

TIGER III CDOT Pre-Application Form

- i. **Project Title:** I-25 interchange at US34 in Loveland, Colorado
- ii. **Short Project Description:** Upgrade a portion of this interchange complex to the ultimate Preferred Alternative configuration.
- iii. **Project Application Selection Criteria (which Primary Selection Criteria will the application be written for?):**
 - a. Long Term Outcomes:
 - i. State of Good Repair
 - ii. Economic Competitiveness
The I-25 / US34 interchange provides access to Rocky Mountain National Park, one of the most popular tourist destinations in Colorado. Vibrant commercial and industrial developments lie adjacent to, or in the vicinity of the I-25 and US 34 corridors. Improving the operations and safety of the interchange increases the economic viability of the region by facilitating tourist, commuter and freight travel, contributing to Colorado's economic growth.
 - iii. Livability:
This investment increases mobility in a congested area while opening multi-modal options to residents and visitors. The existing, and well-utilized park & ride will be improved to enable better transit access.
 - iv. Environmental Sustainability
 - v. Safety
In its current configuration, oversize commercial vehicles have inadequate space to negotiate tight turns in the modified clover leaf design. The clover-leaf on-ramps also prohibit vehicles from reaching adequate speeds needed to safely merge into main-line traffic. Bicycle and pedestrian users are prohibited due to space constraints, making for an unsafe facility. Current interchange ramps were not designed to meet the traffic volumes, vehicle mix or speeds of today, let alone tomorrow. With significant current and future growth within the area, this facility must provide safe, reliable access for all modes. Recent interim improvements at the I-25 interchange with US 34 were privately funded, but did not address all the safety concerns.
 - vi. Cost Benefit
The project will construct a significant phase of the multi-modal interchange on I-25 and US34, alleviating safety issues while improving roadway operations.
 - vii. Job Creation and Economic Stimulus
- iv. **Total Project Cost:** \$30 Million

- v. **Project TIGER III Request Amount:** \$15 Million
- vi. **Project TIGER III CDOT Match Amount (source):** The City of Loveland is contributing \$15 million to the construction of the final configuration.
- vii. Project type:
 - a. Highway:
 - b. Transit
 - c. Rail
 - d. Multimodal: This project will construct an interchange that accommodates private and commercial vehicles, bicyclists, pedestrians and transit service.
- viii. **Whether the project is requesting a TIGER II TIFIA Payment:** No.
- ix. **Type of jurisdiction where the project is located (urban or rural):** Loveland, Colorado, which is urban in nature.
- x. **NEPA Status of Project:** The I-25 EIS Record of Decision is scheduled for October 2011.

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- i. **Project Title:** I-76 Reconstruction from Fort Morgan to Brush, Colorado
- ii. **Short Project Description:** Reconstruct 2 lanes, both eastbound and westbound, of I-76 from MP 75 to MP 90. The I-76 Corridor is a high priority corridor for the UFR. It connects northeastern Colorado and I-80 with the Denver metropolitan area. I-76 crosses the UFR, Eastern TPR, and DRCOG regions, including Adams, Weld, Morgan, Washington, Logan, and Sedgwick Counties. I-76 is the primary east-west corridor for Northeastern Colorado.
- iii. **Project Application Selection Criteria (which Primary Selection Criteria will the application be written for?):**
 - a. Long Term Outcomes:
 - i. State of Good Repair
The Project will use construction, maintenance, and operation practices that encourage a more efficient and improved state of good repair for I-76. This includes the use of sustainable materials. CDOT has developed new paving standards that allow up to 25 percent of asphalt materials to be comprised of recycled materials. These standards resulted in 80,000 tons of recycled asphalt pavement used on State highways in 2008. The Project will seek to implement this policy and other best practices to ensure a sustainable design and construction. The Project will reconstruct and upgrade failing pavement and structurally deficient bridges.
 - ii. Economic Competitiveness
I-76 provides a logistics lifeline for the movement of goods to, from, and through Colorado. 2010 traffic counts show 18% of the vehicles using this segment of I-76 are trucks- which bring food, materials, and goods for sale. I-76 also provides a critical link between I-70 and I-80, two of the longest interstate routes in the nation.
 - iii. Livability:
This investment increases the roadway safety, thus improving the reliability in travel and freight movement.
 - iv. Environmental Sustainability
 - v. Safety
 - vi. Cost Benefit
The project will reconstruct the next logical phase of I-76, thus reducing the expenditure of CDOT's resources to simply hold the road together. In addition, the new, stable roadway will reduce the amount of vehicle wear and tear.
 - vii. Job Creation and Economic Stimulus
- iv. **Total Project Cost:** \$40 Million

- v. **Project TIGER III Request Amount:** \$32 Million
- vi. **Project TIGER III CDOT Match Amount (source):** \$8.0M, Region Surface Treatment Funds
- vii. Project type:
 - a. Highway: This project is for desperately needed interstate reconstruction to facilitate the movement of goods and people.
 - b. Transit
 - c. Rail
 - d. Multimodal:
- viii. **Whether the project is requesting a TIGER II TIFIA Payment:** No.
- ix. **Type of jurisdiction where the project is located (urban or rural):** Fort Morgan, Morgan County and Brush! Colorado, which are rural locations.
- x. **NEPA Status of Project:** The project is designed and cleared.