



TIGER Grant for I-25

The Colorado Department of Transportation has been awarded a \$15 million Transportation Investment Generating Economic Recovery (TIGER) Grant from the US Department of



Transportation. This \$15 million grant will make whole the \$237 million North I-25, 2035 Phase 1 project by combining the award with \$25 million in local matches along with State funds and private financing backed by future toll revenues on the corridor.

Multiple jurisdictions, organizations, and coalitions are enthusiastically united in support of this project, including the North I-25 Coalition of Elected Officials, *cont. on page 2*

FLAP

The Colorado Department of Transportation (CDOT) has been awarded \$18 million for the US 50 Blue Creek Canyon project under a federal program. The Federal Highway Administration (FHWA) recently established the Federal Lands Access Program (FLAP), which is a competitive, discretionary program for states, counties, tribes and local governments. The program provides funds for transportation facilities that provide access to, or are located on or adjacent to Federal lands, with emphasis placed on facilities that improve access to high use recreation sites or Federal economic generators. For FY 2019 - FY 2022, approximately \$60 million is available for projects in Colorado.

US 50 Blue Creek Canyon is a steep, curvy, and very narrow location along US 50 and is the last section remaining in the corridor between the City of Montrose and Town of Gunnison to be updated. This canyon is the critical “choke point” to three reservoirs and over 2 million acres of public land in the area managed by the National Park Service, US Forest Service, and the Bureau of Land Management. Additionally, three local, mountain communities depend on this highway for the delivery of goods and services by tractor trailer to permanent and seasonal residences, and visiting tourists. *cont. on page 3*

Express Success

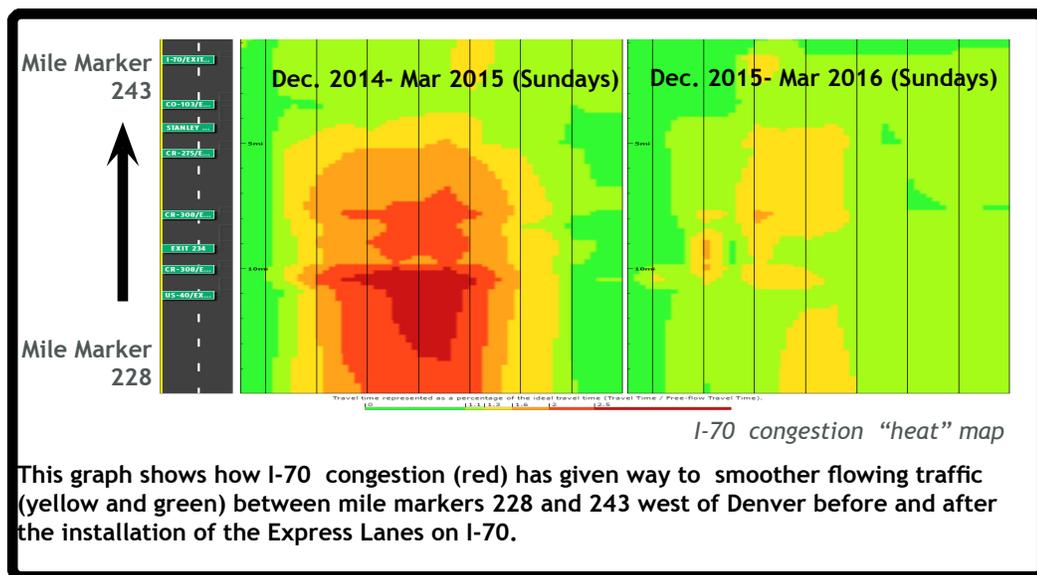
Since last summer, the Colorado Department of Transportation (CDOT) and the High Performance Transportation Enterprise (HPTE) have opened Express Lanes on the I-70 Mountain Corridor, US 36 and on North I-25. Express Lanes can deliver more consistent, faster speeds and reduced travel times for all lanes, including general purpose lanes, along the corridor they are deployed on. The I-70 Mountain Express Lane’s first winter season of operations delivered benefits to all eastbound travelers, across all lanes.

The I-70 Mountain Express Lanes are showing improvement in traffic congestion, and mountain drivers are getting relief since they opened mid-December 2015. The 13-mile eastbound Express Lane runs from Empire through Idaho Springs, and is open during high traffic volume times, such as holidays and weekends.

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Express Successcont from page 1

On April 3, 2016, 34,136 vehicles traveled the corridor during the 11 hours the Express Lane was open, averaging 3,103 vehicles per hour (VPH). Prior to the Express Lane, the corridor would have dropped to stop and go traffic at 3,100 VPH. This year, during the peak hour, from 3-4 p.m., travel speeds were just below 55 mph in the Express Lane and 40 mph in the general purpose lanes, which shows a significant improvement in travel times for all lanes. On that same weekend, there were no incidents in the Express Lane.



I-70 congestion "heat" map
 This graph shows how I-70 congestion (red) has given way to smoother flowing traffic (yellow and green) between mile markers 228 and 243 west of Denver before and after the installation of the Express Lanes on I-70.

The graph above is called a heat map and is a side by side comparison of traffic congestion on the section of I-70 where the Express Lanes are located. Red and orange indicate heavy congestion with yellow indicating moderate traffic, with light green indicating light traffic and dark green indicating very light volumes. The vertical lines represent time of day from 10am to 10pm. As you can see, congestion has been greatly reduced on this corridor.

The average toll last winter was around \$6.00. Prior to the lanes opening winter travel time averaged 119 minutes, this year the average was reduced to 66 minutes, a 19% reduction and a travel time savings of 53 minutes.

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.....the Fix I-25 Business Alliance, Northern Colorado Legislative Alliance, Larimer County, Weld County, along with other municipalities and chambers of commerce. The communities of Northern Colorado came together in an unprecedented way to make this a reality with financial contributions to the project from Town of Berthoud, City of Fort Collins, Town of Johnstown, Larimer County, City of Loveland, Town of Timnath, Town of Windsor, and Weld County.



This project expands capacity by adding one lane in each direction on I-25 for 14 miles from Loveland to Ft. Collins in order to accommodate a Tolloed Express and High Occupancy Vehicle (TEL/HOV) Lane as prioritized by the North I-25 EIS. The project includes important transit, pedestrian, and cycling improvements that will connect Northern Colorado communities to each other and to the Denver Metro region, enhancing economic opportunities for residents and businesses. Interstate bridges will be replaced to accommodate future improvements and strengthen the corridor's resiliency against natural disaster.

Flap

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The reconstruction project will add minimum 4-foot paved shoulders on both sides of the highway, allowing opposing drivers to safely navigate the tight curves while towing RVs, trailers, and boats, thus reducing highway closures. The work also includes drainage and access improvements.

Other projects in Colorado receiving FLAP funds this cycle are:

- Brush Creek Transit Center and Intercept Lot Expansion
- Lake Pueblo Primary Access Road Reconstruction, Bike Trail and Safety Improvements
- Access Connections to the Rocky Mountain Arsenal National Wildlife Refuge
- Fremont Pass Recreational Path - Summit County Extension
- Cottonwood Pass Summit-East (Chaffee CR 306) Safety Improvement
- Grade Separated Trail Crossings-Rocky Flats National Wildlife Refuge/Community Access Linkages
- Cottonwood Pass Summit-East Resurfacing
- 18 Road Improvement Project
- Great Sand Dunes National Park Auxiliary Access Project

Transportation facilities must be owned and/or maintained by a state, county, town, township, municipality, tribal or local government and not a federal land agency. FLAP provides \$250 million by formula to all 50 states, the District of Columbia and Puerto Rico. The funds under this program will be available for the current year plus three additional years.

For more information on the FLAP program or other federal matters, contact Ron Papsdorf, CDOT Federal Liaison at 303-757-9105.

Killer Habits

The first step in overcoming any bad habit is admitting you have one. Data suggests Coloradans do in fact have a dangerous habit – distracted driving. Last year in Colorado, 15,574 crashes and 68 traffic fatalities involved distracted drivers. Aiming to reduce distractions on Colorado roadways, the Colorado Department of Transportation (CDOT) is unveiling a new public safety video and campaign, calling distracted driving exactly what it is – a Killer Habit.



CDOT is working with regional traffic safety partners on movie theater ads, online pre-roll video, and Pandora audio, video and digital ads. There will also be spots during traffic updates on local radio calling for Colorado drivers to make it to their destinations without touching their phones. For more information visit: distraction.codot.gov