

Freight Advisory Council Meeting

Date: Thursday, June 09, 2016

Time: 1:00 – 4:00 pm

Location: CDOT HQ Auditorium, 4201 E. Arkansas Avenue, Denver CO 80222

Welcome and Introductions (2 min.)	1:00	Jenyce Houg
Minutes Adoption – April 28, 2016 (3 min.)	1:02	Jenyce Houg
Administrative Items (10 min) <ul style="list-style-type: none">• Industry Speakers• Future meeting schedules and formats	1:05	Jenyce Houg
CDOT Updates (30 min) <ul style="list-style-type: none">• Freight Activities Status Update• Freight Planning• Key Freight Facilities• Project Selection Process• Critical Freight Corridors	1:15	CDOT Staff
Work Group Breakout Sessions Set Up (10 min.)	1:45	Jason Wallis
Networking Break (15 min)	1:55	
Work Group Discussion & Report Outs (80 min.) <ul style="list-style-type: none">• Truck Parking• Shoulders and Pullouts	2:10	FAC
Wrap-up <ul style="list-style-type: none">• Next Meeting: August 11, 2016, CDOT Headquarters• Other	3:20	Jason Wallis

**Freight Advisory Council (FAC) Meeting Minutes
June 9, 2016**

Location: CDOT HQ Auditorium, 4201 E. Arkansas Avenue, Denver, Colorado 80222

Date/Time: June 9, 2016, 1:00 pm to 4:00 pm

FAC Chair: Jenyce Houg

Attendees: See Attached

Agenda Items Presenters/Affiliations	Discussion Highlights	Actions
Welcome and Introductions (Jenyce Houg)	<ul style="list-style-type: none"> Jenyce welcomed FAC members to the meeting and had attendees introduce themselves. 	N/A
Last FAC Meeting Minutes Adoption (Jenyce Houg)	<ul style="list-style-type: none"> The notes taken from the April 28, 2016 FAC meeting were approved with one minor comment. 	<ul style="list-style-type: none"> CDOT to Finalize notes for April 28, 2016 FAC Meeting after addressing the one comment received.
CDOT Updates (Jason Wallis)	<ul style="list-style-type: none"> The Key Freight Facilities map is being revised based on comments from FAC members in terms of intermodal facility locations and industry identified definitions for the facilities. Additional comments are still welcome from the FAC at large for this map. Gross Vehicle Weight Signage on Wolf Creek Pass – As of June 8th – signs will be installed in the next few weeks. National Primary Freight Network (NPFN) Colorado designations – Concern over designation of E-470 from I-70 to Pena Blvd – designations not aligned with National Highway System network as they should be. FHWA has no plans to amend designations until 2020. Multimodal Freight Plan and State Freight and Passenger Rail Plan Update – Consultant Contract was awarded to Cambridge Systematics and FHU; Kick-off begins in mid-June; a joint oversight committee with FAC members included will be a component of this project contract to develop the two freight-related plans. A handout of the Together We Go public outreach campaign was 	<ul style="list-style-type: none"> FAC members were requested to review the information distributed related to the planning process, freight projects in the pipeline from the STIP and Development Program and provide comments or submit questions to the FAC Secretary. FAC members may review and provide additional comments on the Key Freight Facilities map. Announce sign installation at Wolf Creek when it occurs. Letter to be drafted to US DOT to document FAC concerns about the E-470 NPFN designation. A revised Key Freight Facilities map will be presented to the FAC at the next FAC meeting. Share FASTLANE grants with FAC once awards are announced. Share award of Smart City Challenge once announced and if Denver is awarded – identify a process to engage the FAC and have freight be a consideration for this project. Share FHWA summary of Freight Roundtables once they are available. FAC desired to develop guiding principles for projects that CDOT delivers.

**Freight Advisory Council (FAC) Meeting Minutes
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	<p>distributed. Telephone Town Halls are occurring as part of this effort to check-in with the public a year after the Statewide Transportation Plan was adopted (March 2015). Interested parties can text register from cell phones for telephone town halls at 1-877-229-8493 PIN #112034 – to receive calls on their cell as the calls start.</p> <ul style="list-style-type: none"> • Multimodal Freight Plan will include more detailed link to the economy and FAC members identified that local communities have data on freight flows in their community that would help with the economic analysis. • Smart City Challenge – Denver is in the running. If Denver is selected – freight needs to be a component of this project. The CDOT RoadX Program which includes a variety of pilot projects to test infrastructure, vehicle and ITS technology, may be where freight can be incorporated. The Last Mile issue should be a consideration for the Smart City Challenge. Walmart now has its own delivery system to customers that will influence goods movement in the state. • I-70 at Idaho Springs exit project did not consider large trucks in its design – need to address this. Ninety-degree turns and roundabouts provided not truck-friendly. Need signage at this location to give truck drivers advance notice of the tight configuration. • Executive Deputy Director of CDOT stressed the importance of the FAC focusing on high-level issues CDOT should keep in mind when designing and delivering projects vs. individual project focus. 	<ul style="list-style-type: none"> • FAC Work Group and Joint Oversight Committee for freight plans to be developed and brought to next FAC meeting and/or shared with FAC next month. • During Multimodal Freight Plan development identify how to involve and gather information and data from local communities with freight flow information for their areas. Regional statistics are also an interest to the FAC to learn more about. • FAC members to review and comment on the proposed process to identify critical freight corridors.

**Freight Advisory Council (FAC) Meeting Minutes
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	<ul style="list-style-type: none"> • Eisenhower Johnson Memorial Tunnel – Commercial Vehicle Improvement Opportunities – Fire suppression system has been installed. This will help improve safety and support commercial vehicle access (large trucks) to the tunnel. A Planning and Environmental Linkages (PEL) Study will evaluate options that would permit all vehicles to use the tunnel. • FASTLANE Grant Applications – A total of 212 grants totaling \$ 9.8 billion of projects were received by the Federal Highway Administration (FHWA) - total funds available are \$800 million – very competitive; CDOT submitted a total of 3 projects approved by the FAC: US 85 betterments, US 287 Lamar Reliever Route, and Truck Parking Information Management System; La Plata County submitted US 550 improvements too. Awards are anticipated to be announced in September. • Smith/Chambers Intersection Improvements – A PEL study to evaluate this intersection is currently underway. FAC will be able to review the PEL study or get involved during the study if interested. • FHWA Roundtable Summary is pending, awaiting all roundtables to occur nationwide. • CDOT Project Selection Process - a handout explaining the project selection process along with the projects in the STIP and the Development Program that occur on the Freight Corridors identified in the State Highway Freight Plan (2015) was distributed. FAC members were requested to review this information and provide comments at the next FAC meeting. 	

**Freight Advisory Council (FAC) Meeting Minutes
June 9, 2016**

Agenda Items Presenters/Affiliations	Discussion Highlights	Actions
	<ul style="list-style-type: none"> • A Critical Rural and Urban Freight Corridors handout was distributed to the FAC for review and comment. The handout proposes a process to identify and select critical freight corridors as part of the FAST Act. 	
Work Group Breakout Session Set Up	<ul style="list-style-type: none"> • FAC would like to see Freight Project Program List similar to Transit Project Program List • Freight Projects need a definition, as transportation projects generally are multi-faceted (addressing safety, all vehicle mobility, maintenance, etc.) versus specifically freight. • The planning process with urban Metropolitan Planning Organizations (MPOs) and rural Transportation Planning Regions (TPRs) already includes a multitude of stakeholders, but now that the FAC is formed, the freight needs to be an overlay for the planning process. • FAC desires to have a subgroup that serves as a team to work more closely with CDOT on identification and selection of projects. • Need to develop work groups that conduct the “heavy lifting” with updates to the entire FAC. • FAC members desire to know the correct person to convey their issues to in the planning process. • A freight model is needed to identify freight flows and needs of the transportation system. • FAC would like to see a process identified on how to obtain freight data- work groups could address this issue of identifying a process. • Locals have knowledge of this as indicated in discussion regarding the multimodal freight plan. 	<ul style="list-style-type: none"> • Establish FAC Work Groups – a long-term issues group and a short-term issues group. • Consider work groups meeting monthly while full FAC meets quarterly. • Conducting a truck driver survey regarding truck parking to identify issues and concerns would be a desired activity. • Identify core group from FAC to serve on Joint Oversight Committee for freight plans.

**Freight Advisory Council (FAC) Meeting Minutes
June 9, 2016**

Agenda Items Presenters/Affiliations	Discussion Highlights	Actions
	<ul style="list-style-type: none"> • Warehouse space is limited as marijuana industry is buying up a large quantity of warehouse space. • 2007 Truck Parking Study vantage point was from the view of the general public – how to deal with trucks – the perspective of the truck parking study update will take into account the perspective of the freight industry and truck drivers. 	
<p>Truck Parking Work Group Breakout Session</p>	<ul style="list-style-type: none"> • All meeting attendees participated in the Truck Parking Work Group. A survey with a list of questions was distributed to attendees and each question was answered by attendees going around the table for answers. • Meeting attendees were asked to review a draft high-level scope of work for the upcoming truck parking study within the next two weeks. • Need to identify the amount of parking spaces needed as part of the solution. <p><i>Key Freight Issues and Concerns</i></p> <ul style="list-style-type: none"> • Shippers not always accommodating to various hours of load drop offs. • Truck parking and staging in communities has negative impacts in terms of safety and mobility as truck use areas not intended for truck parking due to limited parking spaces. • Trucks parked on shoulders for 8-foot shoulders are partially in the general purpose lane and impede traffic movement. • State-owned facilities not always best areas for truck parking as commercial competition is an issue. 	<ul style="list-style-type: none"> • FAC to review and comment on the draft truck parking study scope of work in two weeks – June 14th.

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	<ul style="list-style-type: none"> • Truck drivers need to know in advance the location and availability of spaces prior to arriving in a given location. • More public-private partnerships (P3) are needed to find solutions. • Need good freight data for existing conditions and future conditions (like goods flow into Denver International Airport [DIA] now and to the Aerotropolis in the future). • Security issues for women truck drivers is different than for men. All truck drivers need to feel a sense of security when parking overnight. <p><i>Proposed Options to Address Issues</i></p> <ul style="list-style-type: none"> • Get a group of truck drivers to identify key issues and potential methods to address issues – a survey is one method to obtain this information. • Work with American Truck Association. • Meet with technology experts and identify ways to address freight issues, the associated costs and how to implement them. • Work with local communities to determine areas to accommodate truck parking. • If roadways can't be widened, then provide more frequent pull offs with jersey barriers for safety. • Provide signage to alert drivers of where pull offs and how far to the nearest truck parking spaces (in the next 100 miles). • Include truck parking elements along Freight Corridors for Multimodal Freight Plan. • Consider use of industrial parks for parking space. 	

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Agenda Items Presenters/Affiliations	Discussion Highlights	Actions
	<ul style="list-style-type: none"> • New design guidelines for roundabouts to accommodate trucks. • Freight Planning Guidebook/Manual like what is available for PEL (PEL Manual). • Review regulations that exist that limit freight and determine new ways to write them to accommodate freight. • Provide strategically wider shoulders at the base of climbing lanes. • Consider Park-N-Rides as a potential location for truck parking during nighttime. • Ideal would be rest areas just for trucks like Nebraska facilities • It is important freight stakeholders and FAC meeting with city and county planners to ensure freight issues and needs are understood and planners understand appropriate steps to take to resolve issues. 	
Wrap-up/Next Meeting (Jason Wallis)	<ul style="list-style-type: none"> • Next meeting is tentatively scheduled for August 11th at CDOT HQ Auditorium. • Will be in touch with FAC (in a month or so) prior to the next FAC meeting to identify work group membership and process for how FAC work groups will work. • Next FAC may occur in September, if quarterly meetings become the norm. 	<ul style="list-style-type: none"> • Determine the date of the next full FAC meeting – potentially in September. • Determine schedule and members of FAC work groups • Identify agendas and potential schedule for Short-term and Long-term FAC work groups. • May eventually be one work group focusing on both long and short term projects. Still to be determined.

Freight Advisory Council (FAC) Meeting Attendance

06-09-2016

Check (if in Attendance)	Member Last Name	First Name	FAC Member Status
X	Houg	Jenyce	Chair
	Ogborn	Mike	Vice Chair
X	Bailey	Grier	General
	Beedy	Gary	General
X	DeWitt	Bill	General
X	Dhuru	Sarod	General
	Douglas	Kevin	General
X	Fulton	Greg	General
X	Goetz	Andy	General
X	Howes	Brandon	General
	Kiely	Joe	General
X	Kirkmeyer	Barbara	Ex Officio
X	Lathrop	Mason	General
X	Lewis	Mike	Ex Officio
	McCarthy	Dennis	General
	Morgan	Jason	General
	Pelton	Rod	General
X	Rich	Tim	General
	Ruppel	David	General
X	Spaulding	Carl	General
	Steen	Norm	General
	Thompson Cassidy	Sara	General
	Tinsley	Frances	General
	Wagner	Howard	General
X	Wallis	Jason	Secretary
	Perkins-Smith	Debra	Alternate
X	Stoll	Lindsay	Alternate
X	Rickerhauser	Pete	Alternate
X	Karasko	Becky	Partner
X	Helfant	Matthew	DRCOG Partner Alternate
	Riger	Jacob	Partner
X	Bustow	Aaron	FHWA
X	Collins	Kathleen	CDOT Statewide Planning
X	Deselnicu	Oana	CDOT Freight Program Economist
X	Kellner	Grace	CDOT Freight Program GIS Specialist
X	Greco	Aaron	CDOT Policy and Government Relations
	King	Mike	CDOT Regional and MPO Planning
	Kirby	Tim	CDOT Regional and MPO Planning
X	Krutsinger	David	CDOT Division of Transit and Rail
X	Scheuerman	Michelle	CDOT Multimodal Freight Plan PM
X	Streisfeld	Lisa	CDOT Traffic Operations

Check (if in Attendance)	Member Last Name	First Name	FAC Member Status
X	Sudmeier	Jeff	CDOT Multimodal Planning
X	Terranova	Sharon	CDOT State Freight and Passenger Rail Plan PM
	Ulane	David	CDOT Aeronautics Division
X	Enarson-Hering	Evan	Cambridge Systematics
X	Kirby	Evan	Felsburg, Holt & Ullevig
X	Hoftiezer	Scott	CDOT Project Development
X	Martindale	Rob	CDOT ROW and Survey
	Papsdorf	Ron	CDOT Policy and Government Relations
X	Wilson	Bob	CDOT Communications
	Imhoff	Mark	CDOT Division of Transit and Rail

Current Actions

Action	Date Requested	Requested by:	Current Status	Date Completed
Identify FAC opportunities in project development to provide input for project selection; Provide FAC a list of Freight Projects in the Pipeline; Bring Development Program to FAC to highlight freight components.	February 11, 2016	FAC	<p>20160609 - Summary presented to FAC. Next steps identified</p> <p>20160428 - In progress; STIP process input schedule be will be covered at next FAC meeting. Additional opportunities for input will be identified and added in the future.</p> <p>Projects in the Development Program are being aligned with Colorado Freight Corridors. Final List will be presented at next FAC meeting</p>	
Key Freight Facilities Map	February 11, 2016	FAC	<p>20160609 - Bill DeWitt and Pete Rickershauser have developed definitions for facilities. Location identification for identified facilities will follow. Ideas and comments on the maps are still welcome through the process.</p> <p>20160428 - Staff has updated map to reflect many comments received by FAC. Additional ways to represent multiple map designations are being researched. Map will not be finalized until Critical Corridors are identified. Further refinement of definition and locations of intermodal facilities needed. Additional comments are still welcome</p>	
Gross Vehicle Weight Signage on Wolf Creek Pass (US 160)	February 29, 2016	CMCA	<p>20160608 - Signs will be completed in the coming week an installed in the following weeks</p> <p>20160311 - CDOT has approved changes. Will update signs</p>	

Identify options to alter corridors identified as part of the National Primary Freight System. Particularly E-470 from I-70 to Pena Blvd. Should be aligned with NHS	April 5, 2016	DIA	20160609 - Letter to be drafted to USDOT to document our concerns about this designation. 20160427 - FHWA will not be considering changes to the NPFS until its mandated update in 2020. There is no plan to address anomalies until that time.
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On-Going Activities

Activity	Current Status
Multimodal Freight Plan/Statewide Freight and Passenger Rail Plan	20160609 - Contract awarded to Cambridge Systematics and FHU. Kick-off begins in mid-June 20160428 - Consultant has been selected. Kick off is expected in the coming weeks.
EJMT Commercial Vehicle Improvement Opportunities	20160428 - CDOT Prepared and operational cost analysis for potential rules/route changes for hazmat materials in the I-70 corridor. Industry comments on the analysis are due April 28, 2016 A brainstorming session is scheduled to identify options to improved mobility and safety around an through the tunnels.

Situations being Monitored

Situation	Current Status
FASTLANE Grant Applications	20160609 - 212 Grants received totalling nearly \$9.8B. \$800M available. 20160414 - Three grant applications were submitted by CDOT and one by La Plata County <ul style="list-style-type: none"> •Centennial Highway (US 85) Betterments •US 287 Lamar Reliever Route •US 550 Improvements • Truck Parking Information Management System Awards are expected to be announced in September 2016
Smith/Chambers Intersection	
FHWA Roundtable Summary	Pending

Topics for Future Discussion

Topic	Date Requested	Requested by:	Description	Date Scheduled
Smart City Challenge	June 5, 2016	Pete Rickershauser	The Smart City Challenge in response to the trends identified in the Beyond Traffic draft report, which revealed that our nation's aging infrastructure is not equipped to deal with a dramatically growing population in regions throughout the country. Denver is one of seven finalist. How will/should the FAC be involved in this effort if Denver is awarded the grant	
How to make the FAC more meaningful and productive for the larger development of the State's transportation network.	June 5, 2016	Pete Rickershauser	Example: CDOT has just completed rebuilding Exit 241 on the east side of Idaho Springs. No doubt this project has been programmed to be done for a long time. Whereas the old exit configuration permitted westbound traffic to pull straight off I-70 into Idaho Springs, the new exit requires traffic to go under the new bridge and then execute a sharp right turn prior to coming to a stop, then a left turn to enter the main street leading into Idaho Springs. For westbound traffic, the exit configuration at this location always required a sharp right-turn to enter I-70, so that's relatively unchanged.	

YOU

CDOT IS CONTINUING THE CONVERSATION!

US

NEED TO GET TO:

- School
- Work
- Entertainment
- Goods



As safely and quickly as possible

ARE PART OF A COMMUNITY THAT CONTINUES TO GROW:



Population



+50%

7.7 MILLION
COLORADANS
In 20 years.

WANT A TRANSPORTATION SYSTEM THAT SERVES YOU WELL

IN 2013
PEAK TRAFFIC DELAYS
 ALONG CONGESTED CORRIDORS
COST OUR STATE:
\$133 MILLION

BY 2040
PEAK TRAFFIC DELAYS
 ALONG CONGESTED CORRIDORS
WILL INCREASE
2 TO 3 TIMES

CDOT
 MAINTAINS & OPERATES
23,000
TOTAL
 LANE MILES
 OF HIGHWAY

RESPONSIBLE FOR 23,000 MILES OF ROADS AND THOUSANDS OF CONNECTIONS TO GET YOU THERE.

3,454
STATE-OWNED BRIDGES

35 MOUNTAIN PASSES
 ALONG STATE HIGHWAYS

LAUNCHING EFFORTS THAT COMBINE TECHNOLOGY & CHOICE IN TRAVEL TO MAKE OUR ROADS SAFER AND ALLEVIATE CONGESTION



\$24.9
GAP
CDOT
 REVENUES
\$21.1
 BILLION

\$46
TOTAL
 NEEDS IDENTIFIED
 BILLION

FACING A BUDGET GAP BETWEEN NEEDS AND REVENUES BY 2040

CRAFTED A STATEWIDE PLAN DESIGNED TO ADDRESS OUR CHALLENGES AND TO HELP GROW OUR ECONOMY



STAY ENGAGED

TO MAKES SURE WE'RE HEADED IN THE RIGHT DIRECTION



WE WANT THE CONVERSATION TO CONTINUE

www.ColoradoTransportationMatters.com



Contact Us:
 Michelle Scheuerman, Statewide Planning Manager
Michelle.Scheuerman@state.co.us
 303-757-9770



Together We Go is an on-going conversation about transportation with the citizens of Colorado. It allows everyone to take a look at what CDOT has accomplished so far to make sure we're all moving together in the right direction.

This outreach effort will consist of a combination of:
 Telephone Town Halls
 Face-to-Face Meetings
 Online and Social Media Interaction

The Together We Go effort also gives CDOT the opportunity to report on progress, determine if adjustments are needed, discuss new CDOT initiatives and innovations and the current funding situation.

Statewide Telephone Town Halls will be the first component for the Together We Go effort. Please log on to the www.coloradotransportationmatters.com website for more information.



www.ColoradoTransportationMatters.com

For the first phase, CDOT will employ interactive telephone town hall that cover all 64 Colorado counties. The public and our stakeholders are strongly encouraged to please register (with your cell phone) for a telephone town hall discussion specific to your area. To register for any town hall event, just text the keyword found in the table below to 828282.

Keyword	Area of the State	Counties	Telephone Town Hall Date –all town halls start at 7pm
CDOTSE	Southeast	Pueblo, Huerfano, Las Animas, Baca, Kiowa, Bent, Otero, Crowley, Custer, Prowers	Tuesday, June 7, 2016
CDOTNW	Northwest	Moffett, Rio Blanco, Routt, Jackson, Grand, Cimpin, Clear Creek	Wednesday, June 8, 2016
CDOTEAST	Eastern	Logan, Sedgwick, Phillips, Yuma, Kit Carson, Cheyenne, Lincoln, Elbert, Washington	Thursday, June 9, 2016
CDOTMETRO	Denver Metro Area	Arapahoe, Jefferson, Douglas, Denver	Thursday, June 16, 2016
CDOTSW	Southwest	Saguache, Alamosa, Costilla, Conejos, Archuleta, Mineral, Hinsdale, San Juan, La Plata, Montezuma, Delores, San Miguel, Rio Grande	Wednesday, July 13, 2016
CDOTIM	Intermountain	Summit, Eagle, Lake, Chaffee, Pitkin, Gunnison, Delta, Ouray, Montrose, Mesa, Garfield	Thursday, June 23, 2016
CDOTUFR	Upper Front Range	Larimer, Weld, Morgan	Tuesday, June 28, 2016
CDOTPP	Pikes Peak Area	Teller, El Paso, Park and Fremont	Thursday, June 30, 2016
CDOTMETRO2	Denver Metro Area	Adams, Boulder, Broomfield	Tuesday, July 19, 2016

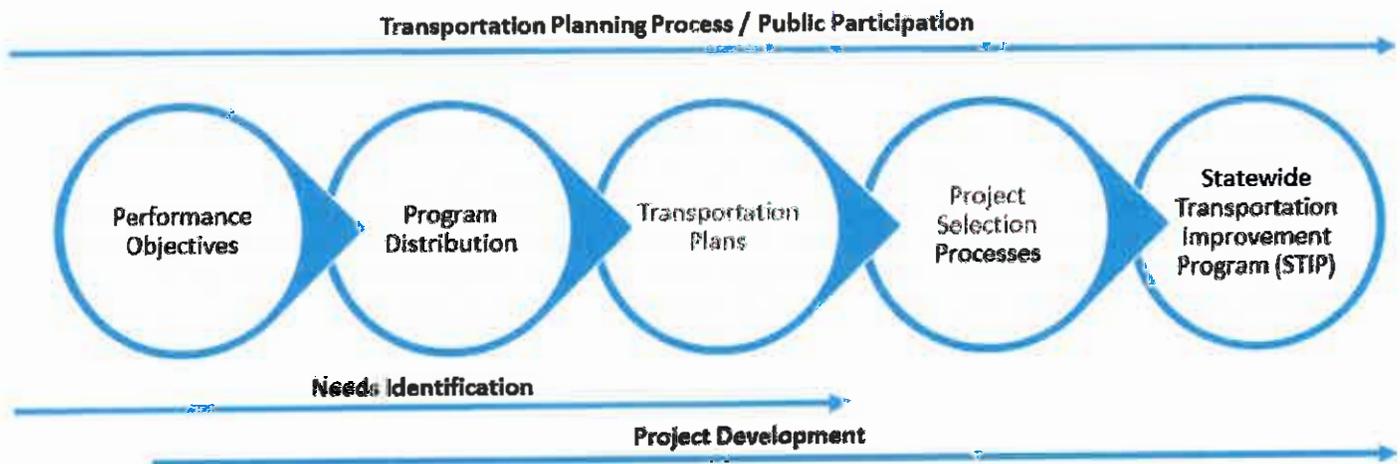
Contact Us:
 Michelle Scheuerman, Statewide Planning Manager
Michelle.Scheuerman@state.co.us
 303-757-9770



Overview

CDOT utilizes a variety of different performance-based approaches to project selection, informed by the [transportation planning process](#), [Statewide Transportation Plan \(SWP\)](#), [Regional Transportation Plans \(RTPs\)](#), and [other modal and functional plans](#). [Performance objectives](#) are established as part of the transportation planning process, and the [Transportation Commission \(TC\)](#) uses these performance objectives to make decisions regarding the appropriate level of funding for individual funding programs through the [Program Distribution](#) and [Annual Budget](#) processes. Needs are identified, projects developed, and potential funding programs identified. Projects are ultimately selected for funding through a variety of different project selection processes, typically specific to funding program. Funding programs are established either by federal or state statute, or by the TC.

The transportation planning process includes significant input from the state's 10 non-urban Transportation Planning Regions (TPRs), and five Metropolitan Planning Organizations (MPOs). The [Statewide Transportation Advisory Committee \(STAC\)](#), composed of representatives from the [TPRs and MPOs](#), advises the Department and the TC. Additional advisory bodies such as the [Freight Advisory Council \(FAC\)](#) and [Transit and Rail Advisory Council \(TRAC\)](#) provide further input.



How are projects selected for funding?

Needs Identification

Transportation system needs are generally identified in four basic ways:

- 1) **Transportation Planning Process** – Needs are identified through the transportation planning process with public and stakeholder input and supported by extensive use of data to understand and evaluate different types of needs. Needs are identified in transportation plans, including the SWP, RTPs, and modal and functional plans such as the Statewide Transit Plan, and State Highway Freight Plan.
- 2) **Asset Management Systems** – Detailed information is maintained on assets such as pavement, bridge, culverts, tunnels, transit vehicles, etc., condition data is collected, and analysis conducted to identify recommended treatments for assets at different points in their life-cycle.
- 3) **Safety Systems** – Crash data is analyzed to determine locations where crashes are occurring at higher levels than expected given the type and use of facility, and where significant potential may exist for mitigation.
- 4) **Mobility Analysis** – Traffic data is analyzed to determine where congestion is occurring, where there are deficiencies in connections, and where potential solutions may reduce congestion, improve reliability, or offer additional travel choice.

Project Development

Needs are identified at different levels of detail- ranging from general (safety improvements between A and B) to specific (i.e. replace bridge X). Additional work is needed to develop a specific project from a need (i.e. replace bridge X with a diverging diamond interchange in a four lane configuration). Additionally, multiple needs may be combined into a single project. Larger, more complex projects typically include significant opportunities for public involvement in determining the ultimate project solution. These processes can take significant time and often occur prior to, or in tandem with, project selection processes.

Project Selection Processes

Project selection processes are typically tied to a specific funding source, although projects are often funded with multiple funding sources, and may move through multiple project selection processes in order to develop a complete funding package. Given limited funding, many needs or projects do not move forward to project selection. In general, project selection processes include:

- 1) **TPR/Region Prioritization** – The CDOT Regions, in partnership with the TPRs and MPOs, identify and prioritize projects for funding with Regional Priority Program (RPP) funds. RPP is a flexible funding source allowing for a wide-variety of projects of importance to each Region. TPR and MPO input is also incorporated into other processes. For example, a TPR may identify a specific corridor as being the highest priority for safety funding and this input is then considered as part of the selection of safety projects, or a TPR may identify a specific major project as their number one priority, leading to its consideration as part of a statewide prioritization process.
 - Funding Sources: RPP
- 2) **Technical Evaluation** – Most asset management and safety projects are identified for funding based on recommendations from asset management and safety systems. These systems identify the location and type of treatment, and CDOT Region staff identify from those recommendations the priorities for funding, and develop specific projects. The CDOT Regions consider the priorities of the TPRs in identifying the priorities for funding.
 - Funding Sources: Asset Management (i.e. Surface Treatment, Structures, Geohazards Mitigation, Equipment, Property, ITS, Bridge Enterprise), Safety (i.e. HSIP, FASTER Safety).
- 3) **Calls for Projects** – Many projects are selected through open calls for projects where eligible applicants submit projects for consideration. Projects typically go through some sort of review and evaluation process that includes scoring projects based on criteria to identify which to fund. Most projects selected by MPOs are identified through a call for projects.
 - Funding Sources: STP-Metro, CMAQ, TAP, Safe Routes to School, Transit grants, Aeronautics grants
- 4) **Statewide Prioritization** – Some large projects cannot be funded through traditional funding sources, or to do so would require spreading implementation over many years. Although these projects may be funded in part through traditional funding sources, some other sources are often necessary. These sources can include funding from the legislature, grant programs, or a special funding commitment from the TC. Typically decisions to advance these projects are made by the TC, relying on a combination of TPR/MPO input, and technical evaluation. The [Development Program](#) includes an inventory of these major investment needs, and the priorities for investments over the next 10-years.
 - Funding Sources: Strategic Projects (i.e. SB 228), Discretionary Grants, Innovative Financing
- 5) **Programs** - Some CDOT funding is allocated for programs, rather than specific projects. Typically a decision to fund a specific program is made by the TC or mandated by federal or state statute.
 - Funding Sources: Maintenance, Transportation Systems Management and Operations Programs, Traffic Incident Management, Safety Education, Congestion Relief, RoadX, Program Delivery/Administration, Metropolitan Planning, Bustang, Transit Administration and Operations, Infrastructure Bank, Debt Service

Programming

When projects have been identified for funding, they are added to the [Statewide Transportation Improvement Program](#) (STIP) (after inclusion in a MPO TIP, if in an MPO area). The STIP is a federally required, fiscally constrained four-year program of projects. The STIP is amended as needed, and updated annually to include an additional year of projects.

How can I provide input?

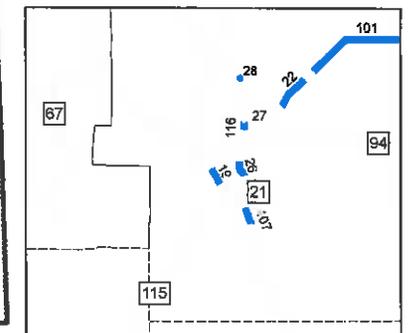
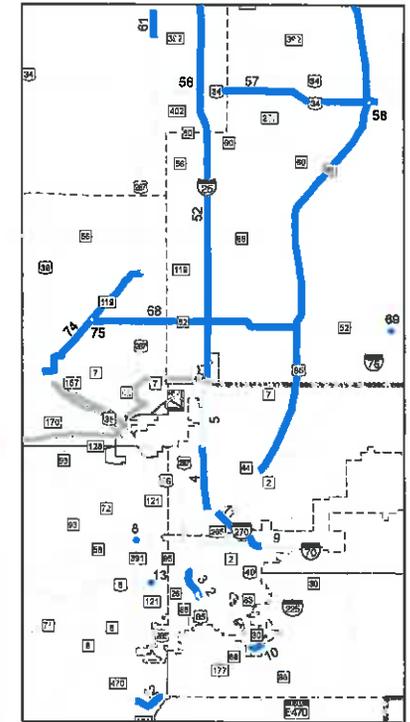
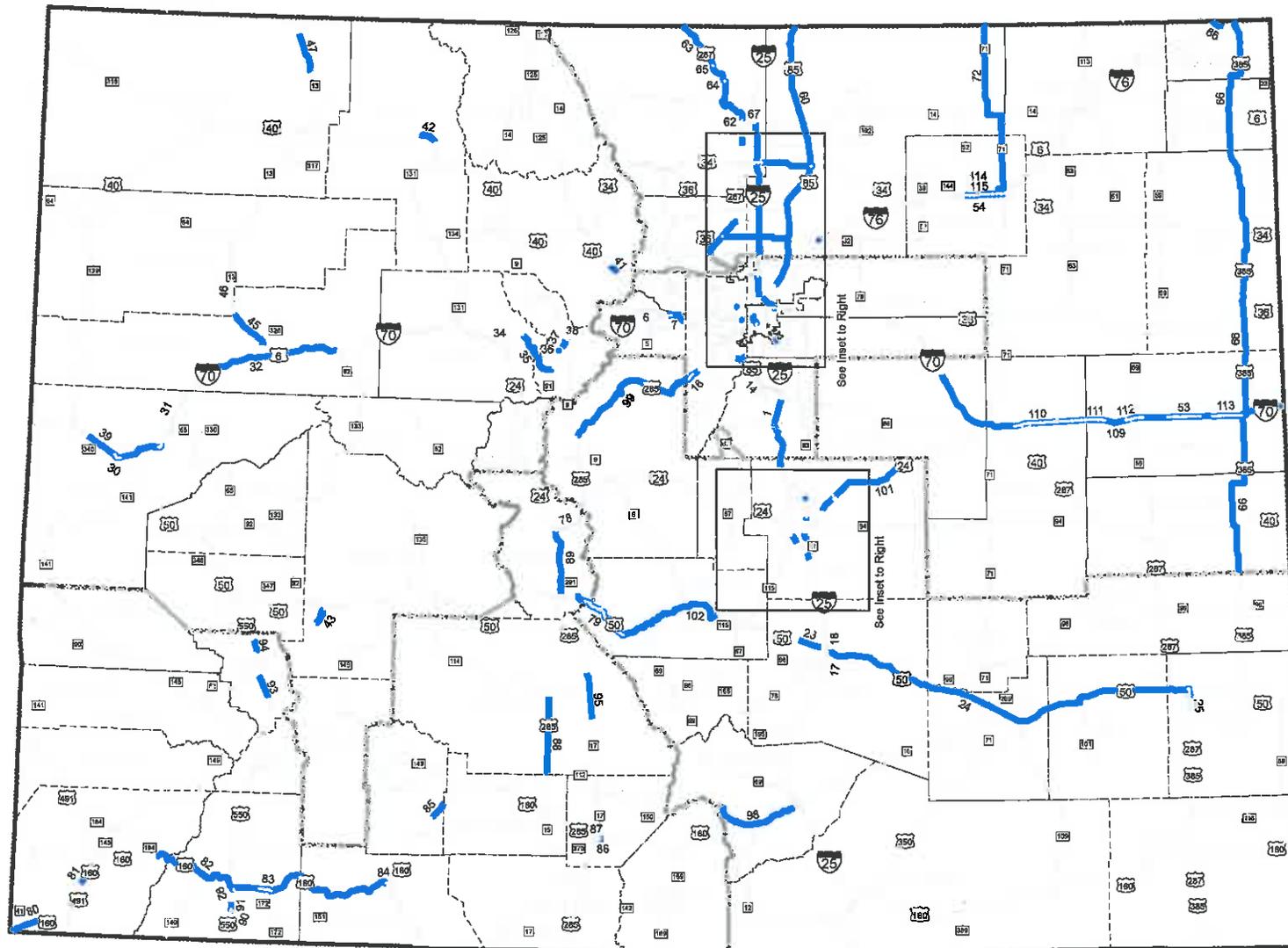
There are several ways to provide input into project selection processes, including:

- Through [TPR and MPO transportation planning processes](#). Opportunity for public comment is provided at regular meetings.
- Through the CDOT Regions, via [Regional Planning staff](#).
- Through meetings of the [Transportation Commission](#), [STAC](#), or [other advisory bodies](#).
- Through public meetings for specific projects. Regional planning staff can provide information on current project opportunities.
- Through [C-Plan](#), an online mapping tool with opportunities to provide comments at specific geographic locations.

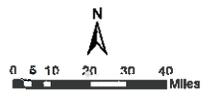
Where can I find information on projects?

Information on projects is available at: <https://www.codot.gov/programs/planning/projects>. This includes:

- [Studies and Assessments](#) – Project development studies, including past and current projects.
- [Development Program](#) – Major unfunded investment needs identified through the transportation planning process and in RTPs.
- [Statewide Transportation Improvement Program](#) – Projects programmed for funding in the next four years.
- [Construction Projects](#) – Current or upcoming construction projects.



Data Source: CDOT 2015/16
 Created: May 2016
www.coloradodot.info



Development Program Freight Corridor Projects

- 21 Development Program Project w/ Project ID
- CDOT Region
- County
- Highway



**Development Program - Major Investment Needs
Freight Corridor Projects
June 2016**

Project ID		Project Location			Project Overview						Project Funding	
A	B	D	H	I	K	L	M	N	O	P		
Line	Project ID	Region	TPR	Corridor	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total		
						Highway #s: CLS						
1	1	1	Greater Denver Area, Pikes Peak Area	I-25: El Paso County Line to C-470	I-25: Monument to Castle Rock	Expand capacity with Managed Lanes from Monument to Castle Rock as outlined in the PEL currently underway. Could be expanded north based on PEL outcomes.	Monument	Castle Rock	\$ 270.00	\$ 270.00		
2	2	1	Greater Denver Area	I-25: Broadway to I-70	I-25: Santa Fe to Alameda	Completion of the Alameda Interchange on I-25 including reconstruction of Lipan, reconstruction of the Alameda Bridge over the South Platte and finalization of ramp configurations.	Santa Fe	Alameda	\$ 3.00	\$ 30.00		
3	3	1	Greater Denver Area	I-25: Broadway to I-70	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Replacement of bridges and Interchanges and roadway widening.	Santa Fe	Bronco Arch	\$ 60.00	\$ 60.00		
4	4	1	Greater Denver Area	I-25 North	I-25 North: US 36 to 120th	Improvements on I-25 between US36 and 120th Potential improvements include: I-25/ Thornton Parkway Ramp, Aux lanes, additional lane between 84th Ave and Thornton Parkway and reconstruction of 88th Ave Bridge.	US 36	120th	\$ 50.00	\$ 95.00		
5	5	1	Greater Denver Area	I-25 North	I-25 North: TEL Expansion	Expansion of Tolle Express Lanes (TELS) from current planned end at E-470 to SH 7. Project would need to be combined with local funds to rebuild I-25 / SH 7 Interchange.	E-470	SH 7	\$ 30.00	\$ 70.00		
6	6	1	Greater Denver Area	I-70 Mountain	I-70 West: Westbound Peak Period Shoulder Lanes (PPSL)	Construction of Peak Period Shoulder Lanes (PPSL) on westbound side from Empire Junction to Twin Tunnels.	Empire Junction (MP 231)	Twin Tunnels	\$ 170.00	\$ 170.00		
7	7	1	Greater Denver Area	I-70 Mountain	I-70 West: Floyd Hill	Reconstruction of westbound Bridge at US 6 (MP 244) and construction of third lane westbound down Floyd Hill to bridge. Construction of third lane to Twin Tunnels-either Peak Period Shoulder Lanes (PPSL) or permanent.	E. Idaho Springs (MP 241)	Beaver Brook (MP 246.5)	\$ 200.00	\$ 250.00		
8	8	1	Greater Denver Area	I-70 West: C-470 to I-25	I-70: Kipling Interchange	Reconstruction of Interchange to reduce congestion and improve operational performance and safety.	I-70 and Kipling		\$ 60.00	\$ 60.00		
9	9	1	Greater Denver Area	I-70 East: I-25 to E-470	I-70 East: I-25 to I-225	Reconstruction of I-70, including the I-70 viaduct. First phase project would include the addition of one tolled Express Lane in each direction from Brighton Boulevard to I-225. Preferred ultimate alternative is expansion and reconstruction of I-70 from Brighton Boulevard to Tower Road with two tolled Express Lanes in each direction. The total project cost includes only the first phase project.	I-25	I-225	\$ 180.00	\$ 1,117.00		
10	10	1	Greater Denver Area	I-225	I-225: I-25 to Yosemite	Complete NEPA and final design for \$3 million. Construction involves removing bottleneck at Yosemite by splitting traffic going to northbound and southbound I-25 with two lanes for each direction. Current DTR on-ramp would serve northbound I-25 only with a braided ramp under I-225 to I-25 northbound that will connect to the right side of the I-225 to I-25 southbound lanes. Includes replacement of Ulster bridge.	I-25	Yosemite	\$ 60.00	\$ 60.00		
11	11	1	Greater Denver Area	I-270	I-270: Widening from I-76 to I-70	Reconstruction to improve capacity, safety, and economic competitiveness. Addition of one tolled Express Lane in each direction, replacement of bridges, and reconstruction of concrete pavement.	I-76	I-70	\$ 250.00	\$ 250.00		

A	B	D	H	I	K	L	M	N	O	P
Line	Project ID	Region	TPR	Corridor	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total
12	12	1	Greater Denver Area	C-470	C-470: Platte Canyon to Kipling	Second phase of C-470 Corridor project. Currently funded first phase adds one tolled Express Lane westbound from I-25 to Wadsworth, and a second tolled Express Lane from I-25 to Colorado. Eastbound, the project adds one tolled Express Lane from Platte Canyon to I-25. The funded first phase also includes auxiliary lanes between select Interchanges. The second phase includes the extension of one westbound tolled Express Lane from Platte Canyon to Kipling, and a second westbound tolled Express Lane to Lucent. Eastbound, one tolled Express Lane would be extended to Kipling, and a second tolled Express Lane would be added from Broadway to I-25.	Platte Canyon	Kipling	\$ 334.00	\$ 334.00
13	13	1	Greater Denver Area	US 6: I-70 to I-25	US 6: Wadsworth Interchange	Reconstruction of the interchange at US 6 and Wadsworth.	US 6 and Wadsworth		\$ 60.00	\$ 60.00
14	14	1	Greater Denver Area	US 85: C-470 to I-25	US 85: Louviers to Meadows Widening	Reconstruction of two lane roadway to four lanes with a divided median and acceleration/deceleration lanes. Includes a 10 foot trail.	Louviers	Meadows	\$ 55.00	\$ 55.00
15	15	1	Greater Denver Area	US 65: I-270 to E-470	US 65: I-270 to E-470 Interchange	Reconstruction of the interchange at I-270 and Intersection at 60th Ave. to improve the safety and capacity by making the geometric configuration more intuitive for drivers, adding grade separation, and improving access points based on a PEI study recommendation.	I-270	62nd Ave.	\$ 35.00	\$ 35.00
16	16	1	Greater Denver Area	US 285: Park County to SH 8	US 285: Richmond Hill to Shaffer's Crossing	Widening of roadway to four lanes with median and construction of grade separated interchange at King's Valley.	Richmond Hill (MP 232)	Shaffer's Crossing (MP 230)	\$ 40.00	\$ 40.00
17	17	2	Pueblo Area	I-25 through Pueblo	I-25: 1st St. to 13th St. (New Pueblo Freeway)	Complete reconstruction and widening, construction of a split-diamond interchange between 1st St. and 13th St. with additional exit ramps near 6th St., and construction of one-way frontage roads between the ramps.	1st St.	13th St.	\$ 130.00	\$ 130.00
18	18	2	Pueblo Area	I-25 through Pueblo	I-25: 29th St. Section	Part of the Phase 1 of the New Pueblo Freeway. Widening of the Interstate from two to three lanes in each direction and relocation of Interchange ramps and construction of frontage roads.	US 50 (MP 99)	SH 47 Interchange (MP 101)	\$ 52.00	\$ 52.00
19	19	2	Pikes Peak Area	I-25 through Colorado Springs	I-25: Widening S. Academy to Circle/Lake	Widening of roadway to six lanes.	S. Academy Blvd.	Circle/Lake	\$ 35.00	\$ 35.00
20	22	2	Pikes Peak Area	US 24 East: I-25 to I-70	US 24 East: Widening Garrett/Dodge to Stapleton Rd.	Widening of roadway to four lanes from Garrett/Dodge Rd. to Stapleton Rd.	Garret/Dodge Rd. (MP 318.3)	Stapleton Rd. (MP 323.6)	\$ 28.00	\$ 28.00
21	101	2	Central Front Range	SH 24	US 24: Elbert Rd. to El Paso County Line Turn and Passing Lanes	Elbert Road to El Paso County line, acid turn and passing lanes	Elbert Road (MP 325.5)	El Paso/Elbert County Line (MP 350)	\$ 32.00	\$ 32.00
22	102	2	Central Front Range	US 50	US 50: Salida to Canon City Passing Lanes	Passing lanes between Salida and Canon City	MP 222	Canon City (~MP 280)	\$ 25.00	\$ 25.00
23	23	2	Pueblo Area	US 50: Pueblo to SH 115	US 50 West of Pueblo Westbound	Widening of divided highway westbound from two lanes to three lanes.	Mculloch Blvd.	Pueblo Blvd. / SH 45	\$ 50.00	\$ 50.00
24	24	2	Pueblo Area, Southeast	US 50: I-25 to Kansas	US 50B Widening	Widening of roadway to four lanes.	Pueblo	East of Lamar	\$ 55.00	\$ 55.00
25	98	2	South Central	US 160: La Veta Pass to Walsenburg	US 160: Mobility Improvements	Addition of passing lanes and shoulder widening.	La Veta Pass (MP 278.63)	I-25 (MP 303.5)	\$ 15.00	\$ 15.00
26	99	2	Central Front Range	US 285: Fairplay to Bailey	US 285: Fairplay to Richmond Hill	Addition of passing lanes and shoulder widening.	Fairplay (MP 183)	Richmond Hill (MP 234)	\$ 15.00	\$ 15.00
27	25	2	Southeast	US 287: Oklahoma to Eads	US 287: Lamar Reliever Route	Construction of new two lane reliever route. A smaller Phase 1 project can be completed for \$30 M.	US 287 (MP 73) US 50 (MP 433)	US 287 (MP 79) US 50 (MP 435)	\$ 160.00	\$ 160.00

A	B	D	H	I	K	L	M	N	O	P
Line	Project ID	Region	TPR	Corridor	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total
28	26	2	Pikes Peak Area	SH 21 Colorado Springs	SH 21: Widening	Widening from Milton E. Proby Pkwy. to East Fountain Blvd.	Milton E. Proby Pkwy.	East Fountain Blvd.	\$ 13.00	\$ 13.00
29	27	2	Pikes Peak Area	SH 21 Colorado Springs	SH 21: Constitution and North Carefree Interchanges	Construct Continuous Flow Interchanges at Constitution and North Carefree.	Constitution Blvd (MP 144.0)	North Carefree Blvd	\$ 40.00	\$ 40.00
30	116	2	Pikes Peak Area	SH 21 Colorado Springs	SH 21: Interim Intersection Improvements- Constitution to Barnes	Construct four CFI Intersections along SH 21 at Constitution, South Carefree, North Carefree, and Barnes.	Constitution Blvd. (MP 144.0)	Barnes (MP 145.5)	\$ 41.00	\$ 41.00
31	28	2	Pikes Peak Area	SH 21 Colorado Springs	SH 21: Research Pkwy. Interchange	Construction of new grade-separated Interchange at SH 21 and Research Pkwy.	North of Woodmen Rd. (MP 149)	South of Briargate Pkwy. (MP 151)	\$ 30.00	\$ 30.00
32	107	2	Pikes Peak Area	SH 85	SH 85 Widening: from Comanche Village Dr. to Mesa Rd.	Widen 1.5 miles to four general-purpose lanes from Comanche Village Dr. to Mesa Rd. and replace Structure J-18-B	Comanche Rd (MP 129.5)	Mesa Rd (MP 131)	\$ 5.75	\$ 5.75
33	30	3	Grand Valley	I-70B through Grand Junction	I-70: Business Loop	Reconstruction of First and Grand Intersection to improve operations and safety, meet current geometric design standards, and improve pedestrian safety.	I-70B (MP 4)	15th St. (MP 6)	\$ 16.00	\$ 20.00
34	31	3	Grand Valley	I-70: Palisade to Parachute	I-70: Palisade to Debeque	Reconstruction with realignment of curves and other safety improvements.	Palisade	Debeque	\$ 45.00	\$ 45.00
35	32	3	Intermountain	I-70: Parachute to Glenwood Springs	I-70: Garfield County Interchange Improvements	Upgrade of current 4-way stop with a roundabout concluded to be necessary from a recently completed corridor study for I-70.	MP 114	MP 75	\$35.00	\$35.00
36	34	3	Intermountain	I-70: Glenwood Springs to Vail	I-70 West: Dowd Canyon Interchange	Reconstruction and upgrade of I-70 Dowd Canyon Interchange for safety and operations.	MP 170	MP 174	\$ 22.00	\$ 22.00
37	35	3	Intermountain	I-70: Vail to EJMT	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	Completion of NEPA and preliminary engineering for permanent water quality features and recommended third lane (both directions) to increase safety and mobility. Installation of permanent water quality features, relocation of bike path, and completion of three miles of roadway widening.	MP 180	MP 195	\$ 72.50	\$ 75.00
38	36	3	Intermountain	I-70: Vail to EJMT	I-70 West: Exit 203 Interchange Improvements	Conversion of single lane roundabout at the Exit 203 ramp termini to a double lane, consideration of addition of through lane over existing structure and bridge expansion. This will correct traffic back ups on westbound I-70 in peak periods and weave from an auxiliary lane east of the ramp.	MP 202	MP 203	\$ 6.20	\$ 6.20
39	37	3	Intermountain	I-70: Vail to EJMT	I-70 West: Frisco to Silverthorne Auxiliary Lane	Construction of eastbound auxiliary lane from MP 203 to 205. Identified in the Silverthorne Interchange PEL as a safety improvement for eastbound I-70. Minimal widening required.	Frisco (MP 203)	Silverthorne (MP 205)	\$ 10.00	\$ 11.20
40	38	3	Intermountain	I-70: Vail to EJMT	I-70 West: Silverthorne Interchange	Reconstruction of Exit 205 (Silverthorne) interchange including construction of a Diverging Diamond Interchange, extensive paving, curb, drainage. All four ramps affected, including new capacity on westbound on ramps.	MP 205	MP 206	\$ 19.00	\$ 20.00
41	39	3	Grand Valley	US 6: Fruita to Palisade	US 6: Improvements Mesa County	Completion of intersection studies and preliminary engineering for safety and mobility throughout the corridor. Intersection, shoulders, and other safety and mobility improvements at problem locations throughout the corridor.	Fruita (MP 21.2)	Palisade (MP 43.3)	\$ 57.00	\$ 60.00
42	41	3	Northwest	US 40: Empire to Kremmling	US 40: Fraser to Winter Park	Construction of capacity improvements on US 40 between Fraser and Winter Park, likely widening to a four lane facility.	Fraser (MP 226.5)	Winter Park (MP 229)	\$ 11.00	\$ 11.00

A	B	D	H	I	K	L	M	N	O	P
Line	Project ID	Region	TPR	Corridor	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total
43	42	3	Northwest	US 4C: Kremmling to Steamboat Springs	US 40: Steamboat Springs to Steamboat II	Widening of roadway and addition of intersection turn lanes and dedicated bus lane.	Steamboat Springs	Steamboat II	\$ 28.00	\$ 28.00
44	43	3	Gunnison Valley	US 50: Montrose to Gunnison	US 50: Little Blue Canyon	Reconstruction and widening of existing roadway template to meet current geometric design standards and improve roadside safety, drainage and access along the corridor. Addition of passing lanes and mitigation of geohazard land-slide within the project limits. Can be implemented in phases.	MP 121.5	MP 126.5	\$ 35.00	\$ 42.50
45	45	3	Intermountain	SH 13	SH 13: Rifle North	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses.	Rifle (MP 4)	Rio Blanco County Line (MP 16)	\$ 52.00	\$ 60.00
46	46	3	Northwest	SH 13	SH 13: Rio Blanco South to County Line Shoulders and Passing Lanes	Addition of shoulders and passing lanes. Can be implemented in phases.	MP 16	MP 122.7	\$ 14.00	\$ 30.00
47	47	3	Northwest	SH 13	SH 13: Wyoming South	Reconstruction of NHS and high volume truck route to add shoulders, game fence and wildlife underpasses. Can be implemented in phases.	MP 123.03	MP 110.83	\$ 25.00	\$ 35.00
48	52	4	North Front Range, Greater Denver Area	I-25 North	I-25 North: SH 7 to SH 14	Addition of one tolled Express Lane in each direction, interchange reconstruction, mainline reconstruction, safety, and Intelligent Transportation System (ITS) Improvements from SH 7 to SH 14.	SH7 (MP 229)	SH14 (MP 270)	\$ 1,500.00	\$ 1,500.00
49	109	4	Eastern	I-70 Plains	I-70: East Spot Repairs- Flagler East and Cedar Point West	Replacement of distressed concrete pavement for 3 miles (Cedar Point West) and 5 miles (Flagler to Kansas State Line).	MP 340	MP 449	\$ 30.00	\$ 30.00
50	110	4	Eastern	I-70 Plains	I-70: Genoa-East and West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 11.3 miles.	MP 368.7	MP 380	\$ 42.50	\$ 42.50
51	111	4	Eastern	I-70 Plains	I-70: Arriba-East and West HMA Failure	Overlay/reconstruction of failing Hot Mix Asphalt (HMA) pavement for 15.1 miles.	MP 380	MP 395.1	\$ 56.50	\$ 56.50
52	112	4	Eastern	I-70 Plains	I-70: Seibert-West ASR Replacement	Replacement of Alkali-Silica Reactivity (ASR) pavement and associated safety improvements.	MP 402.3	MP 406.9	\$ 17.50	\$ 17.50
53	53	4	Eastern	I-70 Plains	I-70: ASR Pavement Replacement and Safety Improvements	Replacement of Alkali-Silica Reactivity (ASR) pavement and associated safety improvements.	Stratton		\$ 55.52	\$ 59.00
54	113	4	Eastern	I-70 Plains	I-70: Burlington-West HMA Replacement	Overlay/reconstruction of failing HMA pavement for 8.9 miles.	MP 427.4	MP 436.3	\$ 33.50	\$ 33.50
55	54	4	Upper Front Range	I-76 Plains	I-76: Fort Morgan to Brush: Phase 4	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan	Brush	\$ 41.50	\$ 41.50
56	114	4	Upper Front Range	I-76 Plains	I-76: Fort Morgan to Brush Phase 5	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan	Brush	\$ 58.50	\$ 58.50
57	115	4	Upper Front Range	I-76 Plains	I-76: Fort Morgan to Brush: Phase 6	Reconstruction of roadway and interchanges between Ft. Morgan and Brush.	Ft. Morgan	Brush	\$ 300.00	\$ 300.00
58	56	4	North Front Range	US 34: Loveland to Kersey	US 34: Widening Denver Ave. to LCR 3	Widening of roadway to six lanes.	Denver Ave.	LCR 3	\$ 25.00	\$ 25.00
59	57	4	North Front Range	US 34: Loveland to Kersey	US 34: Widening, Interchanges, and Operational Improvements	Widening of roadway from four to six lanes, construction of three interchanges, and operational improvements.	LCR 3	East of US 85	\$ 170.00	\$ 170.00

A	B	D	H	I	K	L	M	N	O	P
Line	Project ID	Region	TPR	Corridor	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total
60	58	4	North Front Range	US 34: Loveland to Karsay	US 34 / US 85 Interchange Reconfiguration	Improvements to the safety and capacity of interchange by making the geometric configuration more intuitive to drivers, adding grade separations, and improving access points. Due to its complexity this Interchange has come to be known by locals as Spaghetti Junction.	US 85 (MP 112)	US 85 (MP 114)	\$ 99.00	\$ 100.00
61	60	4	Upper Front Range, North Front Range, Greater Denver Area	US 85: I-76 to SH 14	US 85: Corridor Improvements	Safety, intersection and interchange Improvements.	MP 227	MP 309	\$ 197.25	\$ 200.00
62	61	4	North Front Range	US 287: Fort Collins to Wyoming	US 287: Widening Fort Collins	Widening of roadway from four to six lanes.	Harmony Rd	SH392	\$ 25.00	\$ 25.00
63	62	4	North Front Range	US 287: SH 14 to Wyoming	US 287: SH 14—Ted's Place	Intersection Improvements.	SH 14		\$1.60	\$1.60
64	63	4	Upper Front Range, North Front Range	US 287: SH 14 to Wyoming	US 287: Ted's Place to Wyoming Border	Construction of passing lanes and other safety Improvements.	SH 14	Wyoming State Line	\$20.00	\$20.00
65	64	4	Upper Front Range	US 287: SH 14 to Wyoming	US 287: CR 72 (Owl Canyon Road)	Intersection Improvements.	LCR 72		\$2.00	\$2.00
66	65	4	Upper Front Range	US 287: SH 14 to Wyoming	US 287: LCR 80C (West)	Intersection improvements.	LCR 80C		\$0.60	\$0.60
67	66	4	Eastern	US 385	US 385: Intersection, Shoulders, and Other Safety Improvements at Problem Locations	Intersection, shoulders, and other safety Improvements at problem locations.	Wyoming State Line	Cheyenne / Kiowa County Line	\$ 961.46	\$ 965.00
68	67	4	North Front Range	SH 14: US 287 to I-25	SH 14: Widening I-25 to Riverside	Widening of roadway from four to six lanes.	I-25	Riverside	\$ 30.00	\$ 30.00
69	68	4	Upper Front Range, Greater Denver Area	SH 52: SH 119 to US 85	SH 52: SH 119 to US 85 Corridor Improvements	Widening, safety, and intersection improvements.	SH 119	US 85	\$ 80.00	\$ 80.00
70	69	4	Upper Front Range	I-76: E-470 to Wyoming	SH 52 Interchange in Hudson	Reconstruction of interchange.	I-76 / SH 52		\$ 20.03	\$ 25.00
71	72	4	Upper Front Range, Eastern, Southeast	SH 71	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration.	I-76	Nebraska State Line	\$ 99.21	\$ 100.00
72	74	4	Greater Denver Area	SH 119	SH 119: Managed Lanes	Construction of managed lanes.	MP 43	MP 58	\$ 75.00	\$ 75.00
73	75	4	Greater Denver Area	SH 119	SH 119 / SH 52 Interchange	Construction of new Interchange.	MP 49	MP50	\$ 30.00	\$ 30.00
74	78	5	San Luis Valley, Central Front Range	US 24: Hartsel to Johnson Village	US 24: Safety and Mobility Improvements on Trout Creek Pass- Phase II	Shoulder widening/bike facilities and addition of passing lanes and bike facilities on Trout Creek Pass.	MP 213	MP 227	\$ 7.80	\$ 8.00
75	79	5	Central Front Range, San Luis Valley	US 50: Canon City to Poncha Springs	US 50: Safety and Mobility Improvements between Salida and Coaldale (Passing Lanes and Vehicle Turn-outs)	Addition of passing lanes and vehicle turnouts.	MP 223	MP 243	\$ 4.60	\$ 6.60
76	80	5	Southwest	US 160: Four Corners to Archuleta/Mineral County line	US 160: Reconstruction and Shoulder Widening MP 0 to MP 8	Full depth reconstruction of the existing paved surface and shoulder widening.	MP 0	MP 8	\$16.00	\$16.00
77	81	5	Southwest	US 160: New Mexico to Durango	US 160: Towaoc Passing Lanes	Addition of passing lanes and vehicle turnouts.	MP 28	MP 32	\$ 9.10	\$ 9.10

A	B	D	H	I	K	L	M	N	O	P
Line	Project ID	Region	TPR	Corridor	Project Name	Project Description	Limits From	Limits To	\$ Funding Need	\$ Total
78	82	5	Southwest	US 160: Four Corners to Archuleta/Mineral County Line	US 160: Wildlife Mitigation	Wildlife mitigation from Mancos to Pagosa Springs.	MP 57	MP 143	\$10.00	\$10.00
79	83	5	Southwest	US 160: Durango to South Fork	US 160: Dry Creek Passing and Mobility Improvements	Addition of passing opportunities and mobility improvements including an intersection relocation at CR 223. The project also includes shoulder widening and access consolidation.	MP 96	MP 100	\$ 21.50	\$ 21.50
80	84	5	Southwest	US 160: Archuleta/Mineral County Line to West of South Fork	US 160: Pagosa Reconstruction and Multi-Modal Improvements	Reconstruction to correct wheel rutting and addition of pedestrian facilities for safety.	MP 143.1	MP 144.4	\$22.00	\$22.00
81	85	5	San Luis Valley	US 160: Durango to South Fork	US 160: Wolf Creek Pass East Mobility and Safety Improvements	This is the final project outlined in the US 550 East of Wolf Creek Pass EA. The design includes the addition of passing opportunities, mobility improvements, and safety improvements including shoulder widening, curve corrections, rock excavation and rockfall protection, chain station reconstruction, and fiber optic backbone installation.	Lake Creek (MP 175)	East of chain station (MP 180)	\$ 45.30	\$ 45.30
82	86	5	San Luis Valley	US 160: Monte Vista to Alamosa	US 160: Alamosa	Improvements to Rio Grande bridge, realignment of roadway, and addition of bike and pedestrian facilities in Alamosa (4th Street to SH 17).	MP 234	MP 235	\$10.00	\$10.00
83	87	5	San Luis Valley	US 160: Monte Vista to Alamosa	US 160: Signal and Intersection Improvements at SH 17	Addition of signal and intersection improvements at SH 17.	MP 234	MP 234	\$2.40	\$5.00
84	88	5	San Luis Valley	US 285: Alamosa to Poncha Springs	US 285: Safety and Mobility Improvements between Center to Saguache (Widen Shoulders)	Shoulder widening from Center to Saguache.	MP 63	MP 86	\$ 7.00	\$ 7.00
85	89	5	San Luis Valley	US 285: Poncha Springs to Fairplay	US 285: Safety and Mobility Improvements between Buena Vista and Poncha Springs (Turn Lanes/Passing Lanes)	Addition of turn lanes/passing lanes between Buena Vista and Poncha Springs and addition of wildlife fencing.	MP 128	MP 211	\$ 0.05	\$ 5.00
86	90	5	Southwest	US 550: New Mexico to Durango	US 550 South: Sunnyside	Major reconstruction requiring widening to a four lane roadway, including earthwork, drainage, irrigation, utilities, HMA paving, pedestrian bridge, sound wall, small and large mammal crossings.	MP 8	MP 10	\$ 26.60	\$ 26.60
87	91	5	Southwest	US 550: New Mexico to Durango	US 550 South: Gap	Reconstruction to four lanes, including drainage, utilities, large and small mammal crossings, and intersection improvements.	MP 9	MP 12	\$ 27.30	\$ 30.00
88	92	5	Southwest	US 550: New Mexico to Durango	US 550/US 160 Connection	Completion of the connection of US 550 to US 160 at the Grandview Interchange. Phase 1 (\$71 M) provides 2 lane configuration. Phase 2 (\$20 M) provides for additional 2 lanes.	Grandview Interchange south to CR 220 (MP 15.5)		\$ 90.00	\$ 91.00
89	93	5	Gunnison Valley	US 550: Durango to Montrose	US 550: Ridgeway to Ouray Shoulder Widening	Shoulder widening between Ridgeway and Ouray.	MP 96	MP 103	\$11.45	\$ 15.00
90	94	5	Gunnison Valley	US 550: Durango to Ridgeway	US 550: Shoulder Improvements, Deer Fencing and Animal Underpasses between Uncompahgre River and Colona (Billy Creek)	Addition of shoulders between Uncompahgre River and Colona (Billy Creek). Construction of deer fencing and animal underpasses.	MP 112	MP 115	\$ 27.00	\$ 27.00
91	95	5	San Luis Valley	SH 17	SH 17: Safety and Mobility Improvements North of Mosca (Widen shoulders)	Shoulder widening north of Mosca.	MP 105	MP 118	\$ 6.00	\$ 7.00



National Highway Freight Network

The [Fixing America's Surface Transportation Act](#) (FAST Act) repealed both the Primary Freight Network and National Freight Network from Moving Ahead for Progress in the 21st Century Act (MAP-21), and directed the FHWA Administrator to establish a [National Highway Freight Network](#) (NHFN) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. States and in certain cases, Metropolitan Planning Organizations (MPOs), are responsible for designating public roads for the CRFCs and CUFCs in accordance with section 1116 of the FAST Act.

The NHFN includes the following subsystems of roadways:

- **Primary Highway Freight System (PHFS):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consist of 41,518 centerlines miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.
- **Other Interstate portions not on the PHFS:** These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of Interstate, nationwide, and will fluctuate with additions and deletions to the Interstate Highway System.
- **Critical Rural Freight Corridors (CRFCs):** These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs):** These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The NHFN is an element of the [National Multimodal Freight Network](#) (NMFN), which also includes freight rail systems of Class I railroads, public ports of the U.S. that have total annual foreign and domestic trade of at least 2,000,000 short tons; inland and intra-coastal waterways of the U.S.; the Great Lakes, the St. Lawrence Seaway, and coastal and ocean routes along which domestic freight is transported; the 50 airports located in the U.S. with the highest annual landed weight; and other strategic freight assets.

The initial NMFN will be designated by December 4, 2016. There is no deadline for [designating and certifying CRFCs and CUFCs](#). These designations may occur at any time, may be full or partial designations of the CUFCs or CRFCs mileage, and the two types do not need to be designated at the same time. Designations and certification may be provided to FHWA on a rolling basis.

Excluding the CRFCs and CUFCs, the [NHFN in Colorado](#) currently includes the interstates, small segments of E-470, US 6, US 85, and SH 2 in the metro Denver area and eight intermodal connectors in the metro Denver area.

- 1,217.17 miles
 - PHFS: 789.94 miles
 - PHFS Intermodal Connectors: 13.52 miles
 - Non-PHFS Interstates: 172.67 miles
 - CRFC: 160.69 miles
 - CUFC: 80.35 miles

National Highway Freight Program

The [National Highway Freight Program](#) (NHFP) provides formula funds to the States to improve the efficient movement of freight on the NHFN. Colorado is anticipated to receive approximately \$15 million annually through this program, beginning in FY 16. In order for a project to be eligible for funding under the NHFP, a project must be located on the NHFN, or be a freight intermodal or freight rail project.

Critical Rural Freight Corridors

- 160.69 miles, designated by the State

Criteria

- Is not inside an Adjusted Urbanized Area Boundary (areas over 50,000)

- Meets at least one of the following criteria:
 - Rural Principal Arterial with a minimum of 25% of AADT of the road measured in passenger vehicle equivalent units from trucks
 - Provides access to:
 - Energy exploration, development, installation or production areas
 - Grain elevators
 - Agricultural facilities
 - Mining facilities
 - Forestry facilities
 - Intermodal facilities
 - Significant air, rail, water or other freight facilities in the State
 - Connects the PHFS or Interstate System to facilities that handle more than:
 - 50,000 20 foot equivalent units per year
 - 500,000 tons per year of bulk commodities
 - Is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

Process of Identification

- Analysis of criteria and locations of established project needs as identified in the State Highway Freight Plan and Development Program (May-June)
- Identification of recommended corridor segments (July)
 - Focus on Colorado Freight Corridors identified in the [State Highway Freight Plan](#)
 - Identify smaller corridor segments aligned with areas of project need, rather than entire corridors
- Review and input by Freight Advisory Council (FAC), Statewide Transportation Advisory Committee (STAC), and Transportation Commission (July-September)
- Submittal of initial Critical Rural Freight Corridor designations by November, 2016 for inclusion in initial National Multimodal Freight Network (NMFN) to be finalized on December 4, 2016 (November)
- More detailed analysis of corridors and priorities to be completed as part of Multimodal Freight Plan development.
- Corridors to be updated annually as projects are completed, needs change, etc.

Critical Urban Freight Corridors

- 80.35 miles, designated by the State in consultation with MPO, or in urbanized areas with a population of 500,000 or more, designated by the MPO in consultation with the State.

Criteria

- Is inside an Adjusted Urbanized Area Boundary (areas over 50,000)
- Meets at least one of the following criteria:
 - Connects an intermodal facility to the PHFS, Interstate System, or an intermodal freight facility
 - Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement
 - Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land, or
 - Is important to the movement of freight within the region, as determined by the MPO or the State.

Process of Identification

- States and MPOs determine how to distribute the CUFC mileage among the urbanized areas.
- Process will likely look similar to the CRFC process, but not limited to Colorado Freight Corridors. In the case of DRCOG, NFR MPO, and PPACG the process is directed by the MPO.
- Coordination is currently underway with the MPOs to determine approach.