

# CO 71 TRUCK DIVERSION FEASIBILITY STUDY

## EXECUTIVE SUMMARY

COLORADO DEPARTMENT OF TRANSPORTATION PROJECT # STA 071A-19

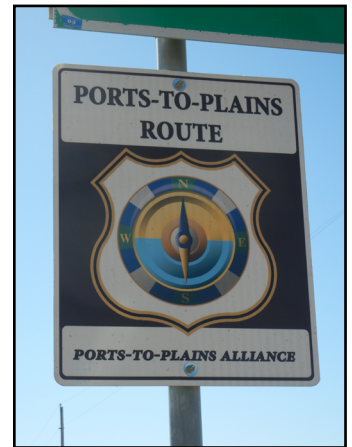
MAY 2020



# 1. Introduction

Accommodating the rapid growth of interstate freight movements has become a challenge to the Colorado Department of Transportation (CDOT) and other Departments of Transportation (DOTs). Now there are funding programs through the Funding Advancements for Surface Transportation (FAST) Act to address freight transportation issues; however, prior to the FAST Act other programs addressed freight by designating “high priority” corridors. This designation includes Colorado State Highway 71 (CO 71) which is the focus of this study and is a segment of the Heartland Expressway Corridor, one of three “high priority” corridors that make up the Ports to Plains (P2P) Alliance. To help address the freight challenge, CDOT initiated the Truck Freight Diversion Feasibility Study (the Study).

Freight improvements along the P2P Corridor are funneling freight into Colorado and at some point much of that traffic ends up on I-25 and other north-south highways contributing to congestion across the Front Range and the Denver metropolitan area. This congestion proves to be inefficient for the trucking industry and a burden on Colorado’s economy as freight traffic and commuters both waste time and fuel in stop-and-go traffic. Modeling analysis in the Study demonstrate that as improvements are made to CO- 71 freight traffic will divert to CO-71 (particularly the segment between the I-70 and I-76 interchanges) to bypass Denver. This diversion will alleviate congestion on the I-25 Front-Range Corridor. This Executive Summary will provide a high-level review of the process, results, and recommendations of this Study.



## Purpose of The Study

**OBJECTIVE:** This Study uses modeling to analyze recommended Build and No-Build scenarios to determine if freight movements from the front range will divert to the CO 71/ US 24 corridor relieve congestion on the front range.



### THE ENTIRE STUDY INCLUDES:

- » Final Report
- » Executive Summary
- » Appendices with in-depth analysis of:
  - » Environmental Conditions
  - » Roadway Conditions
  - » Crash Report
  - » Truck Freight Model Methodology
  - » Truck Freight Model Results
  - » Stakeholder Materials
  - » Recommended Project Costs
  - » Benefit Cost Analysis

<sup>1</sup>Moving Ahead for Progress in the 21st Century ACT (MAP-21), Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU), Intermodal Surface Transportation Efficiency Act (ISTEA), and Transportation Equity Act for the 21st Century (TEA-21)