

Glenwood Canyon route approved

On February 20, 1976, A.J. Siccardi, Division Administrator for the Colorado Division of Federal Highway Administration notified E.N. Haase, Chief Engineer for the Colorado Division of Highways that the Glenwood Canyon route had been approved for Interstate 70 between Glenwood Springs and Gypsum. This action followed years of study and discussion beginning with a public hearing held in Glenwood Springs in 1963 at which the Canyon route was discussed.

The decision will not only allow designs within the Canyon to proceed, but will enable construction of I-70 to be extended west of Eagle where the freeway presently ends. Design of I-70 from Gypsum to Eagle was essentially completed in 1968, but construction has been delayed pending a decision on the location of I-70 west of Gypsum.

By late summer of this year a contract for the first segment west of Eagle should be underway. Before the end of the year, a second contract will extend grading of I-70 westerly to Gypsum. Surfacing contracts will be awarded in 1977. Present schedules call for additional contracts to Dotsero and to the east end of Glenwood Canyon during 1977. The freeway should be completed from the east end of the Canyon to Eagle by the fall of 1978.

Newsletter to be issued monthly

In order to keep everyone informed as to the events and progress of discussions relating to development of design of I-70 through Glenwood Canyon, the

Division of Highways will issue this newsletter monthly. Distribution will be widespread locally.

Those of you wanting to be placed on a mailing list for a personal copy, please drop a note to: District Engineer, Box 2107, Grand Junction, Colorado 81501.

Send your suggestions and comments to the same address. A sampling will be published each month as space permits.

Is the highway needed?

Get a map of the state of Colorado. Heavy up all east-west arterials across Colorado West. You will find these to be US 40 to the north, I-70-US 6 across the central portion of the state, US 50 across the south central part, and US 160 across the south of Colorado. Our mountainous terrain prohibits development of other routes. The I-70 corridor is a vital transportation corridor since none other is possible across central Colorado.

Over 10,000 vehicles traveled through the Canyon one day last August. Average vehicle counts for every day of last August exceeded 8,000. If present trends continue, by 1996 over 21,000 vehicles will travel through the Canyon on an average August day. Peak days will far exceed the average.

Accident rates in the Canyon average over three times those experienced on typical two lane rural roads in Colorado. Accident rates are in the range of ten times those experienced for completed sections of interstate freeways in Colorado.