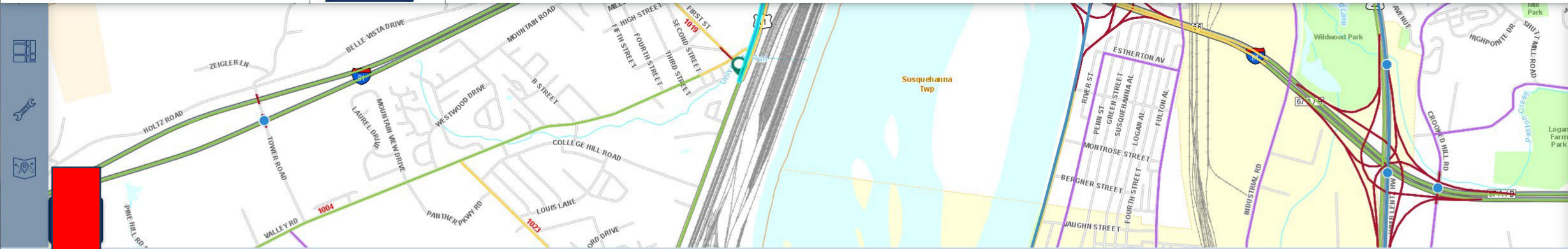






Layers Aux





TREATMENTS

ADD TREATMENTS EDIT TREATMENT CONDITIONS DELETE

Asset Type	District	County	Route	Direction	Section	BRKEY	BMS ID	Total Cost	Direct Cost	Indirect Cost Design	Indirect Cost Row	Indirect Cost Utilities	Indirect Cost Other	Preferred Year	Max Year	Min Year
P	8	CUMBERLAND	11	-	970 - 990	-	-	\$7,820,593	\$4,468,910	\$1,340,673	\$1,117,228	\$893,782	-	2033	2033	2033

PROJECT INFORMATION

ASSET TYPE: Pavement
 TREATMENT: Mill-Resurface
 TREATMENT TYPE: Rehabilitation
 PRIORITY: 1
 IS COMMITTED

LOCATION INFORMATION

DISTRICT: Select District
 COUNTY: Select County
 ROUTE: Select Route
 SECTION: Select Section
 INTERSTATE: Select Interstate
 DIRECTION: Select Direction
 MPMSID: [Text Field]

TIMING

PREFERRED YEAR: [Text Field]
 MINIMUM YEAR: [Text Field]
 MAXIMUM YEAR: [Text Field]

COST

CONSTRUCTION COST: [Text Field]
 INDIRECT COST ROW: [Text Field]
 INDIRECT COST UTILITIES: [Text Field]
 INDIRECT COST DESIGN: [Text Field]
 INDIRECT COST OTHER: [Text Field]
 TOTAL COST: [Text Field]

SAVE CANCEL







Scenario: District 8 Pavements and Bridges | Status: Success

Charts

Needs

Potential Benefits

Budget

Budget Spent

Reports

Projects

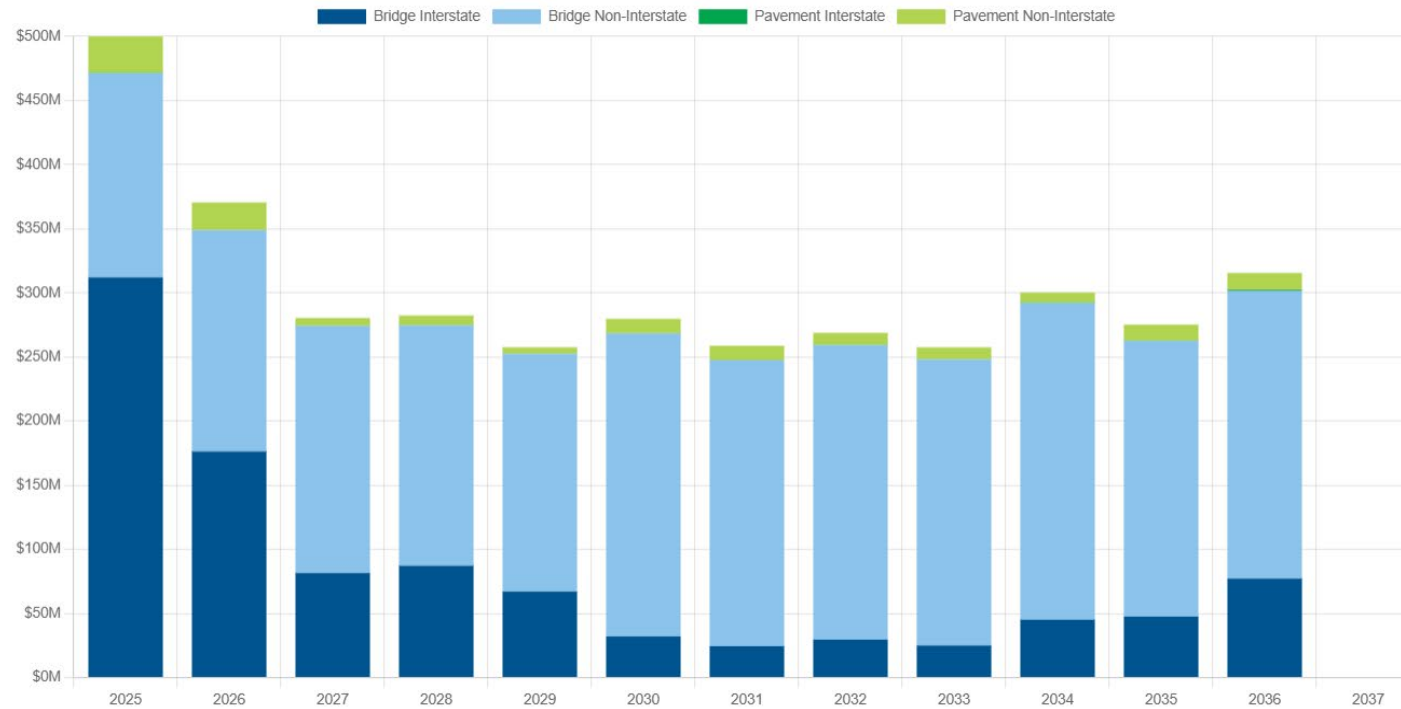
Map

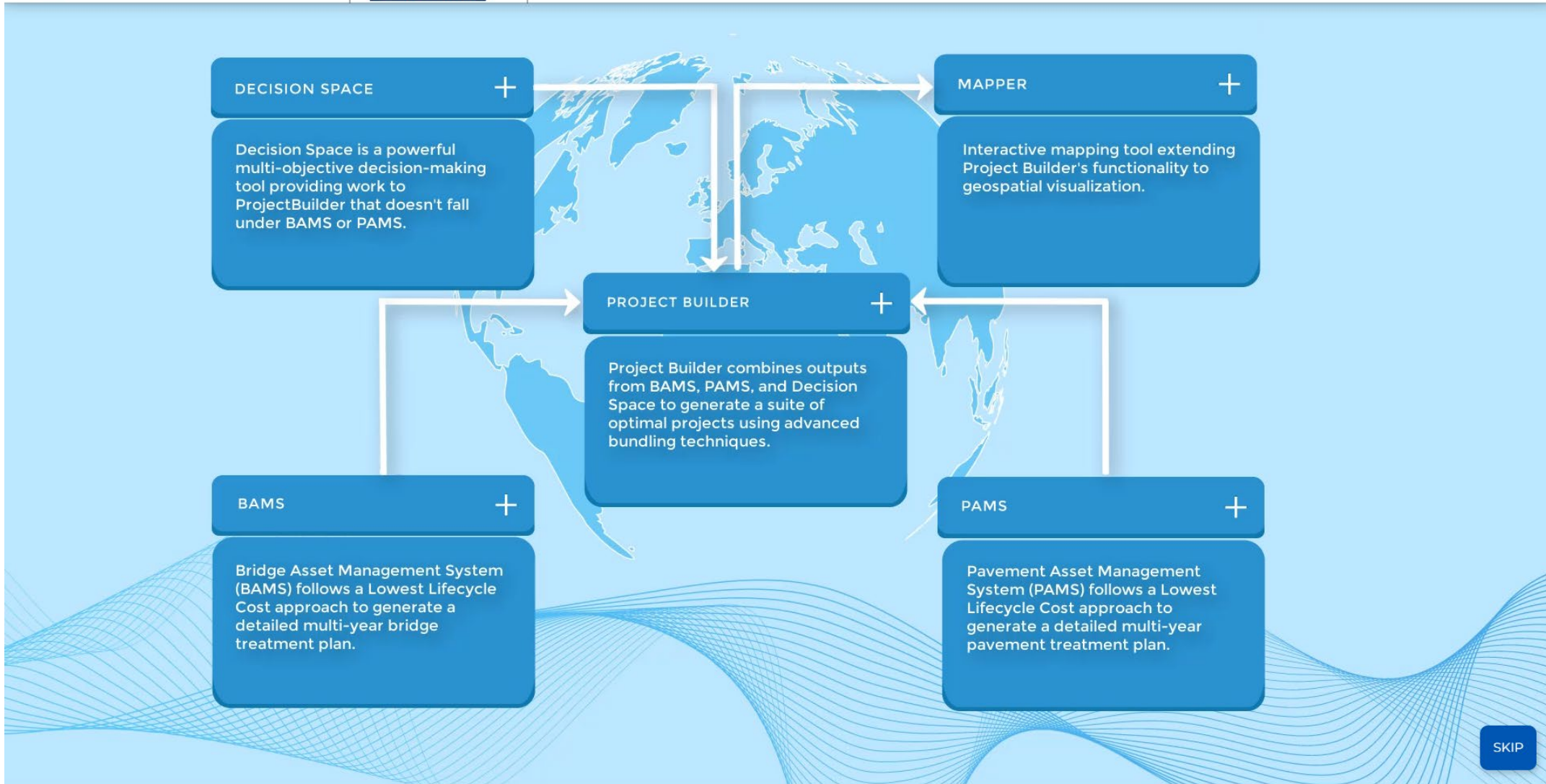
Budget Spent

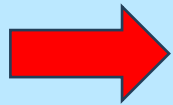
All Districts

Filter

Download







DECISION SPACE +

Decision Space is a powerful multi-objective decision-making tool providing work to ProjectBuilder that doesn't fall under BAMS or PAMS.

MAPPER +

Interactive mapping tool extending Project Builder's functionality to geospatial visualization.

PROJECT BUILDER +

Project Builder combines outputs from BAMS, PAMS, and Decision Space to generate a suite of optimal projects using advanced bundling techniques.

BAMS +

Bridge Asset Management System (BAMS) follows a Lowest Lifecycle Cost approach to generate a detailed multi-year bridge treatment plan.

PAMS +

Pavement Asset Management System (PAMS) follows a Lowest Lifecycle Cost approach to generate a detailed multi-year pavement treatment plan.

SKIP



Work Candidate

General	Safety	Mobility and Economy	Accessibility	Resilience and Environment	Condition and Performance
District	County	Route	Section	Asset Type	Project Name
<input type="text" value="Select"/>	<input type="text" value="Select"/>	<input type="text" value="Select"/>	<input type="text" value="Select"/>	<input type="text" value="Select"/>	<input type="text" value="des1"/>
Work Type	Description	Cost	Year	Min.Year	Max.Year
<input type="text" value="Safety"/>	<input type="text"/>	<input type="text" value="\$"/>	<input type="text" value="Select"/>	<input type="text" value="Select"/>	<input type="text" value="Select"/>
BPN					
<input type="text" value="Select"/>					





Work Candidate

General	Safety	Mobility and Economy	Accessibility	Resilience and Environment	Condition and Performance
Pavement Rehabilitated or Reconstructed(Lane Miles)	Bridges Rehabilitated or Replaced(Sq Ft)	Culverts Rehabilitated or Replaced(ea)	Guardrail Rehabilitated or Replaced(Ft)	Geotechnical Assets Rehabilitated or Replaced(ea)	Facilities Rehabilitated or Reconstructed(Sq Ft)
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Sidewalks Rehabilitated or Reconstructed(Sq Ft)	Completed Project Conditions (IRI)				
<input type="text"/>	<input type="text"/>				
<input type="button" value="Import Current Conditions"/>		<input type="button" value="Import Aux Data"/>			





Work Candidate

General	Safety	Mobility and Economy	Accessibility	Resilience and Environment	Condition and Performance
Pavement Rehabilitated or Reconstructed(Lane Miles) <input type="text"/>	Bridges Rehabilitated or Replaced(Sq Ft) <input type="text"/>	Culverts Rehabilitated or Replaced(ea) <input type="text"/>	Guardrail Rehabilitated or Replaced(Ft) <input type="text"/>	Geotechnical Assets Rehabilitated or Replaced(ea) <input type="text"/>	Facilities Rehabilitated or Reconstructed(Sq Ft) <input type="text"/>
Sidewalks Rehabilitated or Reconstructed(Sq Ft) <input type="text"/>	Completed Project Conditions (IRI) <input type="text"/>				
Import Current Conditions Import Aux Data					
Cancel	Submit				



Maps

Charts

Projects And Goals Flow Diagram

Project Efficiency and Cost

Projects and Goals Percentage Contribution

Projects and Goals Actual Contribution

Project to Score Arc Mapping

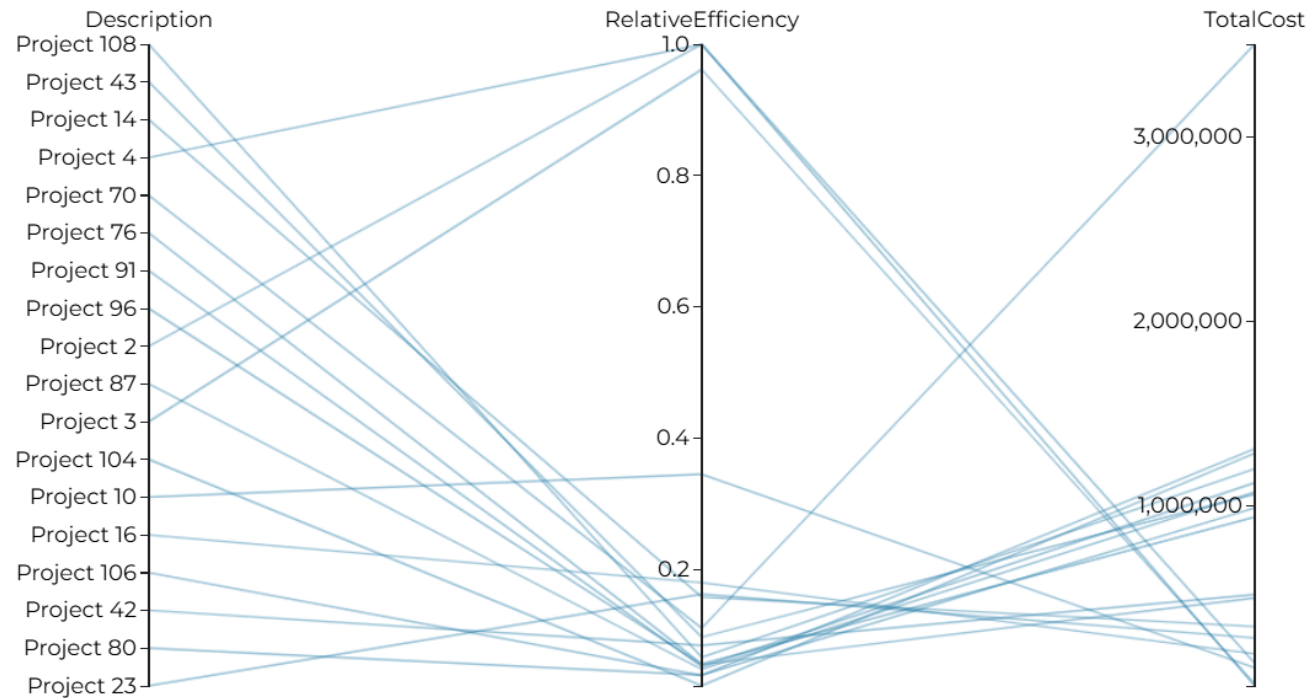
Reports

Project Efficiency And Cost

Select Treatment Candidate:

New Year testing

Search



Maps

Charts

Projects And Goals Flow Diagram

Project Efficiency and Cost

Projects and Goals Percentage Contribution

Projects and Goals Actual Contribution

Project to Score Arc Mapping

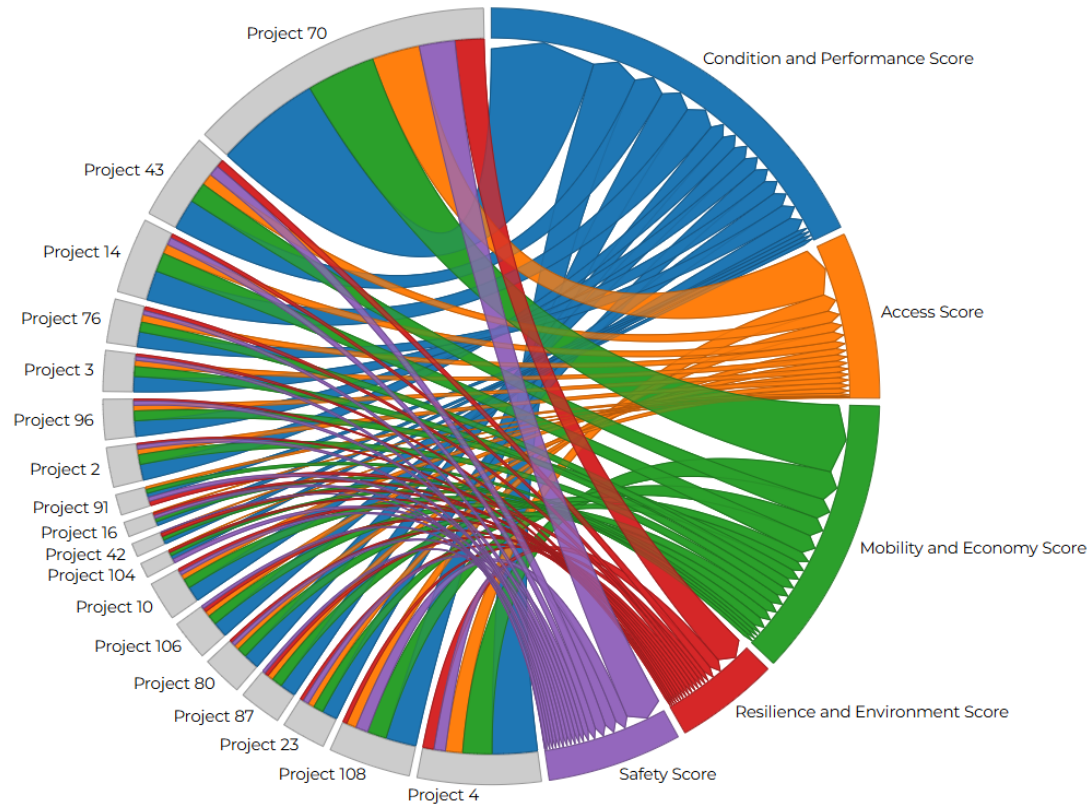
Reports

Projects And Goals Flow Diagram

Select Treatment Candidate:

New Year testing

Search



Maps

Charts

Projects And Goals Flow Diagram

Project Efficiency and Cost

Projects and Goals Percentage Contribution

Projects and Goals Actual Contribution

Project to Score Arc Mapping

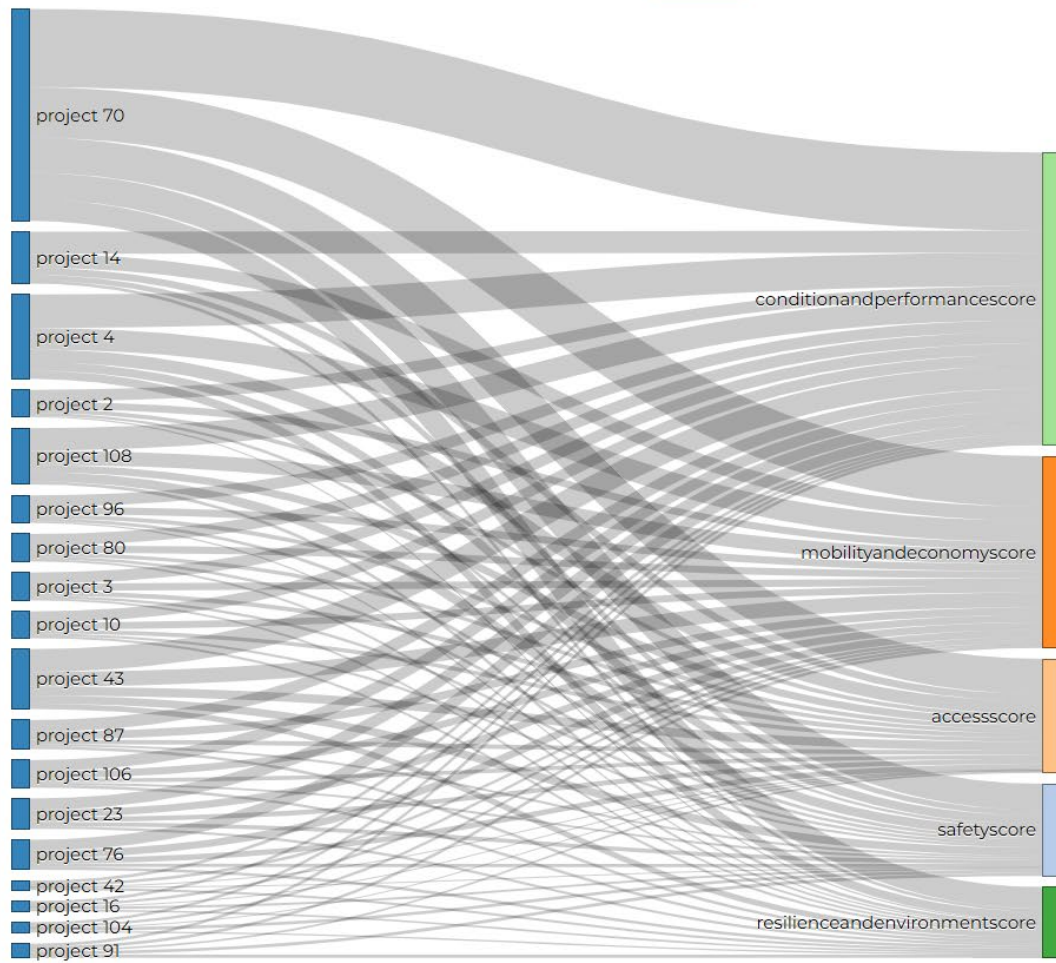
Reports

Projects And Goals Flow Diagram

Select Treatment Candidate:

New Year testing

Search



Questions?





Colorado DOT's Progress Towards Data Driven Decision-Making



COLORADO
Department of Transportation

William Johnson
Division of Transportation Development
Office of Performance and Asset Management

March 2026¹⁰⁹



Asset Management Goal Area “Fix Our Roads”

Asset Management

Maintain Bridge and Pavement infrastructure in a State of Good Repair.

Performance Measures

- Bridge Condition
- Pavement Condition

Pavement Condition

- Interstate Pavement in Poor Condition (FHWA Metric)
 - At or Below 1% (by 2037)
- State Highway System Pavement Drivability Life (DL)
 - At or above 80% High/Moderate DL (by 2037)

Bridge Condition

- National Highway System (NHS) Bridges in Poor Condition
 - At or below 5% Poor (Maintain through 2037)
- State Highway System (SHS) Bridges in Poor Condition
 - At or below 5% Poor (Maintain through 2037)





Pavement Investment Strategy

2022 CDOT TAMP

Table 17 Financial Plan for Pavement Assets (in Millions)

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31
Surface Treatment	\$223.3	\$224.6	\$225.6	\$229	\$229	\$229	\$229	\$229	\$229	\$229
Maintenance Levels of Service	\$40.4	\$41.6	\$40.7	\$41.9	\$43.2	\$44.5	\$45.8	\$47.2	\$48.6	\$50.1
Initial Construction	\$118.7	\$118.7	\$118.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	\$382.4	\$384.9	\$385	\$270.9	\$272.2	\$273.5	\$274.8	\$276.2	\$277.6	\$279.1

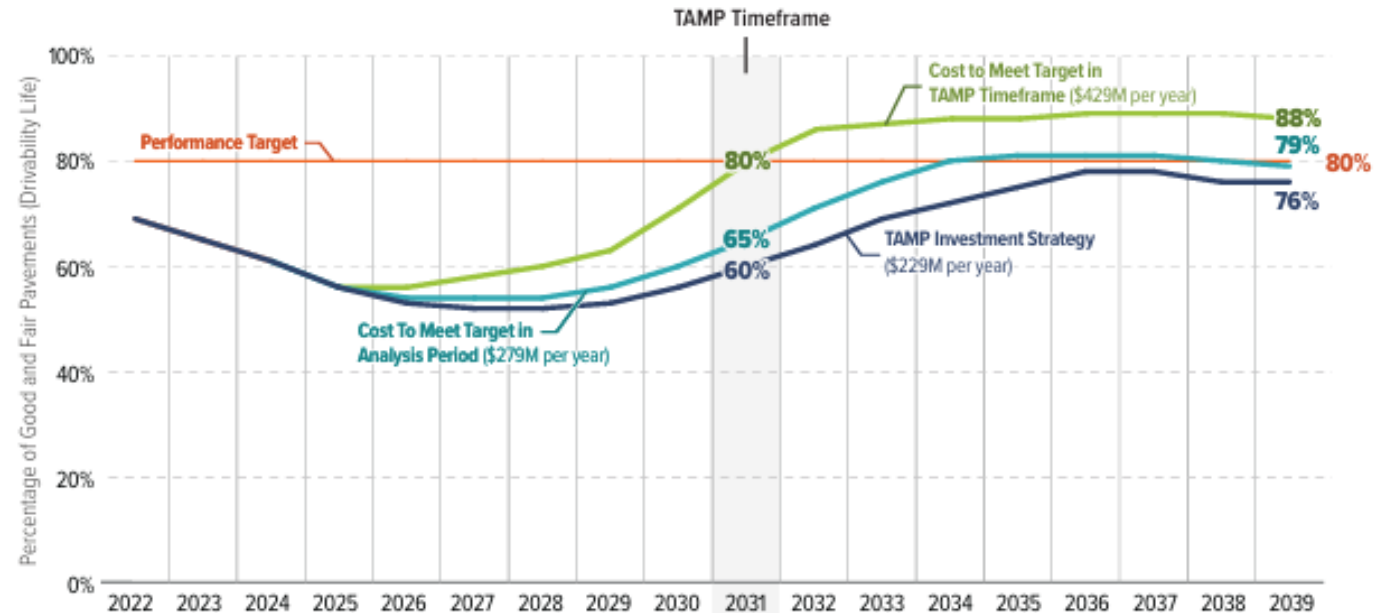
Table 19 Pavement Investment Strategy FY 2022–31 (in Millions)

Work Type	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31
Maintenance*	\$40.4	\$41.6	\$40.7	\$41.9	\$43.2	\$44.5	\$45.8	\$47.2	\$48.6	\$50.1
Preservation	\$6.94	\$28.99	\$14.09	\$7.30	\$33.02	\$27.44	\$32.15	\$24.51	\$22.29	\$22.29
Rehabilitation	\$216.36	\$195.62	\$208.85	\$221.70	\$195.98	\$201.56	\$196.85	\$204.49	\$206.71	\$206.71
Reconstruction	N/A	N/A	\$2.67	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Initial Construction	\$118.7	\$118.7	\$118.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTAL	\$382.4	\$384.91	\$385.01	\$270.9	\$272.2	\$273.5	\$274.8	\$276.2	\$277.6	\$279.1

* Maintenance expenditure is from maintenance levels of service budget.
FY30 and FY31 data for preservation and rehabilitation work types are averages.

Figure 35 Effect of Funding Levels on Pavement Condition of Colorado State Highway System

Based on proposed investment levels, pavement condition is expected to fall until 2027 and then recover. Current funding will not achieve the performance target in the TAMP timeframe (2031). An additional \$50M per year would be required to meet the performance target by 2034.





Roles: Asset Management vs. 10-Year Plan

TAM Program: Maintaining Assets

- Program funds projects to achieve and sustain a state of good repair for existing assets at a minimum practicable cost.
- Invests in preventive maintenance, rehabilitations, and—in some cases—asset replacement/reconstruction.
- Total budget is ~\$840M per year including Bridge and Tunnel Enterprise and Maintenance.
- ~85 percent of TAM funding goes to pavement, bridges and maintenance.

10-Year Plan: Fixing “Poor” Backlog

- Asset management funding is insufficient to maintain conditions and meet long-term performance goals. This has resulted in a growing backlog of “poor” assets over the years.
- 10-Year Plan strategic funding helps address backlog through efforts such as the rural roads initiative, strategic poor pavement, etc.





Asset Investment Management System

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	Name	RoadName	From	To	Lan	Leng	FUNCCLA	RURAL_URBA	R	DIR_LAN	DIR_LANES_OP	Ye	Treatment	Cost	
2	121A-1-003900	121A	3.9	8.4	1	4.5	3		14	11	4		2034	RECONSTRUCTION	\$29,630,459.36
3	121A-2-003900	121A	3.9	8.4	2	4.5	3		14	11	4		2034	RECONSTRUCTION	\$29,630,459.36
4	025A-2-183900	025A	183.9	188.1	2	4.2	1		22	17	3		2042	RECONSTRUCTION	\$27,952,152.20
5	025A-1-183900	025A	183.9	188.1	1	4.2	1		22	17	3		2042	RECONSTRUCTION	\$27,175,703.53
6	225A-1-000000	225A	0	4.2	1	4.2	1		13	8	4		2033	RECONSTRUCTION	\$26,642,673.79
7	225A-2-000000	225A	0	4.2	2	4.2	1		13	8	4		2033	RECONSTRUCTION	\$26,642,673.79
8	070A-2-274200	070A	274.2	279.2	2	5	1		15	10	3		2035	RECONSTRUCTION	\$25,630,347.34
9	025A-2-189100	025A	189.1	192.9	2	3.8	1		22	17	3		2042	RECONSTRUCTION	\$25,290,042.47
10	470A-2-000000	470A	0	3.6	2	3.6	2		21	16	3		2041	RECONSTRUCTION	\$23,723,039.53
11	025A-1-189100	025A	189.1	192.9	1	3.8	1		20	16	3		2040	RECONSTRUCTION	\$23,472,257.00
12	025A-1-217200	025A	217.2	222.2	1	5	1		12	7	3		2032	RECONSTRUCTION	\$22,917,246.24
13	070A-1-246500	070A	246.5	251.5	1	5	1		12	11	3		2032	RECONSTRUCTION	\$22,917,246.24
14	070A-1-274200	070A	274.2	279.2	1	5	1		12	8	3		2032	RECONSTRUCTION	\$22,917,246.24
15	070A-2-246500	070A	246.5	251.5	2	5	1		12	11	3		2032	RECONSTRUCTION	\$22,917,246.24
16	070A-1-406900	070A	406.9	411.9	1	5	1		20	17	2		2040	RECONSTRUCTION	\$22,305,507.38
17	070A-1-411900	070A	411.9	416.9	1	5	1		20	17	2		2040	RECONSTRUCTION	\$22,305,507.38
18	070A-2-406900	070A	406.9	411.9	2	5	1		20	16	2		2040	RECONSTRUCTION	\$22,305,507.38
19	070A-2-411900	070A	411.9	416.9	2	5	1		20	17	2		2040	RECONSTRUCTION	\$22,305,507.38
20	070A-1-279200	070A	279.2	283.5	1	4.3	1		15	10	3		2035	RECONSTRUCTION	\$22,042,098.71
21	070A-2-279200	070A	279.2	283.5	2	4.3	1		15	10	3		2035	RECONSTRUCTION	\$22,042,098.71
22	287B-1-127800	287B	127.8	132.7	1	4.9	3		22	17	2		2042	RECONSTRUCTION	\$21,740,562.82
23	025A-1-222900	025A	222.9	227.4	1	4.5	1		13	8	3		2033	RECONSTRUCTION	\$21,409,291.44
24	025A-2-222900	025A	222.9	227.4	2	4.5	1		13	8	3		2033	RECONSTRUCTION	\$21,409,291.44
25	025A-1-154400	025A	154.4	159.4	1	5	1		10	6	3		2030	RECONSTRUCTION	\$21,270,011.48
26	070A-1-206200	070A	206.2	210.8	1	4.6	1		12	11	3		2032	RECONSTRUCTION	\$21,083,866.54
27	070A-2-206200	070A	206.2	210.8	2	4.6	1		12	11	3		2032	RECONSTRUCTION	\$21,083,866.54
28	009D-1-131000	009D	131	136	1	5	4		20	16	2		2040	RECONSTRUCTION	\$20,589,699.12
29	014C-1-139100	014C	139.1	144.1	1	5	3		20	16	2		2040	RECONSTRUCTION	\$20,589,699.12
30	025A-2-127500	025A	127.5	132.5	2	5	1		20	20	2		2040	RECONSTRUCTION	\$20,589,699.12
31	050B-1-352000	050B	352	357	1	5	3		20	17	2		2040	RECONSTRUCTION	\$20,589,699.12
32	076A-1-050000	076A	50	55	1	5	1		20	20	2		2040	RECONSTRUCTION	\$20,589,699.12
33	076A-1-055000	076A	55	60	1	5	1		20	20	2		2040	RECONSTRUCTION	\$20,589,699.12
34	076A-1-060000	076A	60	65	1	5	1		20	20	2		2040	RECONSTRUCTION	\$20,589,699.12
35	076A-1-065000	076A	65	70	1	5	1		20	20	2		2040	RECONSTRUCTION	\$20,589,699.12
36	076A-1-128100	076A	128.1	133.1	1	5	1		20	20	2		2040	RECONSTRUCTION	\$20,589,699.12
37	076A-1-173000	076A	173	178	1	5	1		20	18	2		2040	RECONSTRUCTION	\$20,589,699.12
38	076A-1-178000	076A	178	183	1	5	1		20	17	2		2040	RECONSTRUCTION	\$20,589,699.12
39	076A-2-055100	076A	55.1	60.1	2	5	1		20	16	2		2040	RECONSTRUCTION	\$20,589,699.12

Model Outputs:

- Highway route and direction
- Highway reference points
- # of lanes
- Functional classification
- Current condition
- Year of treatment recommendation
- Treatment description
- Estimated cost of treatment



Attributes

TAM Projects 2023 to 2043: 070A

Zoom to Pan

Annual Average Daily Traffic	38,372
Annual Average Daily Traffic 20 Years	45,193.00
Annual Average Daily Traffic Combination Trucks	2,740
Annual Average Daily Traffic Single Truck Unit	1,103
Cost (in dollars)	\$-
Count	1
Countif	1
Direction	1
Region	1
From Description	
From Measure	215.70
Functional Class ID	1
Highest Treatment Level	3
Highest Treatment	MINOR_REHAB
Id	a0993486-f43a-4f49-aa2e-9102a251e6c8

Lowest Treatment Level	3
Lowest Treatment	MINOR_REHAB
Metropolitan Planning Organization ID	0
New Project Code	2024-070A-1-2396
National Highway System Designation	1 Mainline NHS
Number of Treatments Needed	1
Other Treatments	
Primary Auxiliary Lane Quantity Range	1-1
Primary Outside Shoulder Width Range	0-25
Road Name	070A
Route ID	070A
Route Sign	2
Secondary Auxiliary Lane Quantity Range	1-1
Secondary Outside Shoulder Width Range	0-27
System Tier	1
Through Lane Quantity Range	4-4
To Description	
To Measure	231.30
Transportation Planning Region ID	2
TRAV_WAY	24
Treatments	MINOR_REHAB
Unique ID	2,396
Volume/Capacity Ratio	0.93
Volume/Capacity Ratio 20 Years	1.10
Vehicle Miles Traveled	598,360
Year	2024



Statewide Treatment Options

Asset Management

Select Region
All Regions

Select TPR
All TPRs

Select Project Year
All Years

Select MPO
All MPOs

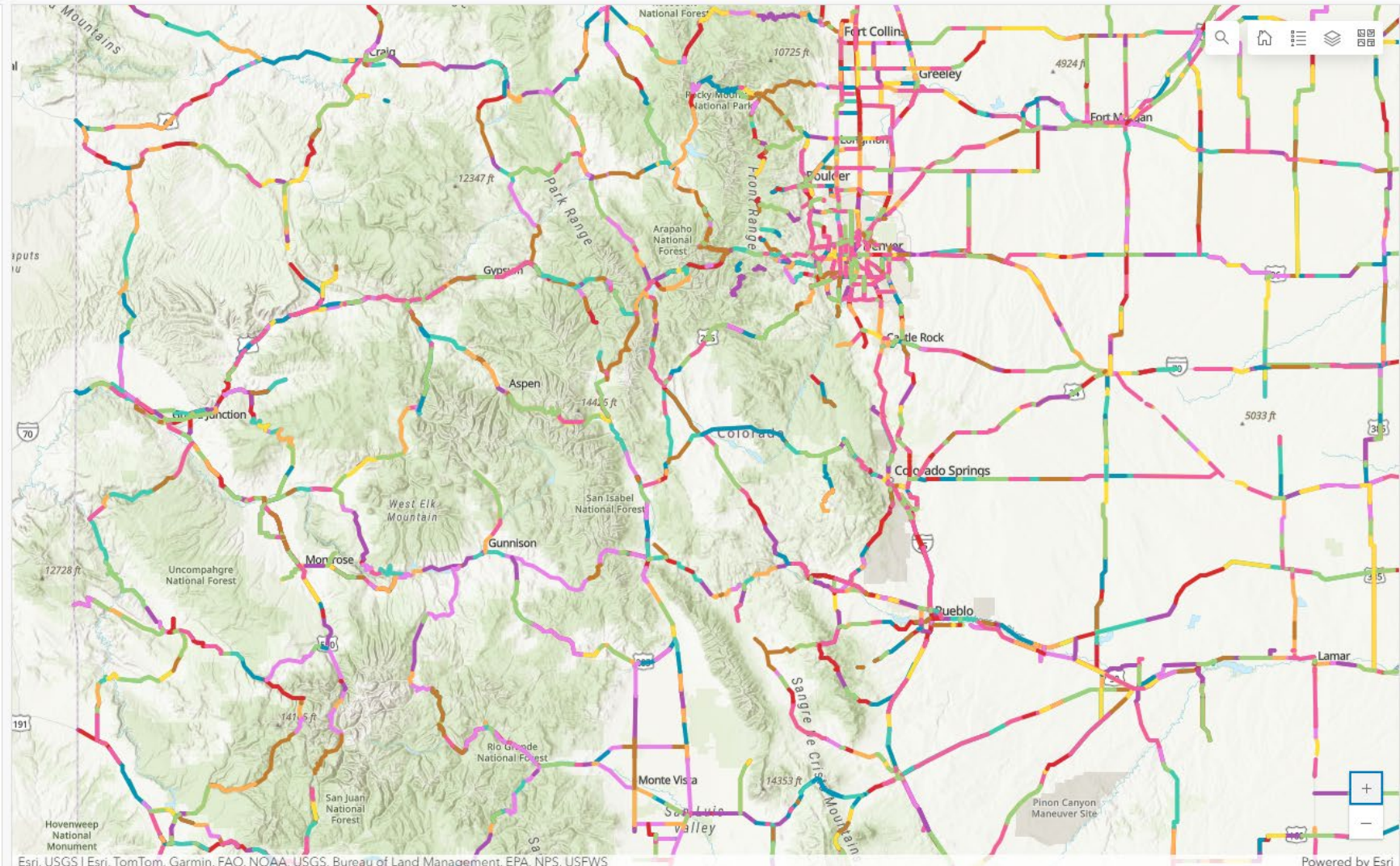
Select Route
All Routes

Select Functional Class
All Functional Classes

- Route: 001A
Project Year: 2028
From Measure: 6.10
To Measure: 8.60
- Route: 001A
Project Year: 2029
From Measure: 5.00
To Measure: 6.10
- Route: 001A
Project Year: 2030
From Measure: 9.40
To Measure: 10.05
- Route: 001A
Project Year: 2031
From Measure: 8.60
To Measure: 9.40
- Route: 001A
Project Year: 2034
From Measure: 0.00
To Measure: 2.87
- Route: 001A
Project Year: 2034
From Measure: 2.87
To Measure: 5.00
- Route: 001A
Project Year: 2034
From Measure: 9.40
To Measure: 10.05
- Route: 001A
Project Year: 2038
From Measure: 0.00
To Measure: 2.87
- Route: 001A
Project Year: 2038
From Measure: 2.87
To Measure: 5.00
- Route: 001A
Project Year: 2038
From Measure: 8.60

Pavement Worst First 2023-2043

- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- 2030
- 2031
- 2032
- 2033
- 2034
- 2035
- 2036
- 2037
- 2038
- 2039
- 2040
- 2041
- 2042
- 2043





Meeting Performance Targets

Additional asset funding in the 10-Year Plan

CDOT is increasing pavement and bridge funding through the 10-Year Plan to make progress toward PD-14 targets.

Asset management funding is insufficient to meet long-term performance goals and has resulted in a backlog of “poor” assets. Strategic funding for the new 10-Year Plan helps address the pavement and bridge backlog.

- More than half (53%*) of projects include pavement and/or bridge asset management elements.
- Projects with asset management work are planned statewide, with an estimated* distribution of:
 - 30 projects in Region 1
 - 48 projects in Region 2
 - 25 projects in Region 3
 - 36 projects in Region 4
 - 15 projects in Region 5



**Tentative estimates, early 2026.*



Meeting Pavement Performance Targets

Additional asset funding in the 10-Year Plan

The new 10-Year Plan significantly augments annual pavement investment.

10-Year Plan strategic funding invests in pavement by addressing rural roads, pavement rated “poor” under federal metrics, and more.

- Of the proposed projects in the new 10-Year Plan, about 55% include pavement work.
- The 10-Year Plan increases CDOT’s annual pavement investment by an estimated 65%* compared to the Surface Treatment budget alone.
- Lane miles treated: Equivalent to 7 years* of the Surface Treatment Program.

**Tentative estimates, late 2025.*



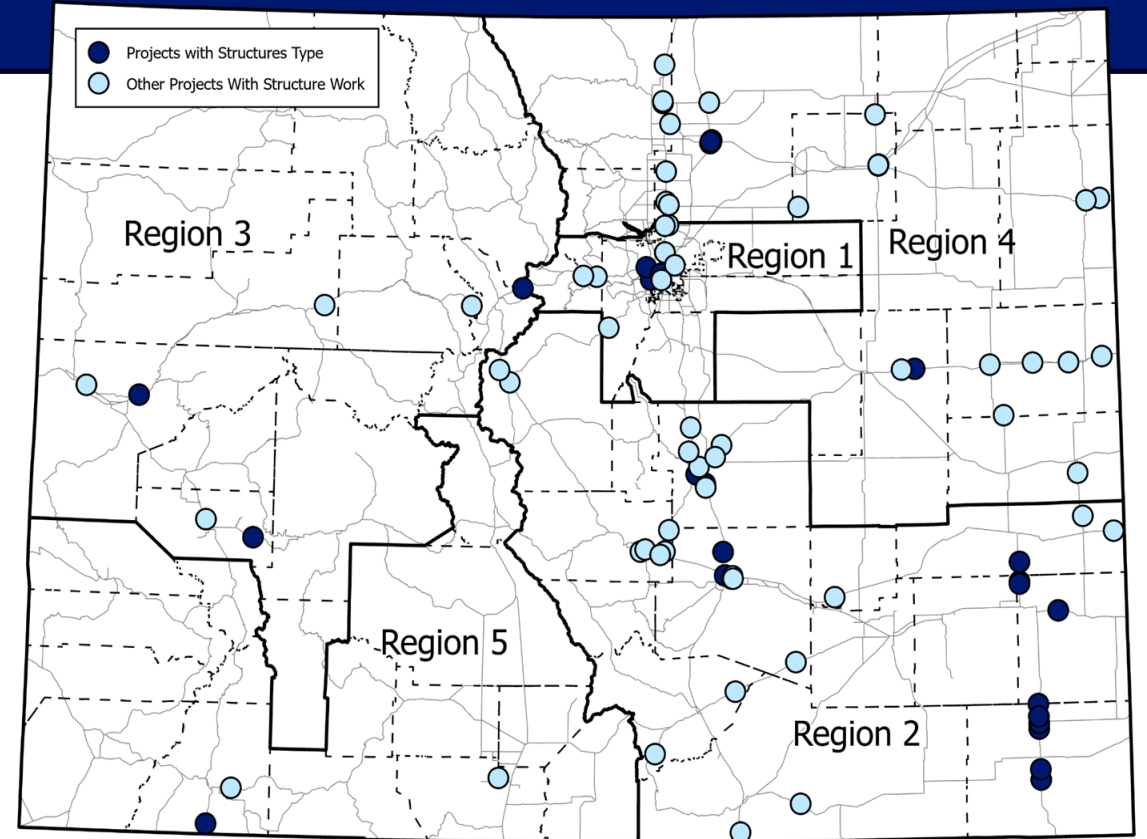


Fix Our Roads Addressing Bridges and Structures Statewide

Projects within these plans will keep structures on our highways in a state of good repair and achieve performance outcomes of the Fix Our Roads goals.

72 projects will either be focused primarily on, or will include as part of its project scope, fixing or replacing poor bridges, culverts and other poor structures, including:

- Safety and Operational Improvements Exit 135 South Academy to Exit 138 Circle/Lake - Phase 1 US85A bridge replacement over I-25 and B St/Venetucci/Maxwell Intersection Improvements
- US 50 Bridge Preventative Maintenance - Prowers County
- I-25 and CO 14 Interchange and Multimodal Safety Improvements
- CO 371 between CO 15 and CO 368
- I-70 Glenwood Canyon Critical Asset Repair
- US 50 Asset Management North of Montrose





Draft 10-Year Plan

Data used to facilitate public comment

10 Year Plan - Project Pipeline Adopted XXX

Southwest Projects Highway & Transit Projects in Region 5

Under Construction Projects

Corridors	Project Name	MPO/TFR/ Statewide	Planning Project ID	Project Type	TC Proposed Strategic Funding (FY 23-26)	TC Proposed Strategic Funding (FY 27-30)	Planned Funding (FY 31+)	Other Funding	* Total Est. Project Cost	Regionally Significant Capacity Project
US 160	US 160 East of Fort Garland Safety and Wildlife Mitigation Additional Transportation Safety	San Luis Valley TFR	1319 2783	Safety	\$10.3M				Yes	\$16.6M
US 160	Pagosa Springs Main Street Reconstruction and Multimodal Improvements	Southwest TFR	1339	Rural Paving	\$28.0M				Yes	\$35.7M

Design Projects

Corridors	Project Name	MPO/TFR/ Statewide	Planning Project ID	Project Type	TC Proposed Strategic Funding (FY 23-26)	TC Proposed Strategic Funding (FY 27-30)	Planned Funding (FY 31+)	Other Funding	* Total Est. Project Cost	Regionally Significant Capacity Project
US 150	US 150 Shoulder Improvements, Wildlife Fencing and Under- pass Between Silverthorne River and Colonia	Gunnison Valley TFR (65)	1133	Safety	\$10.5M	\$20.4M			Yes	\$30.9M
US 150	Durango Transit Capital Improvement	Southwest TFR	1365	Transit	\$4.5M				Yes	\$4.5M
US 50, CO 24	Intersection and Pedestrian Improvements at CO 231 and US 50	San Luis Valley TFR	2070	Transit	\$7.0M				Yes	\$7.5M
US 50	Salida Transit Capital Improvements	San Luis Valley TFR	2751	Transit	\$5.5M				Yes	\$1.6M
US 50	Outsider Improvements at Poncha Springs	San Luis Valley TFR	2732	Transit	\$9.1M				Yes	\$9.1M
US 285	US 285 Safety and Mobility Improvements between Center and Sagehite	San Luis Valley TFR	1051	Safety	\$20.6M	\$11.2M	\$1.9M		Yes	\$30.0M
US 160	US 160 Dinosaur's Corner East	Southwest TFR	1334	Readiness Capacity	\$27.9M	\$4.9M			Yes	\$32.8M
TRANSIT	Outsider Stop Improvements Access to Pueblo Route	San Luis Valley TFR	2492	Transit	\$5.3M				Yes	\$5.3M
TRANSIT	Outsider Stop Improvements Durango to Grand Junction Route, SR TFR	Southwest TFR	2493	Transit	\$5.3M				Yes	\$5.3M
CO 82	Outsider Stop Improvements Durango to Grand Junction Route, CO TFR	Gunnison Valley TFR (65)	2465	Transit	\$5.3M				Yes	\$5.3M
CO 271	CO 271 Improvements CO 15 and CO 388	San Luis Valley TFR	2637	Rural Paving	\$2.0M	\$2.4M			Yes	\$2.4M
CO 17	CO 17 West of Antonia	San Luis Valley TFR	2654	Rural Paving	\$12.3M				Yes	\$12.3M
CO 15	CO 15 West of La Jara	San Luis Valley TFR	2656	Rural Paving	\$2.0M	\$6.0M			Yes	\$6.0M
CO 145	Multimodal Improvements on CO 145	Gunnison Valley TFR (65)	1482	Active Transportation	\$9.7M	\$2.7M			Yes	\$12.4M
CO 145	CO 145 Delores East	Southwest TFR	2778	Rural Paving	\$2.0M		\$10.4M		Yes	\$11.9M
CO 136	CO 136 East of La Jara	San Luis Valley TFR	2650	Rural Paving	\$2.0M	\$2.0M			Yes	\$2.0M

Planned Projects

Corridors	Project Name	MPO/TFR/ Statewide	Planning Project ID	Project Type	TC Proposed Strategic Funding (FY 23-26)	TC Proposed Strategic Funding (FY 27-30)	Planned Funding (FY 31+)	Other Funding	* Total Est. Project Cost	Regionally Significant Capacity Project
US 50	US 50 Corridor Improvements in Poncha Springs	San Luis Valley TFR	2456	Active Transportation	\$2.0M		\$17.3M		Yes	\$17.3M
US 285	US 285 Multimodal Improvements in Sagehite	San Luis Valley TFR	2069	Active Transportation	\$2.0M	\$2.9M			Yes	\$2.9M
US 24	Buena Vista Park-in-Ride and Intermodal Facility	San Luis Valley TFR	1297	Inter- modal	\$1.0M				Yes	\$1.0M
US 24	US 24 Intersection Improvements at Steele in Buena Vista	San Luis Valley TFR	2039	Inter- modal	\$2.0M		\$3.4M		Yes	\$3.4M
US 160	US 160 Multimodal Improvements in Alamosa	San Luis Valley TFR	2038	Active Transportation	\$2.0M		\$3.2M		Yes	\$3.2M

For more 10-Year Plan Information contact
Aaron Willis - aaron.willis@state.co.us

10-Year Plan Public Comment Reference Map

[10 Year Vision Homepage](#)
[CDOT Accessibility](#)

Project Filters

Region

- All -

Project Type

Rural Paving

Project Status

- All -

Lines Planning Project ID

- All -

Points Planning Project ID

- All -

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COLORADO

Department of Transportation

- For questions or comments on Asset Management, please contact:
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Save the Dates!

A bimonthly webinar series, Wednesdays at 2:00 PM EST

Next Webinar

May 20, 2026

Reflections on 40+ Years of TAM

More to follow!



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