

TIGER III CDOT Pre-Application Form

- i. Project Title:** Eagle County Regional Airport Interchange and Connector Bridge
- ii. Short Project Description:** The proposed in Gypsum, Colorado will provide direct access to the airport from Interstate 70. Current access to the airport is through the town centers of Eagle and Gypsum via U.S. Highway 6, a narrow two-lane road. Because of continued growth in airport use as well as residential and commercial development in the area, traffic volumes for U.S. Highway 6 overload the road's capacity and cause severe congestion, impeding the economic growth of the airport and the region.
- iii. Project Application Selection Criteria:**
 - a. Long-term Outcomes:
 - i. State of Good Repair: Plan is consistent with relevant state, local and regional efforts. The multimodal approach is the accepted solution for our regional transportation needs and our means to a sustainable transportation system. FHWA and CDOT encourage and promote the development and implementation of multimodal transportation systems to improve air quality, mobility, capacity and safety. State, regional and local transportation planning agencies have recognized the need for the project since 1986.1 Based on airport enplanement projections and FHWA criteria for major intermodal facilities, this project was approved by FHWA in September 1998 and was designated as part of the National Highway System (NHS) because of its importance to the nation's economy, defense and mobility.
 - ii. Economic Competitiveness: Project will enable numerous long-term economic benefits. Colorado's commercial and general aviation airports are major economic catalysts. The Eagle County Regional Airport serves as a regional economic engine and has grown tremendously in the past decades. The airport helps support many positive economic benefits including an adjacent regional commercial district, adjacent residential communities and other industries in the county. One third of the county's jobs are directly tied to recreation and tourism. Another sixth of the workers are employed by construction companies.
 - iii. Livability: project will improve the quality of living and working environments and the experience for visitors from around the United States and the world. The project supports the region's vision of growth and quality of life while maintaining

environmental quality. The regional benefits of this project are significant, both in terms of the economic impact and the enhancement of the quality of living in the area. Residents of Eagle County need a safe, expedient means of commuting to their jobs and accessing area businesses. They rely on the ability of trucks to bring in affordable goods and services to the area. Their ability to live and work in the region depends on having access to affordable housing, which can only exist if developers can bring in supplies and labor in an affordable manner. Current levels of congestion and the resulting safety concerns on U.S. Highway 6 jeopardize these needs. The proposed project will address all of these needs both in the short and long term by alleviating traffic congestion and safety concerns.

- iv. Sustainability: Project improves energy efficiency, reduces dependence on oil and reduces greenhouse gas emissions. The proposed direct access to the Eagle County Regional Airport, with its fewer stops, will save gasoline and reduce emissions as compared to the longer distance with numerous stops, starts and idling which exists with current travel patterns and mode share. Providing multimodal options for I-70 travelers may mitigate regional congestion from Denver. A more attractive air alternative and quicker access to resort centers will reduce Vehicle Miles Traveled (VMT) and pollution emission from the 130-mile drive from Denver.
- v. Safety: Project will reduce the number, rate and consequences of crashes, injuries and fatalities among drivers and non-drivers on U.S. Highway 6. The impetus for this critical project was access and safety. The connector bridge was designed to cross over existing railroad (UPRR) and U.S. Highway 6 to achieve better traffic flow on the bridge and improve safety on U.S. Highway 6. In addition, all intersections are controlled by roundabouts. Roundabouts have proven to be safer for both drivers and pedestrians than signalized intersections. A reduction of 39 percent of all crashes, 76 percent of injury crashes and 90 percent fatalities have been documented.
- vi. Evaluation of Expected Project Costs and Benefits: Project will benefit the region in many ways. Through enhanced transportation, benefits can be realized through economic gains and improved quality of life through mobility and safety. Benefits were analyzed via two separate methods. System upgrade analysis was performed with the Federal Highway Administration's web-based Highway Project Benefit-Cost Analysis System, BCA.net. DecisionTek LLC, developer of BCA.net, performed the analysis.²² The

economic benefit analysis was derived from best practices. All costs and benefits were normalized to present value (PV) and discounted three percent and seven percent for comparison. As summarized in Table 2, the net benefit-cost (B/C) ratio with seven percent and three percent discount rate is 20.56 and 21.36, respectively.

- b. Job Creation & Economic Stimulus: Grant funds will be spent expeditiously. The project is completely designed and ready to advertise immediately following award of a TIGER II Discretionary Grant. Final utilities approval from Union Pacific Railroad is in progress. From the Notice-to-Proceed, project will take approximately 25 months to construct. Project will create and sustain many direct jobs. Per ARRA guidelines, a job is defined as full time employment for one year. An estimated 409 construction jobs will be created by this project.²³

- iv. **Total Project Cost:** \$62,500,000

- v. **Project TIGER III Request Amount:** \$49,500,000

- vi. **Project TIGER III Match Amount (source):** \$13,000,000 in cash and debt initiatives from Eagle County, Town of Gypsum and Private entities

- vii. **Project Type:** Multimodal

- viii. **Requesting TIGER III TIFIA Payment:** No

- ix. **Type of Jurisdiction where the project is located:** Rural, Eagle County (Non-EDA)

- x. **NEPA Status Project:** Completed

TIGER III CDOT Pre-Application Form

- i. **Project Title:** Interstate 70 Mountain Corridor: Active Traffic Management (ATM) System Implementation (Mt. Vernon Canyon)
- ii. **Short Project Description:** This project would be consistent with the “non-infrastructure component” portion of the I-70 Mountain Corridor EIS preferred Alternative. This project would consist of an Active Traffic Management System (ATM) for reducing congestion and maximizing throughput in one of the most heavily travelled sections of I-70; from Chief Hosa to Golden/Morrison (Mile Posts 253-259) eastbound, an area with continuous downhill grades of up to 6 percent. Specifically, ATM alternatives which include - but are not limited to - speed harmonization, queue warning, temporary (“hard”) shoulder running, and dynamic truck restriction. Variable Speed Limit per lane and Incident Lane Restriction messaging would be employed individually or in combination to actively manage traffic to improve safety, and increase trip reliability.

Currently, the speed limits on this downhill (6%) segment of the interstate are posted variably between trucks and regular vehicles. Truck speed limit is posted at 35 MPH whereas regular vehicles are 55MPH. For years, motorists have complained and claimed inappropriate speed limits. However, due to safety reasons potential unsafe “speed differential”, the current posted static speed limits remain.

CDOT’s ultimate goals are the safe free-flow speeds and increased levels of service in the I-70 Corridor. As the TRB notes, “All of these strategies center on the theme of getting more out of facilities already in place.”

This first phase implementation project would remove the currently static speed limit signs and replace them with a series of dynamic full-color, full matrix overhead gantries, spaced approximately one half to one mile apart in the eastbound (downhill) direction at the final approach to the Denver metropolitan area from Mount Vernon Canyon. These overhead gantries would be operated by the Colorado Transportation Management Center (CTMC) and assign a specific speed limit and use restriction for each of the three lanes, based on external factors (e.g., congestion, inclement weather, slow moving freight trucks weaving with fast moving passenger vehicles). In addition, the matrices could immediately warn travelers of approaching bottleneck points, traffic incidents, work zones, or other real-time highway conditions.

- iii. **Project Application Selection Criteria:**
 - a. Long Term Outcomes:
 - i. Safety and Mobility improvements
 - b. Job Creation and Economic Stimulus
- iv. **Total Project Cost:**\$6.0M
- v. **Project TIGER III Request Amount:**\$3.0M
- vi. **Project TIGER III CDOT Match Amount (source):** Colorado FASTER Safety (Senate Bill 09-108) funding
- vii. **Project type:** Interstate Highway
- viii. **Whether the project is requesting a TIGER II TIFIA Payment:** No
- ix. **Type of jurisdiction where the project is located (urban or rural):** Rural (Jefferson County, Colorado)
- x. **NEPA Status of Project:** A recent and similar overhead dynamic messaging system project in the I-70 Mountain Corridor was cleared through a Categorical Exclusion process. This project would also be

cleared under a CatEx. CDOT is committed to conducting the Context Sensitive Solutions (CSS) process for this traffic and safety implementation project.

TIGER III CDOT Pre-Application

- i. **Project Title:** I70B widening (Phase II) between 24³/₄ Road and east of Rimrock Avenue
- ii. **Short Project Description:** This safety project will replace the existing I70B asphalt main lanes and frontage roads with a six-lane concrete roadway, medians and frontage roads from 24 ³/₄ Road to east of Rimrock Avenue. Roadside ditches will be enclosed, signals upgraded and pedestrian sidewalks added. Access will be restricted to critical intersections.
- iii. **Project Application Selection Criteria (which Primary Selection Criteria will the application be written for?):**
 - a. Long Term Outcomes: **Safety** - The average injury rate for the I70B corridor as a whole is 60% higher than the statewide average for similar corridors.

Improvements to I-70B are necessary due to higher traffic retail uses, which have resulted in traffic volumes and access needs inconsistent with the original frontage road system. As a result, traffic capacity is hampered, and accidents are higher than similar roadways across the state. The improvements will complement the Riverside Parkway corridor, a locally funded project completed in 2008. The Parkway provides congestion relief along portions of I-70B east of the proposed project. The completion of I-70B Phase II will provide congestion relief and greater safety along those portions of the corridor not positively impacted by Riverside Parkway.
 - b. Job Creation and Economic Stimulus: Short-term employment will occur as part of the construction project. The number of jobs to be created over the construction term (9 months) is estimated to average 75.

In addition, I-70B is an important regional commercial corridor providing access to most of Grand Junction's commercial and business areas. Further, the corridor, also designated as U.S. 50, serves as a gateway between Utah and southwest Colorado. Two economically distressed areas (EDAs) in Colorado, Delta (9.4% unemployment rate) and Montrose (10.6% unemployment rate) counties, are located immediately south of Mesa County and will be directly affected by the project. EDAs also impacted in Utah include Grand County (10.1% unemployment rate) and parts of San Juan County (10.0% unemployment rate). Mesa County, while not an EDA, has an unemployment rate of 10.3% and this project will provide an economic boost for the area.
- iv. **Total Project Cost:** \$14,309,000
- v. **Project TIGER III Request Amount:** \$10,000,000
- vi. **Project TIGER III CDOT Match Amount (source):** In FY 2012 and 2013, the TIP identifies \$4,309,000 in Colorado FASTER funds.
- vii. **Project type:** 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):** Urban
- x. **NEPA Status of Project:** NEPA Complete

I-70B Tiger III Grant

I-70B is the backbone of the transportation system in the Grand Valley, connecting the heart of the business/industrial district to I-70 and US 50/US 6. Based on analysis performed in the I-70B Corridor Study; improvements along I-70B will **provide the most effective** improvement to achieve transportation mobility in Mesa County. Improvements to I-70B are necessary due to higher traffic retail uses, which have resulted in traffic volumes and access needs inconsistent with the original frontage road system. As a result, traffic capacity is hampered, and **accidents are higher than similar roadways across the state.**

Local Significance/Competitiveness

- 27% of Grand Junctions Retail Business is conducted along the corridor.
- I-70B corridor has been the top priority for the GVMPO since 2003; with \$9.5 Million Local, State and Federal funds invested to **complete the NEPA and ROW acquisition and Utility relocation** for this project. Phase I was constructed this year at a cost of \$12.8 Million in State and Federal funds.
- **Local support** in funding expenditures of over \$100,000,000 dollars in just the last 5 years have improved connectivity to, and around I-70B, including Riverside Parkway construction. The result is an overall improvement for levels of service on most of I-70B. TIGER III dollars will be used to improve the safety and efficiency of the section of I-70B that was not positively impacted by Riverside Parkway.

Statewide Significance/Competitiveness

I-70B supports numerous Energy Supply/Distribution Yards and is the key connection to I-70 that supports the Energy Circle in Western Colorado, Eastern Utah, and Northwestern Wyoming.

- Within the corridor will be a major inter-modal center, including **inter-city, Intra- State and nationwide travel** through Grand Valley Transit, Greyhound, and TNM&O bus service and connection to Amtrak.
- **This project is shovel ready.** NEPA is complete and the project is ready to advertise.
- Geographical distribution is critical for a statewide transportation system and this is the only CDOT project submitted from the Western Slope for TIGER III Grant Funding.

National Significance/Competitiveness

- This corridor is the Gateway into Western Colorado and the Grand Junction Community from the Western United States.
- The I-70B Corridor is the connection for all traffic coming from Southwest Colorado to and from Utah via I-70.
- Mesa County has a current **unemployment rate of 10.3%**, which is among the highest in the state. In addition, the adjacent counties of Delta, Montrose, Grand County Utah, and San Juan County Utah, are all listed as EDA communities and jobs resulting from this project will have a direct impact on all of these bordering counties on the Western Slope.
- U.S. Bureau of Economic Analysis announced that Grand Junction was one of only four metro areas in the US to show a **decline in personal income.**
- This Project currently has a programmed matching to federal funding of over 30%. Region 3 is requesting \$ 10 Million in grant funding for a total project request of \$ 14.3 Million.

I-70B Phase One Construction



BEFORE



AFTER

