

Line	Project ID	Region	TPR	Project Name	Project Description	Program Scenarios		Usage Factors					Notes	
						10-Year Development Program Project	NHFP Request Amount	Scenario 1: Construction Projects	ADT	Off-Peak Truck ADT	Regional Quartile - Off Peak Truck ADT (1 = lowest)	% Trucks (Off Peak % of ADT)		Regional Quartile - % Trucks (1 = lowest)
2	4	1	Greater Denver Area	I-25 North: US 36 to 120th	Full project includes improvements on I-25 between US 36 and 120th including auxiliary lanes, additional lane between 84th Ave and Thornton Parkway and reconstruction of 88th Ave Bridge. NHFP funding will complete NEPA, design, and construction of 88th Ave. bridge. This is a frequently hit, low vertical clearance bridge.	X	\$ 11.00	\$ 11.00	169,500	15,814	4th	9.3%	4th	\$1 M in FY 17 will complete NEPA and design, with \$10 M for construction in FY 18.
11	N/A	2	Pueblo Area	SH 47 and Fountain Creek Stabilization	Realignment of Fountain Creek and bank stabilization to protect SH 47 from high water events. SH 47 provides alternative to US 50 and I-25, provides access to retail businesses, and alternative access to the Pueblo Airport, and adjacent industrial park including a Target distribution center.		\$ 2.00	\$ 2.00	42,000	1,680	4th	4%	1st	
16	43	3	Gunnison Valley	US 50: Little Blue Canyon	NHFP funding will complete a funding package for the project, which will reconstruct and widen US 50 to improved geometric design standards and improve safety, drainage and access in this corridor. The project includes the addition of passing lanes, shoulders, and mitigation of a land-slide within the project limits.	X	\$ 4.00	\$ 4.00	2,600	312	3rd	12.0%	3rd	
17	142	3	Region wide	I-70 Truck Parking	NHFP Funding will establish up to four truck parking locations along I-70 in the vicinity of Glenwood Springs.	X	\$ 2.70	\$ 2.70	N/A	N/A	N/A	N/A	N/A	
20	148	4	Eastern	SH 14: Sterling "S" Curve	NHFP funds will complete funding package for project, which will re-align SH14 to an "S" curve alignment in order to connect to I-76 while eliminating 90 degree turns which are difficult for large trucks to navigate. SH 14 provides a connection between I-76 and I-25 and serves as an alternative to commercial motor vehicles wanting to bypass the metro area.	X	\$ 9.50	\$ 7.50	6,240	356	3rd	5.7%	1st	
23	60	4	Upper Front Range, North Front Range, Greater Denver Area	US 85: Corridor Improvements	Safety, intersection and interchange improvements as identified in US 85 PEL study. This is a significant highway/rail freight corridor and was a 2016 and 2017 FASTLANE grant submittal. Project is very scalable, with multiple different freight improvements possible at different levels of funding.	X	\$ 7.00	\$ 5.00	12,260	1,680	4th	13.7%	2nd	NHFP funding will advance project making more competitive for future rounds of FASTLANE grant funding, if unsuccessful this round.
26	N/A	5	San Luis Valley	US 160 Wolf Creek, Road Safety Audit	Implementation of safety measures recommended by FHWA as part of the US 160 Wolf Creek Pass Road Safety Audit. Project improvements include improving the roads curvature, rumble strips, addition of crash barrier, widen shoulders in pull-out locations, informational signing, highway re-striping, and VMS specifically targeting freight traffic to improve safety.		\$ 1.60	\$ 1.60	3,400	354	3rd	10.4%	2nd	
30	N/A	5	Region wide	Region 5 Mountain Pass Critical Safety Needs	Lengthening and widening of chain up stations to improve capacity and add a safety buffer between live traffic. Overhead LED lighting will be added to both sides of each truck chain up station. Sub-standard road closure gates will be replaced with gates that meet federal standards.		\$ 2.55	\$ 2.55	N/A	N/A	N/A	N/A	N/A	
							TOTAL	\$ 36.35						
							Available	\$ 35.00						

Line	Project ID	Region	TPR	Project Name	Project Description	Program Scenarios		Usage Factors					Notes		
						10-Year Development Program Project	NHFP Request Amount	Scenario 2: Advance Projects	ADT	Off-Peak Truck AADT	Regional Quartile - Off Peak Truck AADT (1 = lowest)	% Trucks (Off Peak % of AADT)		Regional Quartile - % Trucks (1 = lowest)	
1	3	1	Greater Denver Area	I-25: Valley Highway Phase 3.0: Santa Fe to Bronco Arch (including bridges)	Full Phase 3.0 project includes replacement of bridges and interchanges and roadway widening. NHFP funding will add NEPA and design for the 23rd and Speer bridges to an upcoming Planning and Environmental Linkages (PEL) study. These are low vertical clearance bridges which serve as a significant impediment to freight movement and are frequently hit.	X	\$ 2.00	\$ 2.00	222,384	13,299	4th	5.98%	3rd	NHFP funding would advance bridge project so that it could be considered for future rounds of FASTLANE grant funding for construction phase.	
5	15	1	Greater Denver Area	US 85/Vasquez: I-270 to 62nd Ave. Interchange	Full project includes 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 PEL study recommendation. NHFP funding of \$10 M will complete design and ROW. Important freight, energy, and industrial corridor with significant safety, geometric and mobility issues affecting freight movement.	X	\$ 22.00	\$ 10.00	37,809	4,880	4th	12.9%	4th	NHFP funding of \$10 M will fund ROW and design so that project could be considered for future rounds of FASTLANE grant funding for construction phase. Additional requested funds would provide match for possible grant application for construction.	
9	17	2	Pueblo Area	I-25: City Center Drive to 13th St. (Phase of the New Pueblo Freeway EIS)	Initiate design for I-25 improvements in Pueblo between City Center Drive and 13th Street. Improvements include complete reconstruction and widening of I-25 between 13th St. and City Center Dr., construction of a split-diamond interchange between City Center Dr. and 13th St., with additional exit ramps near 6th St., and construction of one-way frontage roads between ramps. Upgrades to current design standards will improve freight mobility and safety.	X	\$ 2.00	\$ 2.00	66,667	4,087	4th	6.1%	1st	NHFP funding will advance project to RFP stage for design build so that project could be considered for future rounds of FASTLANE grant funding for construction phase.	
12	25	2	Southeast	US 287: Lamar Reliever Route	Phase I of the Reliever Route includes the realignment of US 50 to the South - needed for future US50/US 287 Interchange. NHFP funding will complete design for Phase I.	X	\$ 1.00	\$ 1.00	11,650	1,747	4th	15%	3rd		
13	31	3	Grand Valley	I-70: Palisade to Debeque	Full project includes reconstruction with realignment of curves and other safety improvements. NHFP funding will complete design and ROW. The project will correct a sharp curve at the western entrance to Debeque Canyon that has resulted in numerous crashes involving commercial motor vehicles.	X	\$ 3.00	\$ 3.00	17,000	2,108	4th	12.4%	3rd	NHFP funding would advance project so that it could be considered for future rounds of FASTLANE grant funding for construction phase.	
14	35	3	Intermountain	I-70 West: Vail Pass Auxiliary Lanes and Wildlife Overpass	The I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS) identified west Vail pass as a priority segment for installation of auxiliary travel lanes. Motor carriers and other heavy vehicles must travel slowly both uphill and downhill causing substantial speed differences with other vehicles. This speed differential causes lane changes, back-ups, and crashes. NHFP funding will complete NEPA and preliminary engineering.	X	\$ 7.00	\$ 7.00	21,000	2,289	4th	10.9%	3rd	NHFP funding would advance project so that it could be considered for future rounds of FASTLANE grant funding for construction phase.	
21	72	4	Upper Front Range, Eastern	SH 71 Super 2	Reconstruction of corridor to Super 2 configuration from Limon to Brush, and Brush to Nebraska Stateline. The project will construct 12' travel lanes, 8'-10' shoulders, and other safety treatments designed to accommodate large trucks, including Oversize / Overweigh permitted trucks. NHFP funding will provide for design to 30%, enabling design/build.	X	\$ 6.00	\$ 4.00	1,070	338	3rd	31.7%	4th	NHFP funding will advance project to RFP stage for design build so that project could be considered for future rounds of FASTLANE grant funding for construction phase.	
23	60	4	Upper Front Range, North Front Range, Greater Denver Area	US 85: Corridor Improvements	Safety, intersection and interchange improvements as identified in US 85 PEL study. This is a significant highway/rail freight corridor and was a 2016 and 2017 FASTLANE grant submittal. Project is very scalable, with multiple different freight improvements possible at different levels of funding.	X	\$ 7.00	\$ 5.00	12,260	1,680	4th	13.7%	2nd	NHFP funding will advance project making more competitive for future rounds of FASTLANE grant funding, if unsuccessful this round.	
29	92	5	Southwest	US 550/US 160 Connection - Finalize Pre-Construction	This phase of the US 550/US 160 Connection project will finalize pre-construction. This final phase will purchase ROW required for US160-CR302, complete the final design for the connection and prepare the project for advertisement.	X	\$ 10.50	\$ 2.00	6,750	418	4th	6.2%	1st	\$2 million will complete ROW acquisition for the interchange.	
								TOTAL	\$ 36.00						
								Available	\$ 35.00						

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						10-Year Development Program Project	NHFP Request Amount	Scenario 3: Statewide Programs	ADT	Off-Peak Truck AADT	Regional Quartile - Off Peak Truck AADT (1 = lowest)	% Trucks (Off Peak % of AADT)	Regional Quartile - % Trucks (1 = lowest)	
17	142	3	Region wide	I-70 Truck Parking	NHFP Funding will establish up to four truck parking locations along I-70 in the vicinity of Glenwood Springs.	X	\$ 2.70	\$ 2.70	N/A	N/A	N/A	N/A	N/A	
27	N/A	5	San Luis Valley, Southwest	Region 5 Rest Area Improvements for Truck Parking.	Expansion of truck parking at the Sleeping Ute (MP 46.5) and Shaw Creek (MP 191.4) Rest Areas on US 160. This project will expand the Sleeping Ute truck parking from 2 to 6 spaces and expand the Shaw Creek truck parking from 4 to 10 spaces.		\$ 2.22	\$ 2.22	7,300/4,900	365/441	3rd/4th	6.3%/10.3%	1st/2nd	
31	S-07	Statewide	Statewide	Minor Freight Improvement Projects	The Minor Freight Improvement Program would be used for small projects which could potentially have a large impact on the transportation system. Such items could be improved signage specific to commercial vehicles or minor infrastructure improvements. NHFP funds would be used to establish a pool of funds that could be utilized for minor freight improvements as they come up. Criteria would be established for evaluating and approving requests.	X	\$ 3.00	\$ 3.00	N/A	N/A	N/A	N/A	N/A	
32	S-08	Statewide	Statewide	Multimodal Connection Improvement Bank	A revolving loan program to service multimodal connections. This program could be used by local agencies, industry, railroads, or others to make capital improvements of a multimodal nature. Short term loans are issued at a low interest rate. Similar programs have been successful in other states, specifically focusing on rail projects.	X	\$ 1.50	\$ 1.50	N/A	N/A	N/A	N/A	N/A	
33	S-09	Statewide	Statewide	Port-of-Entry (POE) Mobile Site improvement / Highway Pullouts	POE Mobile Sites are used by CSP-POE to temporary or random commercial vehicle inspections, or as pullout for emergency use or temporary truck parking. Currently, most of these sites are nothing more than compact soil with little or no improvements. This project would improve sites by adding a level pavement surface and/or barriers to separate the site from the highway.	X	\$ 2.80	\$ 2.80	N/A	N/A	N/A	N/A	N/A	
34	S-06	Statewide	Statewide	Signal Prioritization	Signal Prioritization systems on a freight heavy corridor can detect the movement of commercial vehicles through various types of technology. When a commercial vehicle is approaching a signalized intersection, the system can extend the green light to prevent a rapid deceleration or the vehicle moving through a red light.	X	\$ 2.00	\$ 2.00	N/A	N/A	N/A	N/A	N/A	
35	S-02	Statewide	Statewide	Truck Parking Information Management System (TPIMS)	TPIMS informs drivers of available parking either through in-dash communications or on roadside signs. CDOT has already committed \$1 M to this project and will begin by connecting I-70 East to a TPIMS system in Kansas. NHFP funds will be used to as a match for a FASTLANE grant to implement the system statewide, or to begin the next phase if grant is unsuccessful.	X	\$ 9.00	\$ 9.00	N/A	N/A	N/A	N/A	N/A	\$9 M would replace FASTLANE funds if grant not awarded, or enable expanded deployment if the grant is successful.
36	S-10	Statewide	Statewide	Truck Parking	Implementation of findings of Truck Parking Study, including possible improvements to existing facilities or development of new facilities.	X	\$ 5.00	\$ 5.00	N/A	N/A	N/A	N/A	N/A	
37	S-04	Statewide	Statewide	Truck Ramp Restoration	Truck ramps currently have no dedicated source of funding for maintenance. Over time, as the materials settle the ramps will become less and less effective in slowing a commercial vehicle. NHFP funds would be used for ongoing maintenance and improvements to truck ramps.	X	\$ 2.00	\$ 2.00	N/A	N/A	N/A	N/A	N/A	
38	S-05	Statewide	Statewide	Truck Ramp Technology Implementation	Implementation of newer truck arrestor technologies and speed warning systems to reduce the need to use truck ramps.	X	\$ 2.50	\$ 2.50	N/A	N/A	N/A	N/A	N/A	
39	S-03	Statewide	Statewide	Truck Safety	Improve identified Commercial Vehicle Crash Hotspots, using appropriate strategies unique to the location. Address other targeted truck safety issues, including less than 2' shoulders.	X	\$ 4.00	\$ 4.00	N/A	N/A	N/A	N/A	N/A	
							TOTAL	\$ 36.72						
							Available	\$ 35.00						

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30	N/A	5	Region wide	Region 5 Mountain Pass Critical Safety Needs	Lengthening and widening of chain up stations to improve capacity and add a safety buffer between live traffic. Overhead LED lighting will be added to both sides of each truck chain up station. Sub-standard road closure gates will be replaced with gates that meet federal standards.		\$ 2.55	\$ 2.55	N/A	N/A	N/A	N/A	N/A	

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					Project Description	10-Year Development Program Project	NHFP Request Amount	Scenario 4: Hybrid	AADT	Off-Peak Truck AADT	Regional Quartile - Off Peak Truck AADT (1 = lowest)	% Trucks (Off Peak % of AADT)	Regional Quartile - % Trucks (1 = lowest)		
35	S-02	Statewide	Statewide	Truck Parking Information Management System (TPIMS)	TPIMS informs drivers of available parking either through in-dash communications or on roadside signs. CDOT has already committed \$1 M to this project and will begin by connecting I-70 East to a TPIMS system in Kansas. NHFP funds will be used to as a match for a FASTLANE grant to implement the system statewide, or to begin the next phase if grant is unsuccessful.	X	\$ 9.00	\$ 1.00	N/A	N/A			N/A		\$9 M would replace FASTLANE funds if grant not awarded, or enable expanded deployment if the grant is successful.
							TOTAL	\$ 45.35							
							Available	\$ 35.00							