

# Northwest Rural Road Resurfacing Projects

## Location

- Select locations throughout Region 3 (refer to map)
- Delta, Garfield, Grand, Gunnison, Hinsdale, Jackson, Lake, Moffat, Montrose, and Rio Blanco, Routt, and Summit counties
- Gunnison Valley, Intermountain, and Northwest Transportation Planning Regions

## Description

Resurfacing of approximately 213.6 miles of highway in Region 3.

## Project Cost

- \$218.78 million for all rural paving projects in Region 3.

## What We Heard

“Widen road, widen shoulders, and repair pavement damaged by truck traffic.”

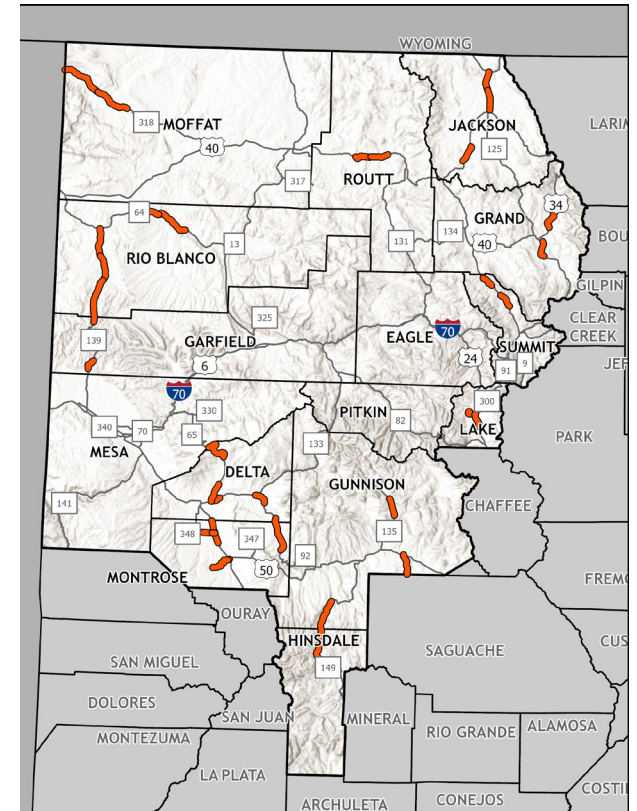
“The roads in and around Hotchkiss are degrading dangerously. Please help us keep our community safe by repaving the road.”

## Urgent Need

**Safety:** Many corridors in Region 3 have sections of low drivability life caused by deteriorating pavement condition. Driving on rough or deteriorated roadways costs each Colorado driver approximately \$468 a year in additional vehicle operating costs. Rough roads contribute to a decrease in fuel efficiency, wear and tear on tires, and the need for minor repairs like strut replacements and realignments.

## Benefits If Funded

**Safety:** Roads that are free of potholes, cracks, and other damage improve mobility by supporting higher travel speeds and minimize crashes caused by drivers swerving to avoid damaged sections of highway. Well-maintained shoulders provide a safe area of refuge for drivers who encounter an incident on the roadway and can also provide a safer way for bicyclists to travel independently of motorized vehicles. Resurfacing the highway improves the drivability life. Making minor repairs to roads (i.e., resurfacing) before they require major repairs is cost-effective. According to a Transportation Research Board study, making major repairs to roadways costs four times more than resurfacing them.



*See next page for a list of rural road resurfacing projects*

# Northwest Rural Road Resurfacing Projects

Planning Project ID	TPR	County	Highway	Location	Planned Funding Year
0044	GV	Delta	CO 92	MP 20 to MP 25 near Hotchkiss	FY19-22
0045	GV	Montrose	CO 92	MP 33 to MP 45 east of Crawford	FY19-22
0046	NW	Rio Blanco	CO 64	MP 44 to MP 56 west of Meeker	FY19-22
0047	NW	Grand	CO 34	MP 6 to MP 15 near Grand Lake	FY19-22
0048	NW	Moffat	CO 318	MP 0 to MP 15 east of Browns Park	FY19-22
0049	IM	Lake	CO 300	MP 0 to MP 3.3	FY19-22
0050	IM	Lake	CO 24	MP 179.5 to MP 184.8 south of Leadville	FY19-22
0051	GV	Gunnison/ Hinsdale	CO 149	MP 70 to MP 92 north of Lake City	FY19-22
0052	NW	Jackson	CO 14	MP 12 to MP 18 north of Grizzly Ranch	FY19-22
0053	NW/ IM	Rio Blanco/ Garfield	CO 139	MP 37.5 to MP 52.8 north of Douglas Pass	FY19-22
0054	IM	Garfield	CO 139	MP 15 to MP 19 near Dinosaur Diamond	FY19-22
0055	NW	Jackson	CO 125	MP 53.3 to MP 60 north of Walden	FY19-22
0056	GV	Gunnison	CO 114	MP 0 to MP 8 west of Parlin	FY19-22
2645	GV	Delta	CO 65	CO 65 Between CO 92 and Orchard City	FY 23-26
2648	GV	Gunnison	CO 135	CO 135 south of Crested Butte	FY 27+
2651	GV	Delta	CO 65	CO 65 Grand Mesa	FY 27+
2654	GV	Montrose	US 50	US 50 south of Delta	FY 27+
2657	GV	Montrose	US 50	US 50 south of Olathe	FY 27+
2658	GV	Delta	CO 92	CO 92 between CO 65 and Austin	FY 27+
2661	GV	Montrose	CO 90	CO 90 west of Montrose	FY 27+
2662	GV	Montrose	CO 90	CO 90 west of Montrose	FY 27+
2663	GV	Montrose	US 50	US 50 Olathe Business Loop	FY23-26
2664	GV	Montrose	CO 348	CO 348 between Olathe and US 50	FY23-26
2665	GV	Montrose	CO 348	CO 348 west of Olathe	FY23-26



# Northwest Rural Road Resurfacing Projects (Continued)

Planning Project ID	TPR	County	Highway	Location	Planned Funding Year
2644	IM	Summit	CO 9	CO 9 south of Green Mountain Reservoir	FY 27+
2647	IM	Summit	CO 9	CO 9 Green Mountain Reservoir (Phase 1)	FY 27+
2650	IM	Summit	CO 9	CO 9 Green Mountain Reservoir (Phase 2)	FY 27+
2643	NW	Routt	US 40	US 40 east of Hayden (Phase 1)	FY23-26
2646	NW	Routt	US 40	US 40 east of Hayden (Phase 2)	FY23-26
2649	NW	Routt	CO 318	CO 318 west of Maybell	FY 27+
2652	NW	Rio Blanco	CO 139	CO 139 between the Garfield/Rio Blanco County Line and Douglas Creek	FY 27+
2653	NW	Grand	US 40	US 40 west of Tabernash	FY 27+
2655	NW	Rio Blanco	CO 139	CO 139 between Douglas Creek and Rangely	FY 27+
2656	NW	Jackson	CO 125	CO 125 north of Walden	FY 27+
2659	NW	Rio Blanco	CO 64	CO 64 east of Rangely	FY 27+
2660	NW	Jackson	CO 125	CO 125 south of Cowdrey to CO 127	FY 27+
2776	NW	Routt	CO 317	CO 317 Hamilton to Pagoda	FY23-26
2777	IM	Lake	US 24	US 24 North of Leadville	FY23-26

TPR = Transportation Planning Region GV = Gunnison Valley IM = Intermountain NW = Northwest





# I-70 West Vail Pass Safety Improvements - Phase 1

## Location

I-70 from east of the Vail Pass Rest Area (west of Copper Mountain) to just past the East Vail Interchange in the Town of Vail

- Eagle and Summit counties
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

This project will improve the safety and traffic operations of West Vail Pass by reducing crashes and improving freight mobility through this critical corridor.

Improvements include the addition of 5 miles of auxiliary lane in the eastbound direction, bridge replacements, curve reconstructions, shoulder widening, median glare screen, wildlife fencing and underpasses, variable speed limit signs and other signage comprising an Active Traffic Management system, and reconstruction of an emergency truck ramp.



- Priority project for FY19-22 of 10-Year Strategic Project Pipeline

\* As of July 2022.



## Cost and Funding\*

- \$140 million
- \$33.5 million | Funded through SB 267
- INFRA Grant: \$60.4 million
- \$61.5 million in Bridge and Tunnel Enterprise funding committed

For more information, visit [codot.gov/programs/your-transportation-priorities](https://codot.gov/programs/your-transportation-priorities)



**COLORADO**  
Department of Transportation

# I-70 West Vail Pass Safety Improvements - Phase 1

## Urgent Need

- **Safety:** The crash rate of I-70 on the west side of Vail Pass is the highest for all of I-70 per million vehicle miles traveled, with 558 crashes from 2014 to 2016. The high number of crashes is due to geometric conditions including steep grades and tight curves, as well as interactions that result from speed differentials between vehicles.
- **Mobility:** I-70 on the west side of Vail Pass averages almost 400 hours of closures per year. Many of these closures are required to respond to crashes and spinouts. When an incident occurs along I-70 Vail Pass, emergency responders use a “lane + 1” strategy, where the lane the incident occurred in and one additional lane are closed to prevent secondary crashes. This strategy frequently causes full closures given the existing two lane width. Every hour the corridor is closed over \$1 million in economic productivity is lost which has far reaching consequences on the movement of freight and local communities.

## Benefits If Funded

- **Safety:** The auxiliary lane, improved geometry, signage, shoulder widening, glare screen in median barrier and wildlife fence will result in a significant crash reduction. The removal of two structurally deficient bridges with substandard geometry on I-70 mainline will improve safety on the corridor.
- **Mobility:** Interstate closures are reduced in frequency and duration leading to more consistent travel times. Fewer full closures will be implemented during incidents since the third lane will allow a travel lane in addition to the “lane + 1” required for the incident. Closures will be communicated clearly via Active Traffic Management when they do occur. Vehicles will have more space to manage speed differentials while maneuvering up the steepest sections of the corridor.





# I-70 Auxiliary Lane East Frisco to Silverthorne



## Location

I-70 East from CO 9 in Frisco to US 6 in Silverthorne

- Summit County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

This project adds an auxiliary lane on a stretch of the eastbound I-70 corridor with a higher than average crash rate. The lane will connect interchanges with needed safety improvements, construct truck parking, and both widen and improve critical bridges in Silverthorne.

## Cost and Funding\*

- \$25 million | Funded through SB 267
- Priority project for FY19-22 of 10-Year Strategic Project Pipeline

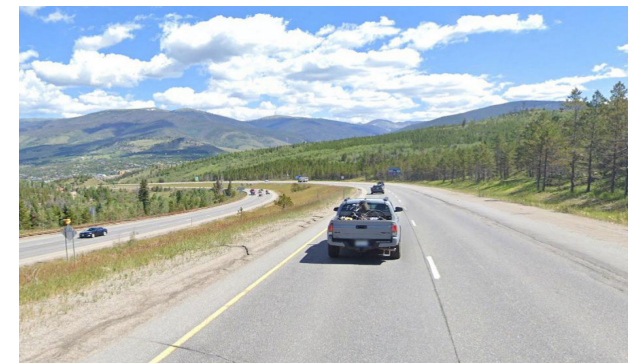
\* As of July 2022.

## Urgent Need

- **Safety:** This section of I-70 experiences higher than average crash rates for various reasons. The high crash rate also causes delay for emergency response and partial interstate closures.
- **Mobility:** Frequent interstate closures during inclement weather at Exit 205 tend to back traffic to the west toward Exit 203 and contribute to significant delays in the area during closures as there is no alternate route available. An auxiliary lane connecting the interchanges may improve local mobility during these events.

## Benefits If Funded

- **Safety:** Safety improvements will reduce the frequency and severity of crashes in this heavy volume segment of I-70.
- **Mobility:** The additional lane will increase overall system connectivity and allow passenger and freight vehicles alike to more easily move along this essential interstate.



# I-70 Glenwood Canyon Critical Asset Repair

## Location

I-70 east of Glenwood Springs through Glenwood Canyon

- Garfield County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

Address critical safety need by removing old deficient rail and replacing with standard railing.

## Project Cost

- \$50 million
- Priority project for FY27+ of the 10-Year Strategic Project Pipeline

## What We Heard

“I-70 is falling apart, congested, and dangerous in all weather. It needs guard rail improvement to be safe for tourists and locals.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 17,500 vehicles per day, including over 2,250 trucks.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is fixed object.

## Benefits If Funded

- **Mobility:** The improvements enhance economic vitality and mobility by reducing travel delays caused by crashes and congestion for the freight industry and tourists.
- **Safety:** Replacing the deficient railing addresses a critical safety need.
- **Asset Management:** Replacing the deficient railing keeps the asset in good repair.



# I-70 and CO 9 (Exit 203) Interchange Improvements

## Location

I-70 and CO 9 in Frisco

- Summit County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

This project improves the capacity of the interchange by improving the westbound ramp and I-70 bridge. It also improves the eastbound ramps and adjacent intersection that affect the operation of this interchange.

## Project Cost

- \$44 million (project can be phased)
- Priority project for FY23-26 and FY27+ of the 10-Year Strategic Project Pipeline

## What We Heard

“Exit 203 needs a lot of work.”

## Urgent Need

- **Mobility:** CO 9 carries approximately 23,000 vehicles per day, including 300 trucks, and provides access to tourist and recreational opportunities in the Frisco and Breckenridge areas. The interchange experiences congestion during peak travel times. CO 9 serves as an alternate route to I-70 via US 285.
- **Safety:** Congestion can back cars up on the Interstate and significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is fixed object.

## Benefits If Funded

- **Mobility:** Interchange improvements enhance economic vitality and mobility by reducing travel delays caused by crashes and congestion for all users, including the freight industry and tourists. Mobility improvements help regional transit such as Bustang and Summit Stage, the local transit agency that uses I-70.
- **Safety:** Interchange improvements increase traveler safety for all users.





# I-70 West Vail Pass Auxiliary Lanes

Continuation of Planning Project ID 0042

## Location

I-70 Vail Pass

- Eagle County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

Addition of a climbing lane in the uphill (eastbound) direction and addition of a deceleration lane in the downhill (westbound) direction on the west side of Vail Pass, including enhanced chain stations, enhanced truck parking, ITS improvements, enhanced runaway truck ramps, and improvements to reduce crashes and full closures, including wildlife underpasses and fencing.

## Project Cost

- \$50 million
- Priority project for FY27+ of the 10-Year Strategic Project Pipeline

## What We Heard

“Need to improve capacity on I-70, add more passing lanes and ways for slower traffic to not impede the flow.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 21,000 vehicles per day, including 2,400 trucks. With projected growth in truck traffic to support the state’s growing population, demand for truck parking will continue to increase.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is fixed object. In 2016, the west side of Vail Pass was closed for more than 119 hours and partial closures for an additional 188 hours, primarily due to crashes and weather. Without parking areas, truck drivers tend to park on shoulders or along rest area or highway ramps.

## Benefits If Funded

- **Mobility:** Improvements like auxiliary lanes reduce traveler delay caused by slower moving vehicles and congestion, enhancing economic vitality. Using real-time information enables drivers to better plan their travels.
- **Safety:** Highway improvements, including wildlife-highway mitigation, increase traveler safety for all users, including trucks and heavy vehicles.
- **Asset Management:** The project resurfaces the highway and rehabilitates bridge(s), wall(s), and culvert(s), improving the drivability life.



# Summit County Transit Operations Center (Design & Engineering)

## Location

- Summit County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

Design of larger, upgraded facility necessary to accommodate all Summit Stage buses, support vehicles, and office space. Upgraded facility will enable Summit County to transition fleet to Battery Electric Buses.

## Project Cost

- Project Total: \$531,250
- Original SB 267 Approved Funding (Dec 2019 TC): \$420,000
- SB 267 Approved Funding (FY19-22): \$425,000
- Partner Funding: \$106,250

## What We Heard

“The traffic is ridiculous in the winter due to tens of thousands of people going to the same places at the same time. We need better options to travel in the mountains.”

## Justification/Urgency

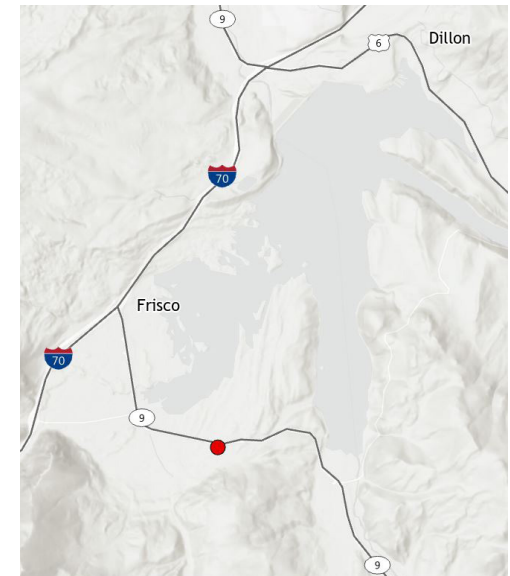
**Mobility:** A high percentage of historically underrepresented populations and tourists rely on transit in Summit County for commuting, accessing services, and recreation.

## Benefits

**Asset Management:** A bus storage facility provides a secure, protected environment for storing transit vehicles, thereby maximizing the useful service life. Vehicles operating in a state of good repair allow for a better rider experience and minimize service disruption.

## Project Partners

- Summit County





# I-70 Interchange improvements in Garfield County (New Castle)

## Location

I-70 near New Castle

- Garfield County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

This project upgrades the current 4-way stop at the intersection of I-70 spur road/US 6 with a roundabout as recommended from a recently completed corridor study for I-70.

## Project Cost

- \$15 million (\$10.7 Funded through SB 260)
- Priority project for FY23-26 and FY27+ of the 10-Year Strategic Project Pipeline

## What We Heard

“This is a busy intersection that does not adequately accommodate all users.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries approximately 29,000 vehicles per day, including over 3,000 trucks.
- **Safety:** Most frequent crash type is fixed object on this highly critical corridor.

## Benefits If Funded

- **Mobility:** Interchange improvements reduce traveler delay caused by slower moving vehicles and congestion.
- **Safety:** Interchange improvements increase traveler safety for all users.



# Frisco Transit Center Phase 2

## Location

- Summit County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

Design and construction of Phase 2 of the Frisco Transit Center. Supports Summit Stage's service to Leadville, Fairplay, Breckenridge, and Keystone as well as Bustang to Denver and Grand Junction.

## Project Cost

- Project Total: \$5,537,892.00
- Original SB 267 Approved Funding (Dec 2019 TC): \$4.20 Million
- SB 267 Approved Funding (FY19-22): \$3,437,500.00
- Partner Funding: \$2,100,392.00

## What We Heard

"Regional transit networks are difficult to reach from others. RTD to Bustang to mountain services requires three different fares and careful timing to optimize travel time."

## Justification/Urgency

**Mobility:** Frisco and Summit County are regional centers for housing, employment, services, and recreation. A high percentage of historically underrepresented populations reside in the Region and may require additional mobility options.

## Benefits

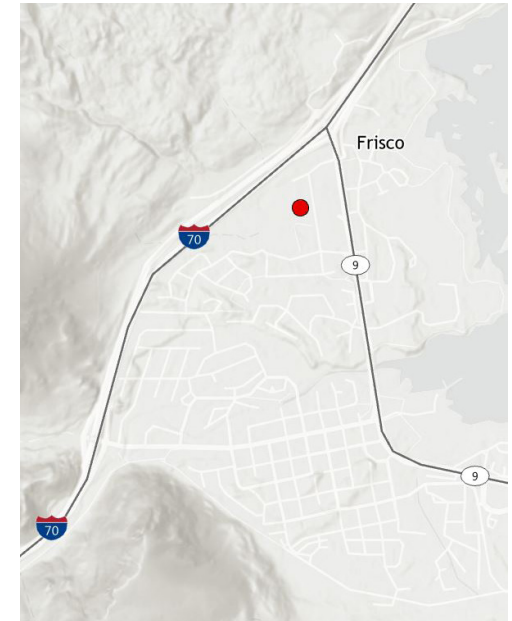
**Mobility:** Improved access to transit provides access to jobs, goods, education, and services, which often positively influences personal health and quality of life.

## Transit Connections

**Transit Connectivity:** Enhancing the Frisco Transit Center will allow residents and visitors to easily and reliably access transit services such as Summit Stage and Bustang's West Line.

## Project Partners

- Summit County





# US 24 Safety Improvements between Minturn and Leadville

## Location

US 24 between Minturn and Leadville

- Eagle County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

This project provides safety and mobility improvements along the corridor, including intersections, shoulders, and other necessary improvements.

## Project Cost

- \$9.6 million
- Priority project for FY27+ of the 10-Year Strategic Project Pipeline

## What We Heard

“US 24 is a highly traveled corridor with only 2' or less shoulders. It's a safety issue for both drivers and bicyclists.”

## Urgent Need

- **Mobility:** This scenic byway (Top of the Rockies) lacks shoulders, creating a stressful traveling environment for all users, particularly bicyclists.
- **Safety:** Shoulders are narrow or nonexistent in several sections. Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction.

## Benefits If Funded

- **Mobility:** Multimodal facilities enhance mobility for bicyclists on a High Demand Bicycle Corridor, enhancing public health.
- **Safety:** Safety improvements such as intersection reconfigurations and shoulder widening increase traveler safety for all users, including bicyclists. Shoulders provide space for disabled vehicles, enforcement, emergency response and/or maintenance activities, crash avoidance and/or recovery, and bicycle accommodation. Shoulders also improve sight distance and drainage.
- **Asset Management:** The project resurfaces the highway, improving the drivability life.



# RFTA Glenwood Maintenance Facility - Phase 3 and 7

## Location

- Garfield County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

Design and construction of new facility to house bus storage, bus fueling lane, new operations center and equipment storage as part of multi-phase Roaring Fork Transportation Authority (RFTA) Glenwood Springs campus for maintenance, operations, and a Regional Transit Center. It will also serve Bustang's West Line and the US Forest Service (USFS) Shuttle. In addition to other Federal funding, this project was awarded around \$24.5M from the Federal Transit Administration (FTA) in August and September 2020.

## Project Cost

- Project Total: \$46,100,000.00
- Original SB 267 Approved Funding (Dec 2019 TC): \$0.00
- SB 267 Approved Funding (FY19-22): \$2,976,000.00
- Partner Funding: \$43,124,000.00

## What We Heard

"Help RFTA to expand transit... Glenwood Springs is being choked by traffic, and there is nowhere to grow. We need other options."

## Justification/Urgency

**Mobility:** A high percentage of historically underrepresented populations and tourists rely on RFTA's services for commuting, accessing services, and recreation.

## Benefits

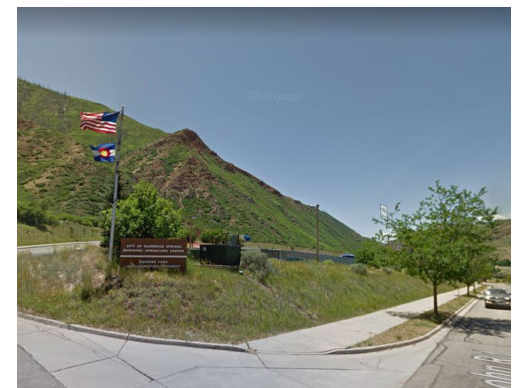
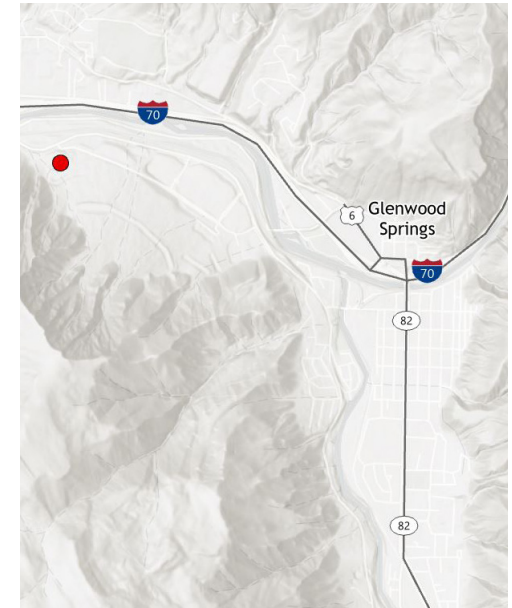
**Asset Management:** A bus storage facility provides a secure, protected environment for storing transit vehicles, thereby maximizing the useful service life. Vehicles operating in a state of good repair allow for a better rider experience and minimize service disruption.

## Transit Connections

**Transit Connectivity:** The RFTA Regional Transit Center will enable residents and visitors to easily access and connect to transit such as Bustang's West Line, USFS Shuttle, and other RFTA service.

## Project Partners

- FTA
- RFTA





# RFTA Aspen Maintenance Facility Improvement - Phase 9

## Location

- Pitkin County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

Replacement of existing underground fuel tanks with new, double-walled tanks and monitoring systems, in order to reduce the risk of leak or spill.

## Project Cost

- Project Total: \$1.25 Million
- Original SB 267 Approved Funding (Dec 2019 TC): \$1.00 Million
- SB 267 Approved Funding (FY19-22): \$1.00 Million
- Partner Funding: \$250,000

## What We Heard

“Need more options into the mountains that access communities off of I-70.”

## Justification/Urgency

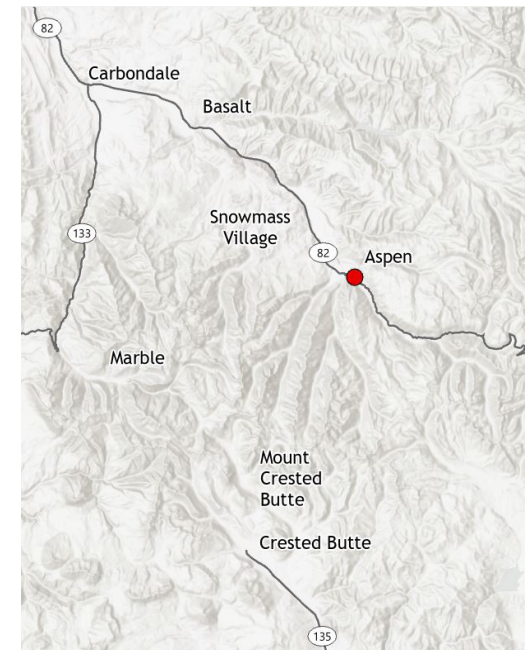
**Mobility:** A high percentage of historically underrepresented populations and tourists rely on the Roaring Fork Transportation Authority’s (RFTA) services for commuting, accessing services, and recreation.

## Benefits

**Asset Management:** The replacement of the underground fuel tanks will improve safety and reduce the risk of leaks or spills. Minimizing risk allows RFTA to have better service operations and improve the mobility of users.

## Project Partners

- RFTA



# Snowmass Village Transit Center

## Location

- Pitkin County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

Construction of multimodal transit center to consolidate and update two aging stops at Snowmass Village near commercial and recreational hub. Includes 12 bus bays on a transit deck with 100 parking spots beneath and 40 spots adjacent, as well as electric vehicle (EV) charging infrastructure and below-pavement glycol ice-melt system. Served by Roaring Fork Transportation Authority (RFTA), City of Aspen, Snowmass Village Shuttles, and microtransit.

## Project Cost

- Project Total: \$34.00 Million
- SB 267 Funding (FY19-22): \$4.50 Million
- 5339b Funding: \$13.5 Million
- Partner Funding: TBD

## What We Heard

“This town should have a RFTA transportation hub connecting the Hwy 82 BRT service to Glenwood Springs and Denver.”

## Justification/Urgency

**Asset Management:** Current infrastructure is more than 25 years old and nearing end of useful life.

**Mobility:** A high percentage of historically underrepresented populations (such as low-income workers) and tourists rely on transit in this area for commuting, and accessing services and recreation.

## Benefits

**Asset Management:** Replacing infrastructure will help to extend the useful life of the system and keep the system in a state of good repair for longer.

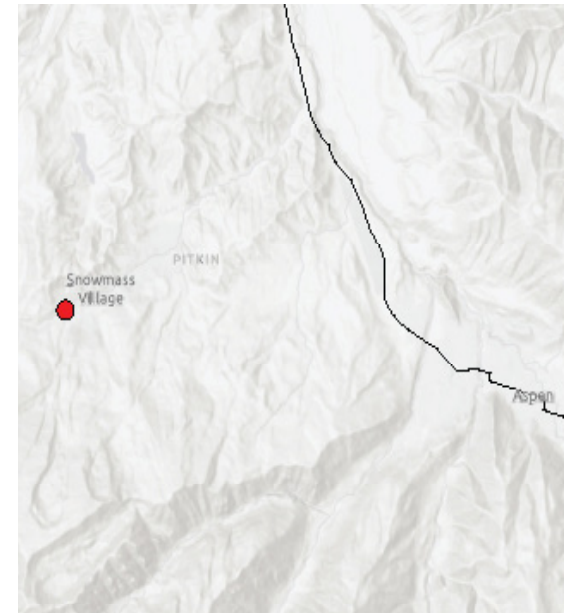
**Mobility:** Improved access to transit provides access to jobs, goods, education, and services, which often positively influences personal health and quality of life.

## Transit Connections

**Transit Connectivity:** The Snowmass Village Transit Center will enable residents, employees, and visitors to easily access and connect to transit such as Snowmass Village Shuttles and RFTA service.

## Project Partners

- RFTA
- Town of Snowmass Village
- City of Aspen



# Vail Intermodal Site

## Location

I-70

- Eagle County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

This project includes the design and construction of a new intermodal site in Vail. (No additional details available at this time.)

## Project Cost

- \$15 million
- Priority project for FY23-26 of 10-Year Strategic Project Pipeline

## What We Heard

“What transit should look like moving forward, more mobility focused, more multimodal, more Uber/Lyft type applications, how to solve first mile/last mile.”

## Justification/Urgency

- **Mobility:** Vail is a regional center for employment, services, and recreation. A high percentage of historically underrepresented populations, including people age 65+, people with disabilities, and minority residents, reside in Vail and may require additional mobility options.

## Benefits

- **Mobility:** An intermodal facility provides additional mobility options for people who live, work, and visit the Region to access jobs, goods, recreational opportunities, and services, which often positively influences personal health and quality of life.
- **Economic Vitality:** Creating transportation hubs often encourages adjacent development of businesses, such as restaurants, coffee shops, and other services.





# I-70 West: Dowd Canyon Safety and Capacity Improvements

## Location

I-70 between Avon and West Vail

- Eagle County
- Intermountain Transportation Planning Region
- CDOT Region 3

## Description

Safety and capacity improvements on I-70 through Dowd Canyon.

## Project Cost

- \$14 million in preconstruction
- Priority project for FY27+ of the 10-Year Strategic Project Pipeline

## What We Heard

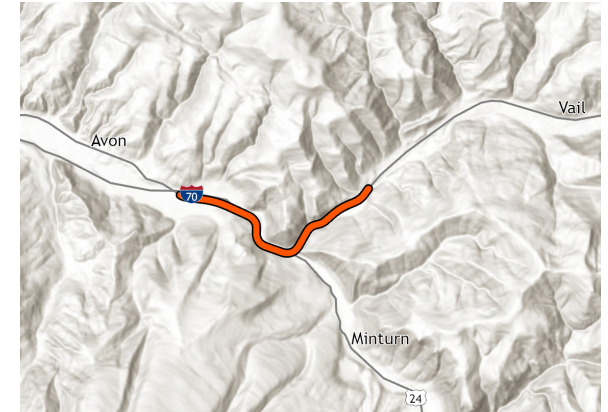
“Dowd Junction has a safety issue and no resilience since when it closes the detour route is on two-lane mountainous roads.”

## Urgent Need

- **Mobility:** This section of I-70 is a critical corridor for commuters, interstate travelers, and freight with approximately 42,000 vehicles per day, including nearly 3,300 trucks. With no redundancy to the transportation network, when incidents occur, the detour route for the 3-mile trip through the canyon becomes over 80 miles on a mountainous 2-lane road.
- **Safety:** Significantly higher crash rate compared to that of similar highways, indicating a high potential for crash reduction. Most frequent crash type is fixed object, and there is a pattern of crashes involving wildlife.

## Benefits If Funded

- **Mobility:** Capacity improvements enhance economic vitality and mobility by reducing travel delays and lengthy detours.
- **Safety:** Highway improvements increase traveler safety for all users, including trucks and heavy vehicles. A reduction of incidents will reduce the number of I-70 closures, leading to more consistent travel times.



# I-70 Business (Pitkin Avenue) Corridor Improvements between First Street and 15th Street

## Location

I-70 Business (Pitkin Avenue) in Grand Junction

- Mesa County
- Grand Valley Metropolitan Planning Organization
- CDOT Region 3

## Description

Reconstruction of First Street through Fifteenth Streets in the City of Grand Junction will improve operations and safety, meet current geometric design standards, and improve pedestrian safety in connection with a mobility hub.

## Project Cost

- \$40 million
- Priority project for FY19-22 and FY23-26 of 10-Year Strategic Project Pipeline

## What We Heard

“This intersection is a real safety issue for ped and bikes to cross.”

## Urgent Need

- **Mobility:** This Colorado Freight Corridor carries nearly 13,500 vehicles per day, including over 700 trucks. Lack of connectivity for bicycles and pedestrians.
- **Safety:** I-70 Business (Pitkin Avenue) is a Main Street through Grand Junction and is active with cars, trucks, pedestrians, and bicyclists interacting along the highway, which can create stressful, unsafe conditions for travelers. Most frequent crash type is broadside.
- **Asset Management:** Low drivability life.

## Benefits If Funded

- **Mobility:** Multimodal facilities enhance mobility and connectivity and encourage walking and biking, improving public health.
- **Safety:** Intersection and corridor improvements enhance safety for all users, including bicyclists and pedestrians.
- **Asset Management:** Roadway reconstruction improves drivability life. Sidewalk improvements ensure federal compliance of sidewalks along state highways.

