National Highway Freight Program
FY 2019 and F20 Application

GENERAL INFORMATION	
Project Name	Continuation of Passing Lanes on US 40/US 287
Region	4
Route(s)	040H , 287B
Beginning Mile Marker (3 decimal points)	386 (US 40), 123 (US 287)
End Mile Marker (3 decimal points)	446 (US 40), 133 (US 287)
Overall project description (brief)	This project will strategically add new passing lanes or extend existing passing lanes at critical locations. This project will address the safety, mobility, and economic vitality of the corridor. It is the goal of the region to provide a minimum of 8 miles of passing lanes for every 20 mile stretch along our freight corridors.
Fiscal Year Request	•Either
Anticipated Advertisement Date	December 2019
Anticipated Completion Date	December 2020
Will Project require a critical rural/urban freight corridor designation?	No
Project Manager	Jake Schuch
Primary Point-of-Contact if not PM	Katrina Kloberdanz
FREIGHT FOCUS	
Freight Targeted or Freight Impacted (select one)	•Freight Targeted
If Freight Targeted, briefly describe how CMVs or goods movement is primary beneficiary	This project will increase the safety of all road users, but CMVs in particular. Commercial vehicles are over-represented in crash statistics. In addition, CMVs get caught in bunches along this stretch due to the limited passing opportunities. The bunches travel an average of 10 mph under the posted speed limit. This is the first step in fulfilling the Ports-to-Plains Corridor Development and Management Plan which recommended that this corridor be expanded to a 4-lane cross section by the year 2020. This corridor has many connections to rail along its stretch, increasing the economic benefit of this project.
If Freight Impacted, describe in detail the specific project element(s) enhanced to improve CMV or goods movement.	
PROJECT COST	
Total Project Cost	10 million
NHFP Request	4.5 million
Identify Funding Sources for Project Match	Potentially Faster Safety or RPP

If Freight Impacted, Total cost of specific project element(s) enhanced for freight	
TRAFFIC STATISTICS	
Weighted Annual Average Daily Traffic (AADT)	3420
Maximum AADT in project area	6300
Minimum AADT in project area	2600
Weighted Annual Average Daily Truck Traffic (AADTT)	1649
Maximum AADTT in project area	1800
Minimum AADTT in project area	1580
Weighted Off-peak Percent Truck	49.7
Maximum Off-peak Percent Truck in project area	60.8
Minimum Off-peak Percent Truck in project area	27.1
Regional AADTT Quartile	3
Regional Percent Truck Quartile	4
SAFETY	
Years included in crash statistics (3 years minimum)	01/01/2012 to 12/31/2016
Total crashes in project area	156
Total crashes in project area involving a CMV, regardless of fault	71
Identify the most frequent crash types involving CMVs and number of occurrences. Include at least the top three crash types	Sideswipe Opposite Direction: 18 Wild Animal: 11 Sideswipe Same Direction: 9 Rear End: 7 Fixed Objects: 7
Describe how the project is designed to address the safety challenges identified above	Studies show that installation of periodic passing lanes on rural two lane highways reduces all crash types by up to 42% with a reduction in non-intersection related crashes of up to 35%.
Describe additional safety considerations.	This project will also explore the possibility of wildlife mitigation measures to reduce the wild animal collisions.
MAINTAINING THE SYSTEM	
Will project significantly improve condition of deficient asset?	No
Will project replace a deficient asset?	Yes, guardrail and/or bridge rail within widened areas.
Will project significantly increase the maintenance	No. It will add approximately 8 lane miles of roadway but with fewer crashes, the need for maintenance forces to respond for traffic control, clean up and asset replacement will be minimized.

requirements of the facility? If so, explain.	
Will project significantly decrease the maintenance requirements of the facility? If so, explain.	Not significantly but it will replace signing and striping. The lower AADT and rural nature of this roadway means it does not get striped or signed as frequently. With this project the signing and striping will not need replacement for many years.
MOBILITY	
Provide information which describes the mobility issues addressed by the project. (V/C, speed or travel time. Anecdotal)	The high volume of trucks presents a passing challenge for both the traveling public and commercial vehicles when bunching of commercial trucks occurs. A study to look at truck bunching in the area concluded that approximately half of the traffic in the corridor was in "bunches" with 33% of the traffic being following vehicles. Bunches involved three or more vehicles 35% to 39% of the time. During the two-day observation period they observed bunches of up to twenty vehicles, ten of which were trucks. The average speed of the bunches with trucks was approximately 55 mph, while the speed limit is 65 mph. Truck bunches affect the general public as well. They take more risks to pass but when bunches get longer than 2 cars, passing opportunities can be scarce. There is a great frustration voiced by the commissioners and public about getting stuck behind long queues of vehicles and not being able to travel the posted speed limit.
Describe in detail how project was designed to improve mobility issue.	By providing protected passing opportunities vehicle queuing (truck bunching) and safety will be improved. Trucks will not have to travel in head on traffic in order to pass slower moving vehicles. Benefits from this passing lane project would include increased travel time reliability, increased mobility to get people and goods to their destinations more quickly, reduced vehicle operating costs, reduced impact to the environment due to a reduction in vehicle idling during crash cleanup and savings associated with increased safety.
ECONOMIC VITALITY	
Describe the roadways impact on economic connectivity within the region and to neighboring region or markets. If applicable, include local access to industrial zones, natural resource production, agricultural facilities, or other areas with significant economic drivers directly reliant on goods movement.	
OTHER CONSIDERATIONS	

Does project include truck parking?	No
If new facilities, estimated cost per parking space.	N/A
Describe the current parking demand or needs at project location, and how project will provide address demand or needs.	N/A
Describe parking supply and demand on corridor in both directions for at least 30 miles.	N/A
Risk, Resilience, and Redundancy - Describe, in detail, how the project will reduce risk or increase resilience or redundancy on the transportation network in the region.	40/287 is an alternate route to Interstate 25, CO 71 and US 385. The US 40 portion also serves as an alternate route to Interstate 70. With the mobility challenges along the Interstate 25 corridor this improved route will allow freight to travel with greater reliability and provides
PROJECT READINESS	
The project is at a level of readiness to go to advertisement by December 31, 2019 if FY19 funds or June 30, 2020 if FY20 funds. Please describe.	A project manager has been identified and as soon as the funds are programmed design will commence.
Identify other projects in your region which have received NHFP funds which have not gone to advertisement. Explain causes for delay. Describes your approach to preventing delays on this project.	The Colorado Transportation Commission adopted FY2018 projects and funding in September 2018. Region 4 is working to program these funds in order to advertise for a design consultant by Spring 2019.