

Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

"The reconstruction of the U.S. 40 and 287 segments of the Ports-to-Plains route is one of our major goals. Since it's a designated freight corridor, it's important not just to Colorado but to the U.S. transportation system due to its current and future use as a major truck route."

—Russell George, Executive Director, Colorado Department of Transportation



Freight Capacity Needs

Ports-to-Plains Corridor

As one of the National Highway System's 43 "High Priority Corridors," the Ports-to-Plains Corridor through Colorado has seen many improvements. But more reconstruction needs remain to fulfill this strategic corridor's potential to attract and serve markets associated with NAFTA and international trade.

Since 1996, 11 segments of Colorado's PTP route (U.S. 40 & 287; Interstate 70 between Oklahoma and Denver) have been reconstructed. In 2009, two more projects, currently under construction, were approved by Colorado's Transportation Commission as a priority for federal stimulus funds through the American Recovery and Reinvestment Act.



Daily congestion through downtown Lamar—a city with a population of only 9,000.

Large truck traffic exceeds 50% along some segments of PTP, with semi-truck traffic averaging between 40% and 50% along many other sections of the Colorado route.

Capacity Needs *continued*

Improving PTP for additional traffic also would provide a good alternative to the state's busiest and most congested corridor—Interstate 25—and enhance opportunities for economic and transportation development on Colorado's Eastern Plains.

However, four more segments (16 miles) of the 283-mile route still need to be reconstructed to fulfill a commitment that initially began in 1993. Construction of a relief route around the city of Lamar—which includes building three connective interchanges—remains a key priority.

Ports-to-Plains is an excellent illustration of Colorado's commitment to this country's highway system. Even with all the changes the state has encountered in the transportation industry over the last 15 years, CDOT has stayed focused on accomplishing the goal of upgrading this corridor to serve the existing and future travel demands of Colorado and the nation.