COLORADO CONTRACTORS ASSOCIATION

BRINGING INFRASTRUCTURE TO LIFE

MEMBER BRIEFING ON 2027 CIVIL PROJECTS
CENTRAL MOUNTAINS

October 28, 2026 – 10:00

Colorado Mountain College – Vail Valley (150 Miller Ranch Road, Edwards)

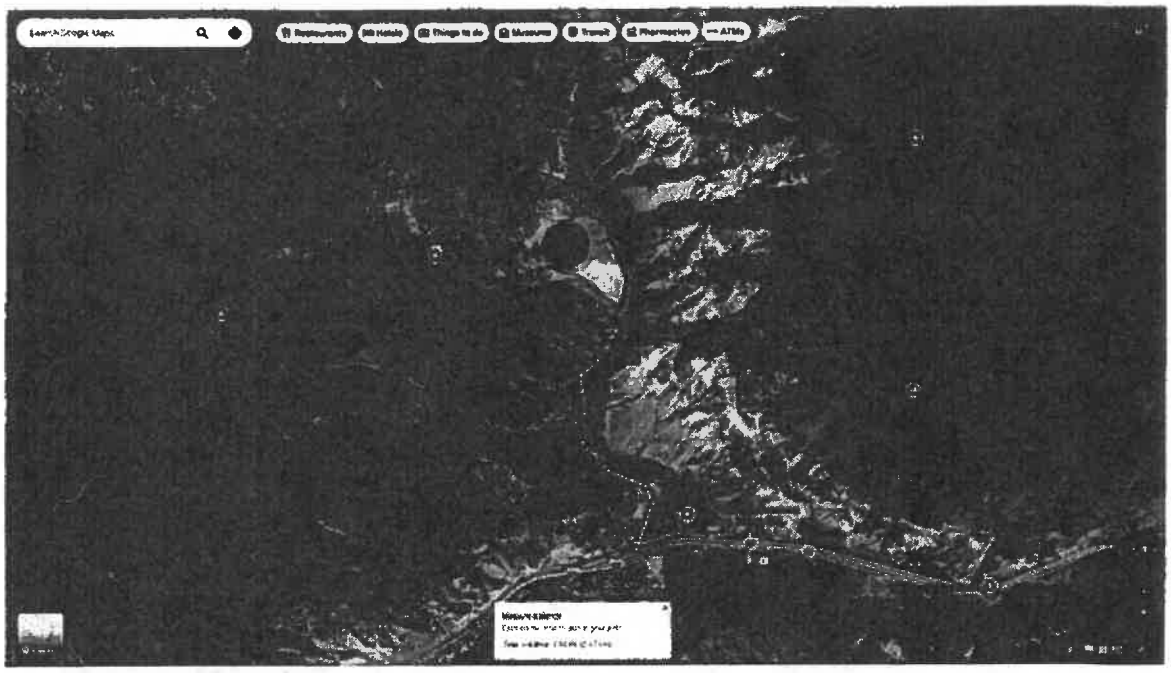
AGENDA

1. Welcoming Remarks & Industry Updates
    a. WCCA
    b. CCA
        i Transportation Funding
        ii ICE Awards Nominations – see QR Code at bottom
2. Cities-Counties-Agencies and Anticipated Speakers (Actual Presentation Order May Vary)
    a. Eagle County
        i Eagle River WSD – Jeff Schneider (written report)
        ii Eagle County Road & Bridge
        iii Town of Eagle – Ryan Johnson
        iv Town of Gypsum – Matt Figgs
        v Town of Vail – Chad Salli (written report)
    b. CDOT Region 3 East
        i Mountain Residency – Grant Anderson (written report)
        ii Eagle Residency – John Kromholm (no report)
        iii Special Projects – Peter Lombardi
            1. Roundabout at Existing T-Intersection of US 24 & CO 82. Currently under ad; Bids Due Nov 12
            2. Debeque Canyon Tunnel Lighting Replacement. ~$4M. Ad in April, possibly sooner
    c. Miss anyone?
3. Other Issues / Announcements / Information
    a. Grant pursuit information
    b. Truck escape ramp information
4. Adjourn

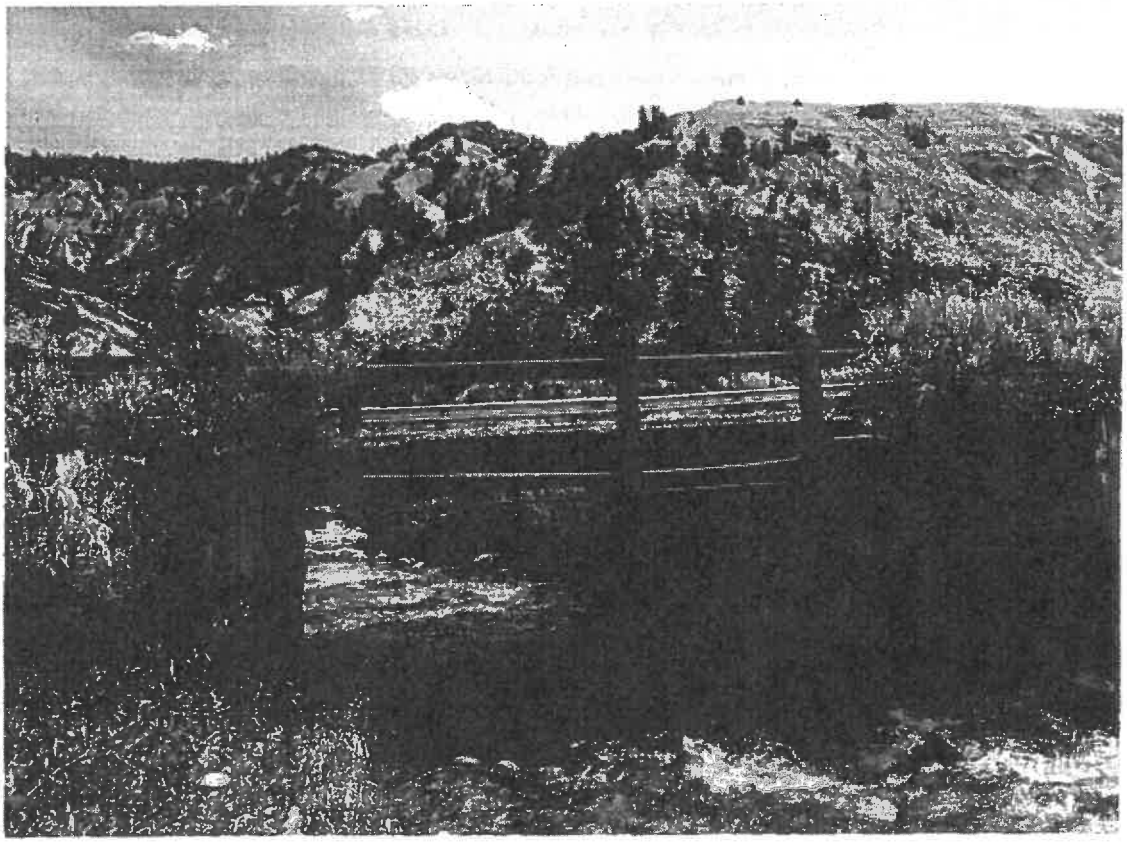
5th Annual ICE Awards

Colorado River Road – Bridge at Deep Creek Project Summary

Eagle County is in the process of designing a replacement structure for the bridge on the Colorado River Road at Deep Creek. The project location is approximately a mile and a half north of I-70 on the Colorado River Road.



The current structure has outlived its useful life and replacement is scheduled for the late summer early fall of 2027.



Town of Eagle 2027 Projects		
Name	**Scope**	**Bid Period**
Grand Ave Grill Demolition	Demolition of existing structure located at 678 GRAND AVE	Currently out to bid on Bidnet
Terraces Multi Use Path Repaving	Demo 2900 LF Existing Path 8' Path	Winter/Spring
	Pave 4" HMA multiuse path	
2027 Street Resurfacing	Chambers Mill and Overlay	Winter/Spring
	Sylvan lake Road Subgrade Improvements and Resurfacing	
	Miscellaneous Patching	
	Miscellaneous Manhole Adjustment	
Backup Power for Booster Pump Station	Electrical Work at Pump stations tohook up tempratry generators	TBD

Various chip seals, slurry seals, & crack seals
The town also has several neighborhood roads that will be chip sealed, slurry sealed or crack sealed.

Advertisement: Q2 2027
Completion Date: Fall 2027

Other Long Term Construction Projects

Highway 6 Segment 1

This project includes widening Highway 6 from 2-lanes to 4-lanes from the new Valley Road roundabout to the I-70 EB on- and off-ramps. Work will include either partial or full replacement of the UPRR overpass bridge, intersection improvements to Railroad Ave and the entrance to the American Gypsum plant, relocation of Gypsum Creek, and the replacement of the Gypsum Creek bridge. This project is currently at 30% design.

Advertisement: TBD – potentially Q4 2027 depending on funding
Completion Date: Anticipating 2-year construction timeline
Cost Estimate: $35M

I-70 Eagle Airport Interchange

This project includes the construction of a new interstate interchange at approximately milepost 143 and a new connector road to the south to tie into the local transportation network. The connector road is primarily comprised of a new 4-lane bridge that spans the Eagle River valley. The Town is currently working through traffic analysis, design, environmental work, UPRR coordination, and permitting.

Advertisement: TBD – potentially Q4 2028 depending on funding
Completion Date: Anticipating a 3-year construction timeline
Cost Estimate: $150M

Aurora Water
Luz Alejandri Lopez
LALopez@auroragov.org

City of Aurora
AuroraGov.org

GRANT TITLE: Opportunity Number
Grant Agency Name

1.Program Overview

- List all important project requirements
    - EX: Drought resiliency projects

2. Funding Information

- Total Program Funding
- Award Rang
- Match requirements

3. Important Dates Milestone, Date

- Application Due Date
    - Expected Notice of Award (NOA)
    - Estimated project period
- Feasibility Study Due Date

4. Evaluation Criteria 100-point scale

- This Will be found in the Notice of Funding Opportunity (NOFO), in a list or table form.

5. Strategic Consideration

- NEPA & SHPO Requirements
- Report Requirements
- Federal regulations requires (BABA, AIS, etc.)

6. Helpful Links

- Website
- NOFO

COLORADO
Department of Transportation

Memorandum

To: SHAWNA GRIEGER, JIM MOODY
From: GRANT ANDERSON, RESIDENT ENGINEER
Date: 10/20/2026

Subject: MOUNTAIN RESIDENCY 2027 PROJECTS

RESURFACING

- **CO 125 Jackson County (27302), Construction RE John Kronholm**
  - MP 53.9 to 66.6, North of Walden
  - Construction budget TBD
  - Scope: Resurfacing 1" leveling course, 1.5" top mat, shouldering, guardrail
  - AD Date: 1/21/2027
  - Single Season construction, daywork
- **CO 9 (26442) Breckenridge South- Summit County**
  - MP 81.5 to 88, Blue River to Breckenridge, Site two Fairview Roundabout MP 90 (first season)
  - Construction budget TBD
  - Scope: Resurfacing, ADA ramps, Curb & Gutter realignment, pedestrian beacons
  - AD Date: April 2027
  - Two Season construction, day-work and night work

P.O. Box 298 Eagle, CO 81631 P 720.505.1793 codot.gov

Colorado Department of Transportation Printed On: **10/19/2026**

Notice To Contractors

Read Order No. 004
Letting Date: November 12, 2026 10:00 AM
Region: 3
Counties: LAKE

Contract ID: **C26633** Projects: SFTY0241-072
Contract UDBE Goal: 0.00 %
Guaranty: 5% of Total Bid
For Plans and Specs go to https://cdot.dbesystem.com
Work Days: 113
Res. 3130 PETER LOMBARDI (970)328-9962

Contract Description:

CONSTRUCT A ROUNDABOUT AT THE EXISTING T-INTERSECTION OF US 24 & CO 82

A mandatory pre bid conference will be held on October 29,2026 from 9:30am to 10:30am. Please email Scott Harris (scott.harris@state.co.us) or Pete Lombardi (peter.lombardi@state.co.us) to receive a Google Meet virtual meeting invitation and video conference details. Bids will be accepted only from pre-qualified bidders who attend the mandatory pre-bid conference.

Please register at cdot.dbesystem.com where plans and specs can be found in the "my bid solicitations" menu. 10/22/2026

One Publication: 10/22/2026

It is estimated that the total cost of all items in the bid will be:

( ) Between $0 and $1,000,000
(X) Between $1,000,000 and $5,000,000
( ) Between $5,000,000 and $20,000,000
( ) Greater than $20,000,000

Item No.	Description	Quantity	Units
	Major Items		
201-00000	Clearing and Grubbing	1.000	L S
203-00060	Embankment Material (Complete In Place)	1,951.000	CY
207-00602	Topsoil (Engineered)	565.000	CY
208-00002	Erosion Log Type 1 (12 Inch)	4,000.000	LF
208-00105	Removal and Disposal of Sediment (Equipment)	100.000	HOUR
208-00207	Erosion Control Management	60.000	DAY
210-01130	Reset Guardrail Type 3	200.000	LF
304-01000	Aggregate Base Course (Class 1)	3,005.000	TON
304-06000	Aggregate Base Course (Class 6)	2,744.000	TON
310-00610	Full Depth Reclamation of Hot Mix Asphalt Pavement (8-12")	9,562.000	SY
403-34701	Hot Mix Asphalt (Grading SX) (75)	2,489.000	TON
411-03352	Asphalt Cement Performance Grade (PG 58-28)	79.000	TON

IMPACT
TECHNOLOGIES

Truck escape ramp types and where each fits

I-70 West Vail Pass, project 1161

Dick Attin, Impact Technologies

October 2026



CDOT's 10-Year Plan already calls for enhanced runaway truck ramps

"...including enhanced truck parking, ITS improvements, enhanced runaway truck ramps, and improvements to reduce crashes and full closures..."

CDOT FY2027-2036 10-Year Plan Project Fact Sheet, Feb 2026, p. 113, project 0042/1161

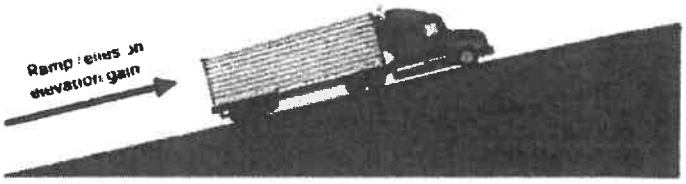
- Strategic funding: $50M FY27-30, $27M FY31+
- The EA calls for upgrading the ramps at MP 182 and 185
- **Phase 1 funds MP 182 only, so MP 185 is still open**

IMPACT TECHNOLOGIES



Option 1 Gravity Ramp

- Long length required
- Relies on elevation gain
- Large footprint
- If a truck does not fully stop, gravity can pull it back down the ramp



IMPACT TECHNOLOGIES

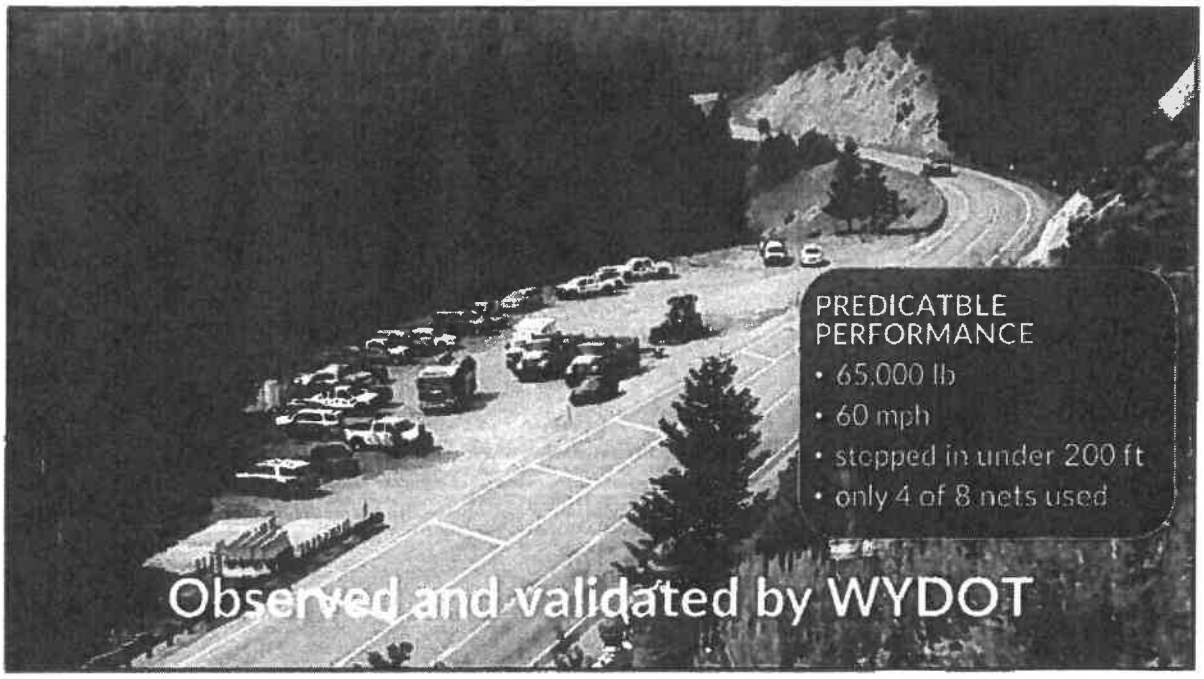


Gravel bed length climbs with speed; a mechanical ramp stays near 500 ft

Bed surfacing (R)	Grade	60 mph	70 mph	80 mph	90 mph
Pea gravel (0.25)	**+5%**	**400 ft**	**544 ft**	**711 ft**	**900 ft**
Pea gravel (0.25)	**0%**	**480 ft**	**653 ft**	**853 ft**	**1,080 ft**
Pea gravel (0.25)	**-3%**	**545 ft**	**742 ft**	**970 ft**	**1,227 ft**
Sand (0.15)	**0%**	**800 ft**	**1,089 ft**	**1,422 ft**	**1,800 ft**
Loose aggregate (0.10)	**0%**	**1,200 ft**	**1,633 ft**	**2,133 ft**	**2,700 ft**
Mechanical-assist	Any	~500 ft (Impact Technologies engineering sizing, 90 mph / 90,000 lb)			

Gravel, sand, and aggregate: arrester bed length only, $L = V^2 / 30(R + G)$, AASHTO Green Book. Approach, taper, and end treatment are not included.

IMPACT TECHNOLOGIES



Most recent installation El Paso Median

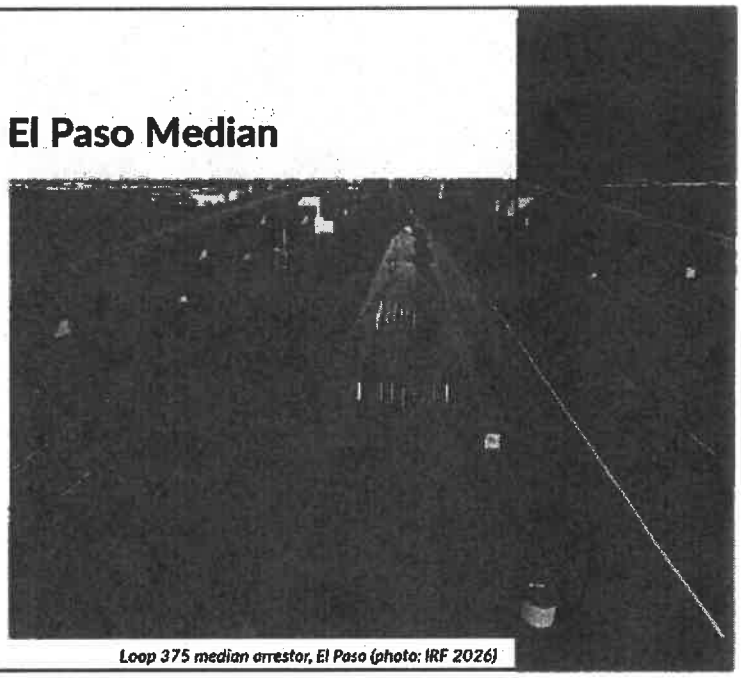
Wyoming: WY-22 Teton Pass and US 16 near Buffalo

Utah: US-89 above Garden City, opened 2020

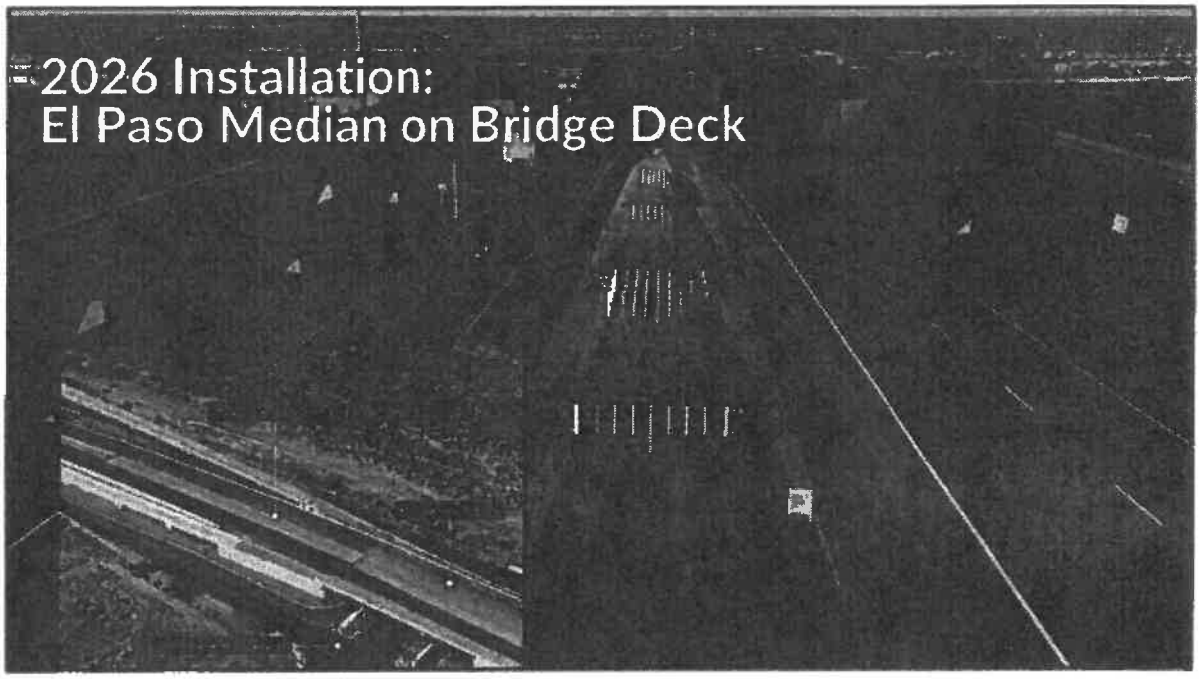
Texas: Loop 375, El Paso, in the median; opened July 1, 2026; 8 nets, 90,000 lb at 90 mph

TxDOT: reset after a typical impact in as little as 4 hours

IMPACT TECHNOLOGIES



Loop 375 median arrestor, El Paso (photo: IRF 2026)



This will further deposit the ramp entrance and should provide visual guidance to improve vehicle alignment at the entry to the ramp. See figure 6.6 for the design concept.

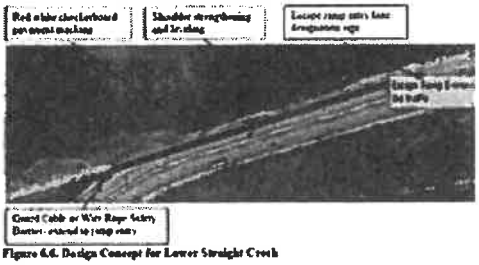


Figure 6.6. Design Concept for Lower Straight Creek

6.2.4 New Construction

Dragnet system - Vail ramps

As mentioned under Chapter 1 and Chapter 5, a dragnet system including energy absorbers, steel barrier nets, and concrete median barriers that provide containing and restraining of the nets and absorbers requires less distance and less time to stop the runaway vehicle. The final construction cost of the dragnet system varies between $3 2 million to $4 6 million with an additional cost of

36

to 6 million for a non-surface mining system. The system helps to decrease the possibility of saddle tank rupture, jackknifing, and overturning.

The Upper Vail Pass ramp runs on the roadbed of old U.S Highway 6 and was not specifically designed as an emergency escape ramp The alignment is poor with a sharp angle of departure from Interstate 70, and the ramp curves gradually to the north for the first portion of the ramp and then turns abruptly to the left at the top Interstate 70 runs sharply to the left just after the ramp entrance, with no median separating the eastbound and westbound lanes. The alignment, curvature, proximity to, and relationship to Interstate 70 make this a high risk situation. This situation could be mitigated by implementation of a dragnet system at the location shown in Figure 6 7. A similar system has recently been installed in Nevada. This would be an expensive option. If the dragnet is not installed the ramp should be straightened and a dedicated entrance lane added similar to that proposed for Lower Straight Creek

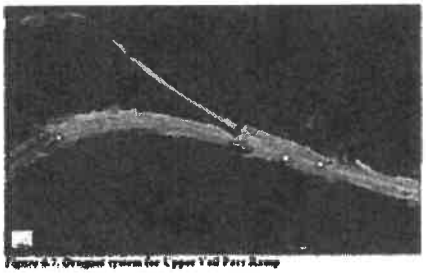


Figure 6.7. Dragnet System for Upper Vail Pass Ramp

IMPACT TECHNOLOGIES

