EV Plaza RFA

Appendix A: Information on CDOT Signage Application Process

**Applicants should follow the guidance included in the** [**Colorado Guide Signing Policies and Procedures**](https://www.codot.gov/library/traffic/traffic-manuals-and-guidelines/fed-state-co-traffic-manuals/) **document relating to informational signage for DCFCs:**

* *Service must be available a minimum of 12 hours per day, seven days per week. Service must also have a public restroom and drinking water available.*
* *Mainline and ramp signing is to be provided on Interstate highways and other full freeways for any station offering E85, Biodiesel alternative fuels, and/or DC Fast-Charging services. The station must be within one mile of the highway interchange in urban areas and within three miles of the highway interchange in rural areas. The signs are not to be installed unless the availability of the fuel/charging service is clearly displayed at the participating station, and the station is on the state’s Approved Biofuel Station list or has been verified to meet the minimum signing criteria identified on the Station Verification Form for DC Fast-Charging Stations. The state’s Approved Biofuel Station list can be found at: E85 Biofuel Station List in Colorado. The station must also be on the crossroad or readily visible from the crossroad to qualify, unless it has existing trailblazer signs. No trailblazer signs are to be installed specifically for this program*.
* The CDOT verification form for DC Fast-Charging Stations is included as Appendix B.

**Information on the current eligibility of DCFC stations to receive branded "logo" signage:**

* *Current FHWA guidance to state Departments of Transportation, including CDOT, is that brand-specific "logo" signage for EV charging facilities is not considered to be eligible based under the terms of the federal Manual on Uniform Traffic Control Devices (MUTCD). CDOT feels that it would be beneficial to EV users, the private sector, and the public at large to make this type of signage available in the future and therefore is working to update its own state-level MUTCD to make this possible while asking the FHWA to revisit its interpretation and/or update the federal MUTCD to explicitly allow this type of signage to be deployed.*