



CITY OF FRUITA
ENGINEERING DEPARTMENT

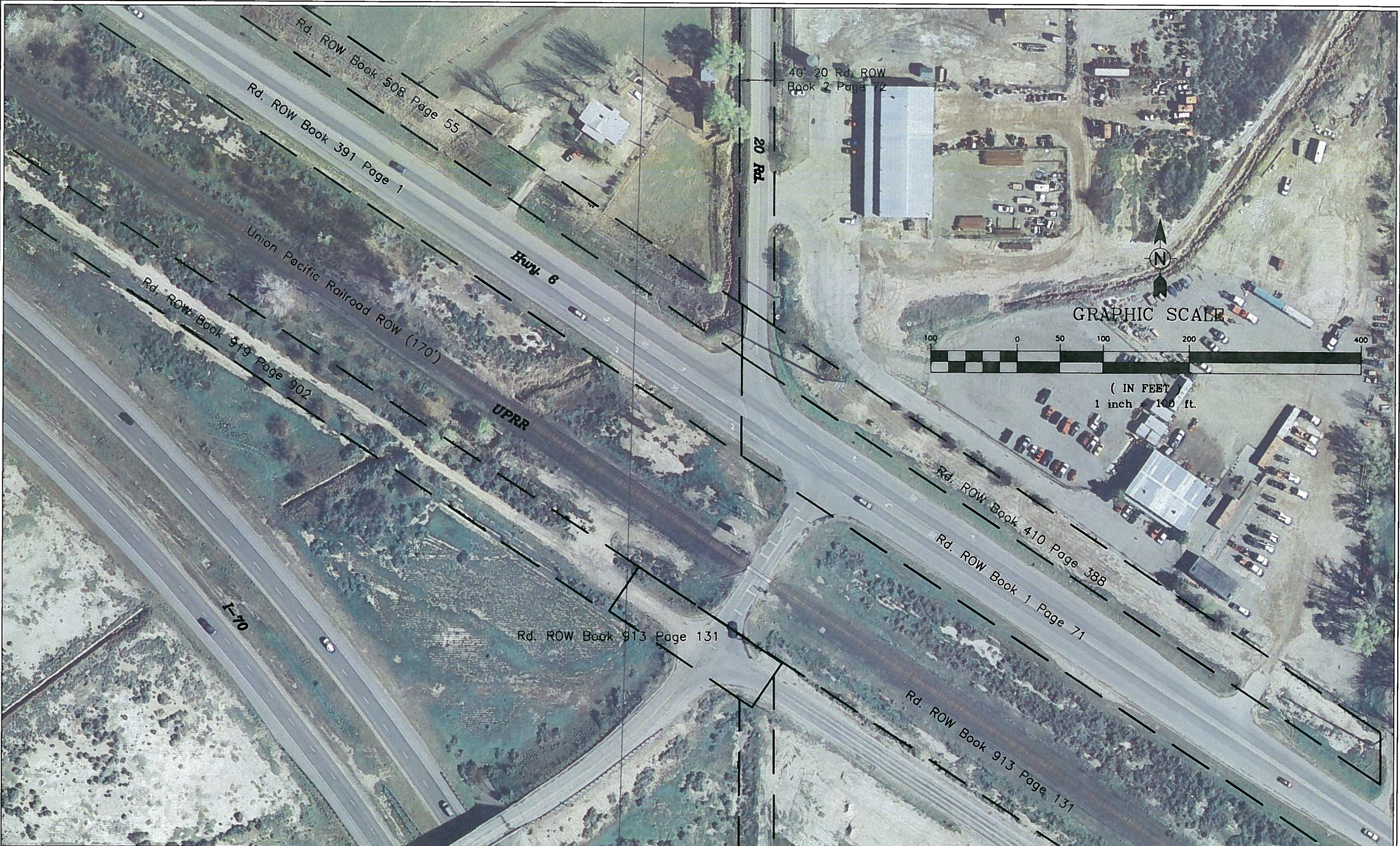
SCALE
HORIZONTAL: 1"=100'
VERTICAL: N/A

REVISION: _____ DATE: _____
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CDOT 2010 Intersection Analysis and
Prioritization - 17 Rd. & Hwy. 6 R.O.W. Map

FILE: BASE.dwg
SHEET: 1 OF 1

SURVEYED BY: _____
 DATE: _____
 DRAWN BY: CLD
 DATE: 11/30/2010
 CHECKED BY: _____



CITY OF FRUITA
ENGINEERING DEPARTMENT

SCALE
HORIZONTAL: 1"=100'
VERTICAL: N/A

REVISION: _____	DATE: _____
REVISION: _____	DATE: _____
REVISION: _____	DATE: _____

CDOT 2010 Intersection Analysis and
Prioritization - 20 Rd. & Hwy. 6 R.O.W. Map

FILE: BASE.dwg
SHEET: 1 OF 1

SURVEYED BY: _____
DATE: _____
DRAWN BY: CLD
DATE: 11/30/2010
CHECKED BY: _____



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City Manager's
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City Clerk/Finance
970-858-3663

Community
Development
970-858-0786

Engineering
970-858-8377

Human Resources
970-858-8373

Public Works
970-858-9558

Recreation Dept.
970-858-0360

December 15, 2010

Emily Gloeckner, P.E.
Fehr & Peers Transportation Consultants
621 17th Street, Suite 2301
Denver, CO 80293

RE: CDOT Region 3 Intersection Analysis and Prioritization
City of Fruita

Dear Ms. Gloeckner,

The City of Fruita would like to submit three intersections for your consideration and evaluation in response to the request for applications for CDOT Region 3. The following three intersections have safety and/or operational issues that the City of Fruita would like to be considered in your evaluation:

1. US 6 and 17 Road Intersection
2. US 6 and 20 Road Intersection
3. SH 340 and Kingsview Road Intersection

Since all of these intersections are on-system facilities for CDOT, the City of Fruita, unfortunately, does not have a great deal of data on any of the above mentioned intersections. However, I have included some information on the attached applications for your use. It should also be noted that highway Access Control Plans have been completed for the both US 6 and SH 340 corridors and have completed some initial evaluations for each of these intersections. Additionally, I do know that the CDOT Project Manager, Alisa Babler, is quite familiar with both US 6 intersections mentioned above and may be able to provide additional data.

I appreciate your assistance in persuing this overwhelming task and look forward to your findings. If you should have any questions about these intersections, please do not hesitate to contact me.

Sincerely,

CITY OF FRUITA

Kenneth A. Haley, P.E.
City Engineer



Kingsview Rd.

GRAPHIC SCALE



(IN FEET)
1 inch = 100 ft.

Rd. ROW Book 949 Page 588

Hwy. 340

CITY OF FRUITA
ENGINEERING DEPARTMENT

SCALE
HORIZONTAL: 1"=100'
VERTICAL: N/A

REVISION: _____ DATE: _____
REVISION: _____ DATE: _____
REVISION: _____ DATE: _____

CDOT 2010 Intersection Analysis and
Prioritization - Kingsview Rd. & Hwy. 340
R.O.W. Map

FILE: BASE.dwg
SHEET: 1 OF 1

SURVEYED BY: _____
DATE: _____
DRAWN BY: CLD
DATE: 11/30/2010
CHECKED BY: _____

Region 3 Intersection Analysis and Prioritization
Intersection Application

Requesting Agency

Agency Name	City of Fruita
Contact Person	Ken Haley, PE
Title	City Engineer
Email	khaley@fruita.org
Phone Number	(970) 858-8377
Mailing Address	Ken Haley, City Engineer 325 E. Aspen Ave. Fruita, CO. 81521

Intersection Location

Highway (example, US 50)	Highway 340		
Highway Milepost	2		
Local Cross Street name	Kingsview Rd.		
Is the Cross Street (check one)	Public ROW <input checked="" type="checkbox"/>	Private Drive <input type="checkbox"/>	Other <input type="checkbox"/>

DEPARTMENT OF TRANSPORTATION
Traffic & Safety Section

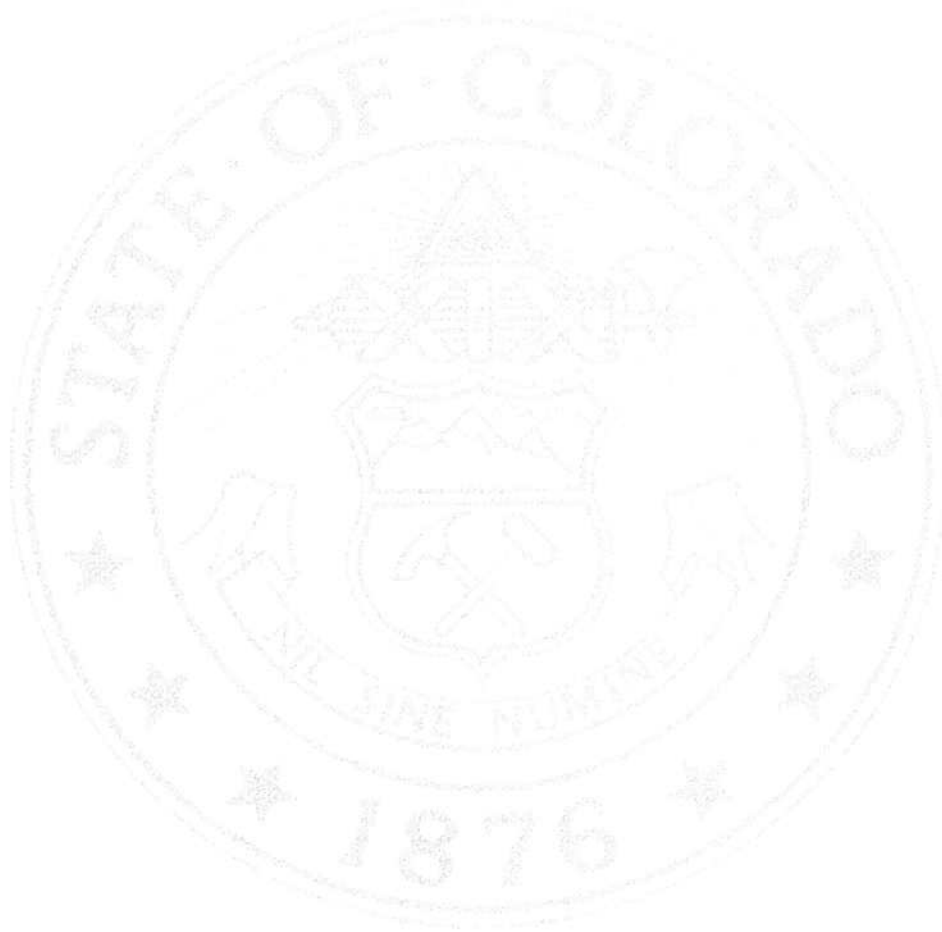
Intersection Information

Type of Intersection (check one)	Signal	Minor St Stop X	All Way Stop	Other:
Nearby Driveways	Yes: Distance between intersections:			No
Traffic Mix (check all that apply)	Trucks X	Pedestrians	Bicycles X	Other:
Intersection Issues	Please describe the types of safety or operational issues at the intersection.			
Safety Issues:	No acceleration or deceleration lanes for local street intersection. This is a significant safety concern due to the high speeds experience on SH340, which is at posted at 55 MPH, but is also on a steep downhill grade (over 8%) heading north which tends to result in higher speeds for northbound traffic.			
Operational Issues:	Kingsview Road serves as the only access to an existing residential subdivision, a City-owned open space park, and a heavy recreationally-used BLM properties.			

Intersection Deficiencies

Please provide a brief description of the existing intersection deficiencies and associated safety concerns, including time of the concerns (day of the week/hour(s)/seasons/time/weekday/weekend/holiday/etc):

Lack of acceleration and deceleration lanes on SH 340 result in safety concerns for turning traffic. Turning movements are of most concern for traffic turning left (northbound) onto SH 340 from Kingsview Road during the morning peak hours.

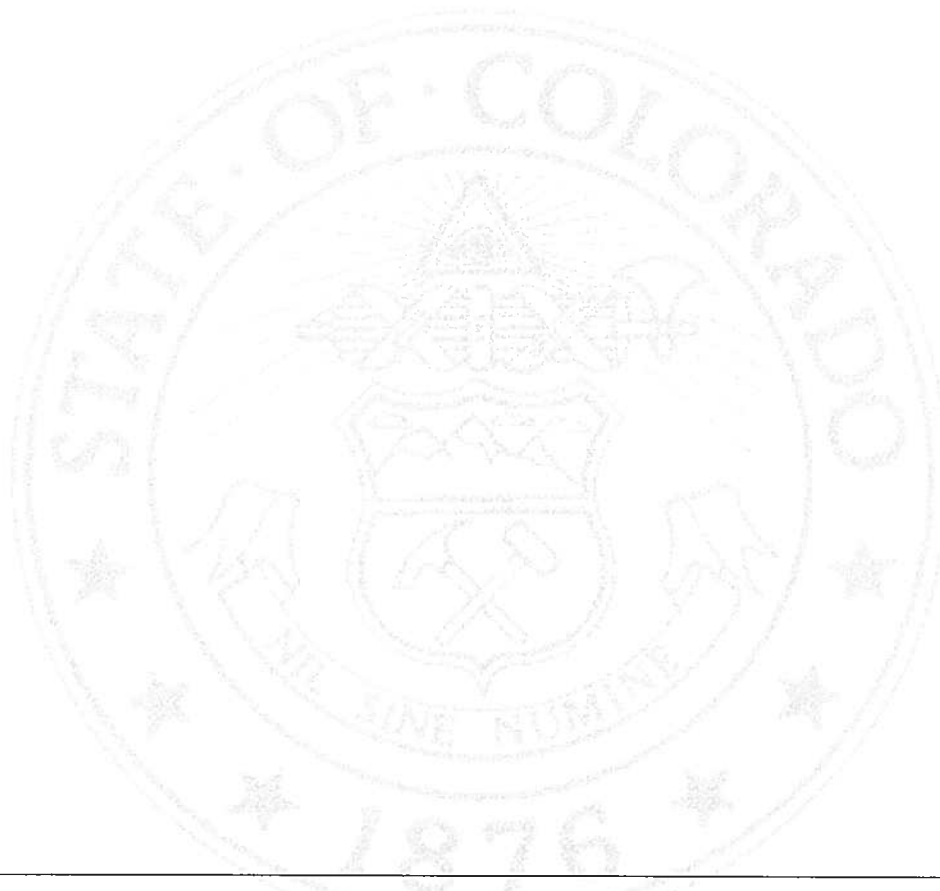


DEPARTMENT OF TRANSPORTATION
Traffic & Safety Section

Mitigation

Please provide a brief description of possible mitigations, improvements, and/or projects to mitigate the safety concerns at the intersection:

Construction plans have been completed for construction of acceleration and deceleration lanes on SH 340 for Kingsview Road traffic.



Are there any existing plans for improvements for this intersection? Yes/No. If yes, please explain:

Yes. Construction plans have been completed.

Are any additional funding sources available for this project: Yes/No. If yes, please explain:

State Transportation Improvement Program has allocated \$250,000 toward improvements in 2013 Budget Year. Total Project Cost estimated at \$885,000

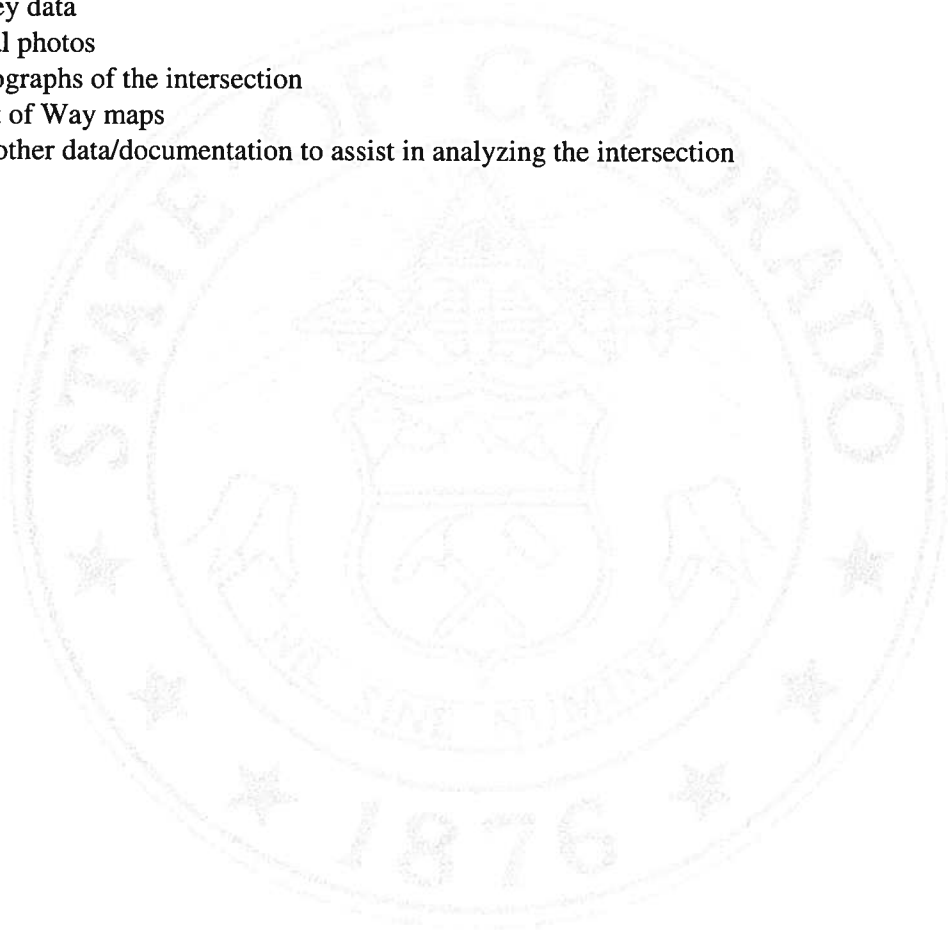
Does this intersection have impacts to adjacent intersections, roadways, etc? If yes, please explain:

No significant impacts to other intersections.

Additional Information

To assist in analyzing the intersection please attach the following information if available/applicable:

- Accident data, including police reports if available
- Traffic Volumes, such as AADT/ADT, peak hour volumes, peak hour turning movement counts
- Traffic Studies
- Pedestrian Counts
- Bicycle Counts
- Existing signal timing or Synchro files
- Existing construction plans
- Survey data
- Aerial photos
- Photographs of the intersection
- Right of Way maps
- Any other data/documentation to assist in analyzing the intersection





Intersection of Kingsview Road and Highway 340, looking north. Note lack of accel/decel lanes and narrow width of highway in this location.



Intersection looking south/southwest.



Intersection of 17 Road (Greenway Dr./Coulson St.) and Highway 6, looking north. 17 Road north of highway has been realigned to intersect Hwy. 6 at a 90° angle. Misalignment of north/south street is apparent in this photo.



Intersection of 17 Road and Highway 6, looking south. Realignment of 17 Rd. north of highway is apparent in this photo. Note the railroad crossing signs south of highway. These signs straddle the alignment of 17 Road south of Highway 6.

Region 3 Intersection Analysis and Prioritization
Intersection Application

Requesting Agency

Agency Name	City of Fruita
Contact Person	Ken Haley, PE
Title	City Engineer
Email	khaley@fruita.org
Phone Number	(970) 858-8377
Mailing Address	Ken Haley, City Engineer 325 E. Aspen Ave. Fruita, CO. 81521

Intersection Location

Highway (example, US 50)	Highway 6		
Highway Milepost	20		
Local Cross Street name	17 Rd. (Coulson St.)		
Is the Cross Street (check one)	Public ROW X	Private Drive	Other

Intersection Information

Type of Intersection (check one)	Signal	Minor St Stop X	All Way Stop	Other:
Nearby Driveways	Yes: X Distance between intersections: 120'			No
Traffic Mix (check all that apply)	Trucks X	Pedestrians X	Bicycles X	Other:
Intersection Issues	Please describe the types of safety or operational issues at the intersection.			
Safety Issues:	<p>This intersection is in close proximity to the Union Pacific railroad crossing located approximately 120 feet south of the Highway 6 intersection.</p> <p>The 17 Road right-of-way intersects US 6 at approximately a 38 degree skew angle. However, the north leg of the intersection has been realigned to intersect while the south leg remains at its skewed location, which results in a offset alignment.</p>			
Operational Issues:	<p>This intersection not only serves as the major truck route access to the I-70 Interchange, but it also serves as one of only three accesses to the over 800 acres of developed, or developable, industrial-zoned properties located south of Highway 6.</p> <p>The volumes of traffic experienced at this intersection are projected to increase significantly with the development of the industrial zoned Business Park.</p>			

Intersection Deficiencies

Please provide a brief description of the existing intersection deficiencies and associated safety concerns, including time of the concerns (day of the week/hour(s)/seasons/time/weekday/weekend/holiday/etc):

Intersection deficiencies are mainly attributed to safety of off set alignment of intersection, close proximity to the railroad crossing and inadequate accel/decel lanes on US 6.

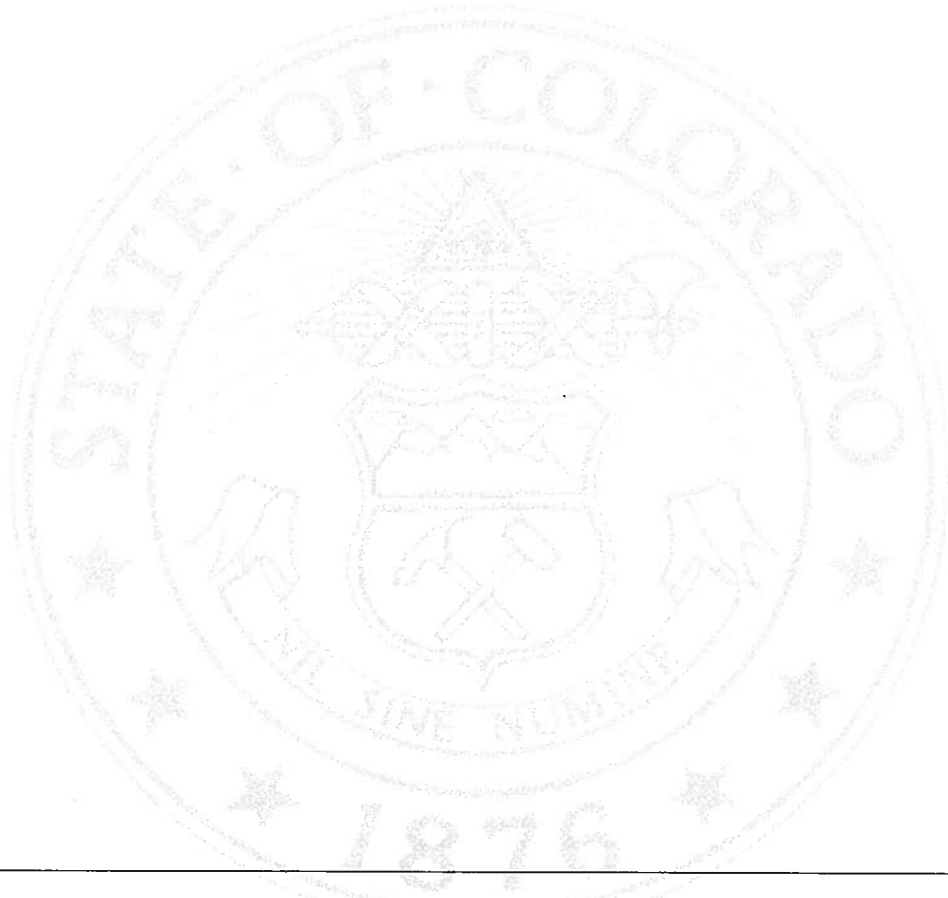


Mitigation

Please provide a brief description of possible mitigations, improvements, and/or projects to mitigate the safety concerns at the intersection:

The City of Fruita has been awarded a Hazard Mitigation Grant to install lights and gates for the railroad crossing immediately south of US 6.

Realigning 17 Road and signaling the intersection has ultimately been the recommendation from previous traffic studies.



Are there any existing plans for improvements for this intersection? Yes/No. If yes, please explain:

Yes, various traffic studies have been done for the developing industrial park, which include traffic projections and recommended intersection improvements. All plans have been submitted to CDOT for various access permits associated with the industrial park.

Are any additional funding sources available for this project: Yes/No. If yes, please explain:

There are potential funding sources available from developers of the adjacent industrial park as properties are developed.

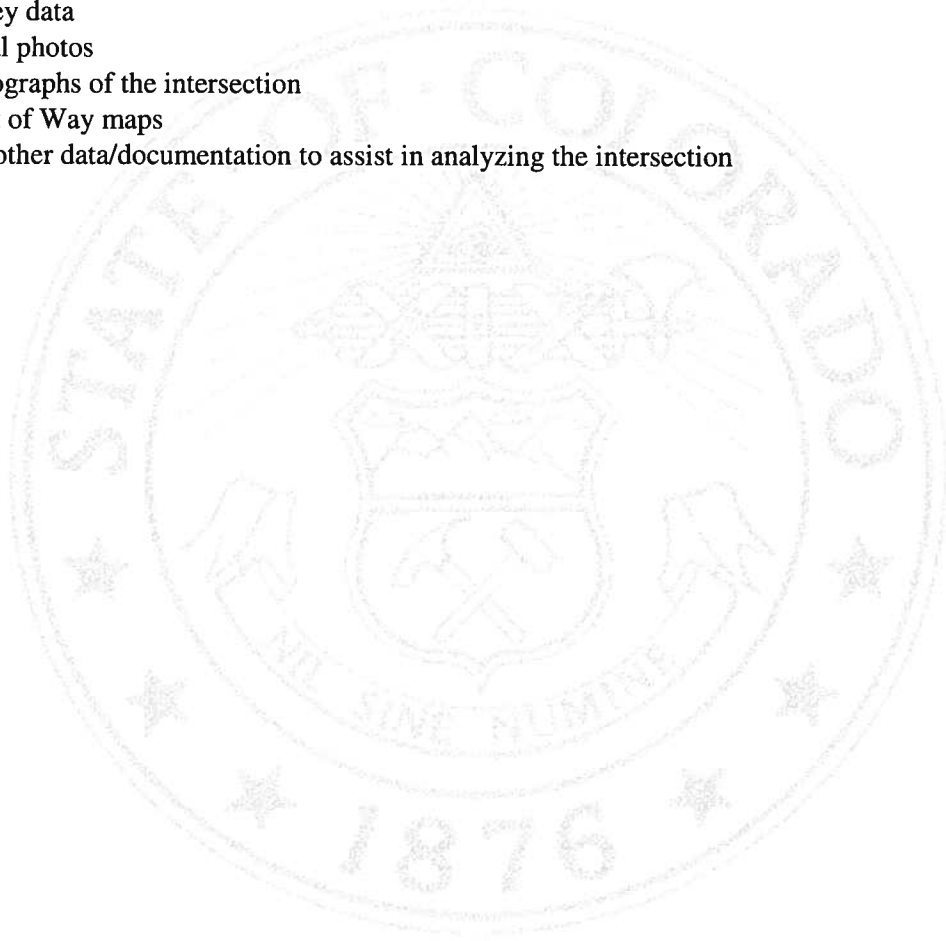
Does this intersection have impacts to adjacent intersections, roadways, etc? If yes, please explain:

Yes, 17 Road and Aspen Avenue could be impacted as there is not a significant amount of stacking distance available between these two intersections, and US6&Willow Street Intersection.

Additional Information

To assist in analyzing the intersection please attach the following information if available/applicable:

- Accident data, including police reports if available
- Traffic Volumes, such as AADT/ADT, peak hour volumes, peak hour turning movement counts
- Traffic Studies
- Pedestrian Counts
- Bicycle Counts
- Existing signal timing or Synchro files
- Existing construction plans
- Survey data
- Aerial photos
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- Right of Way maps
- Any other data/documentation to assist in analyzing the intersection



ay. 2023

ay. 2023

Region 3 Intersection Analysis and Prioritization
Intersection Application

Requesting Agency

Agency Name	City of Fruita
Contact Person	Ken Haley, PE
Title	City Engineer
Email	khaley@fruita.org
Phone Number	(970) 858-8377
Mailing Address	Ken Haley, City Engineer 325 E. Aspen Ave. Fruita, CO. 81521

Intersection Location

Highway (example, US 50)	US 6 & 50		
Highway Milepost	23/24		
Local Cross Street name	20 Road		
Is the Cross Street (check one)	Public ROW X	Private Drive	Other

DEPARTMENT OF TRANSPORTATION

Traffic & Safety Section

Intersection Information

Type of Intersection (check one)	Signal	Minor St Stop X	All Way Stop	Other:
Nearby Driveways	Yes: Distance between intersections:			No
Traffic Mix (check all that apply)	Trucks X	Pedestrians X	Bicycles X	Other:
Intersection Issues	Please describe the types of safety or operational issues at the intersection.			
Safety Issues:	<p>This intersection is in close proximity to the Union Pacific railroad crossing located approximately 120 feet south of the highway intersection.</p> <p>The north leg of 20 Road intersects US 6 at approximately a 32 degrees skew angle, while the south leg is offset and intersects perpendicular. This results in an off set, unsignalized, intersection with inadequate acceleration lanes for left turning movements onto the highway, which has a posted speed of 55 MPH.</p> <p>Accident history for this intersection should support safety concerns.</p>			
Operational Issues:	<p>This intersection sees a high volume of traffic since the south leg serves as the access for the overpass over I-70 and access to River Road.</p> <p>Traffic volumes on US 6 also make it difficult to safely make left turns onto the highway.</p>			

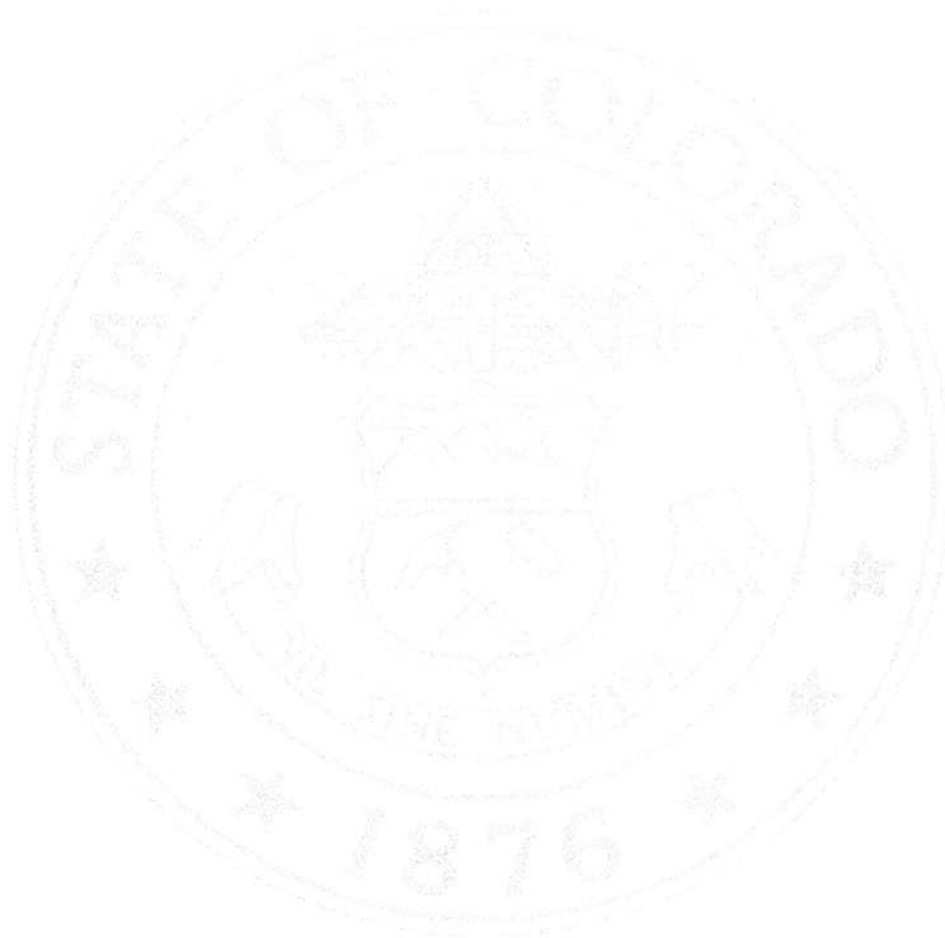
DEPARTMENT OF TRANSPORTATION

Traffic & Safety Section

Intersection Deficiencies

Please provide a brief description of the existing intersection deficiencies and associated safety concerns, including time of the concerns (day of the week/hour(s)/seasons/time/weekday/weekend/holiday/etc):

Inadequate acceleration lanes for left turning movements onto Highway 6 due to offset alignment of 20 Road intersection. Difficulties in safely turning left onto the highway is evident in peak and off-peak hours due to the high speeds and volumes of traffic on US 6.



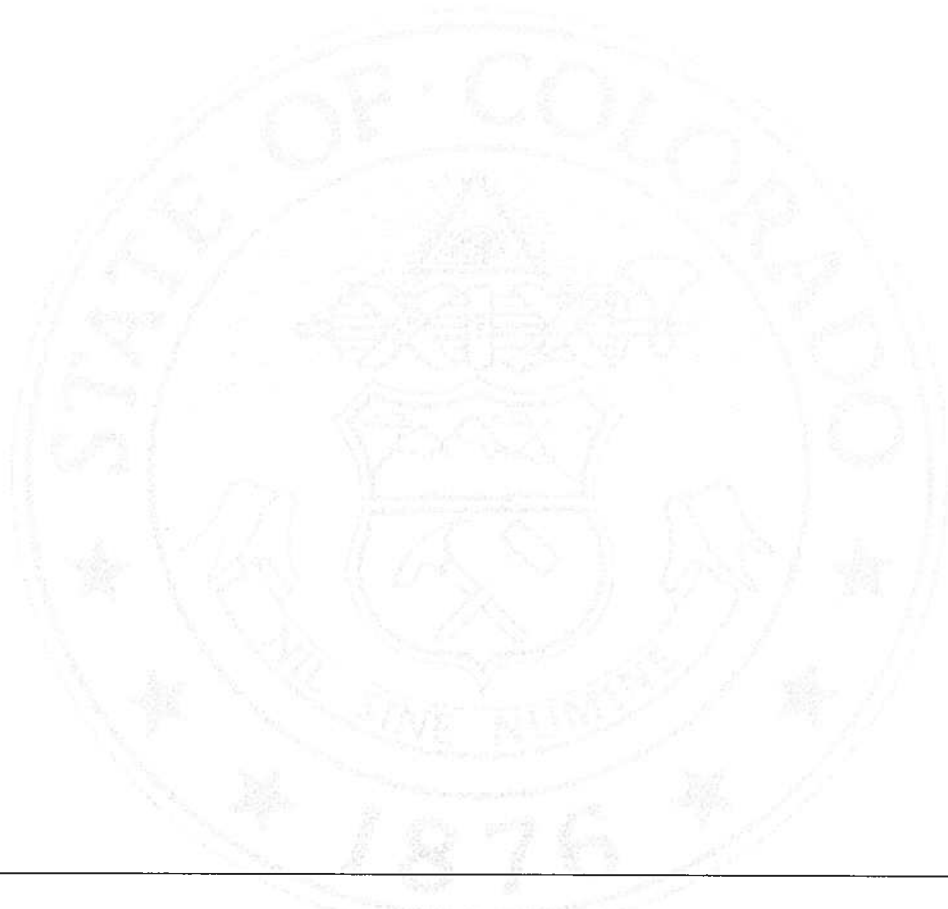
DEPARTMENT OF TRANSPORTATION

Traffic & Safety Section

Mitigation

Please provide a brief description of possible mitigations, improvements, and/or projects to mitigate the safety concerns at the intersection:

US 6 Access Control Plan recommends realigning and signalizing 20 Road. Signalization would help improve safety of left turning movements onto the highway.



Are there any existing plans for improvements for this intersection? Yes/No. If yes, please explain:

None known

Are any additional funding sources available for this project: Yes/No. If yes, please explain:

None known

Does this intersection have impacts to adjacent intersections, roadways, etc? If yes, please explain:

Yes, River Road and 20 Road intersection due to close proximity.

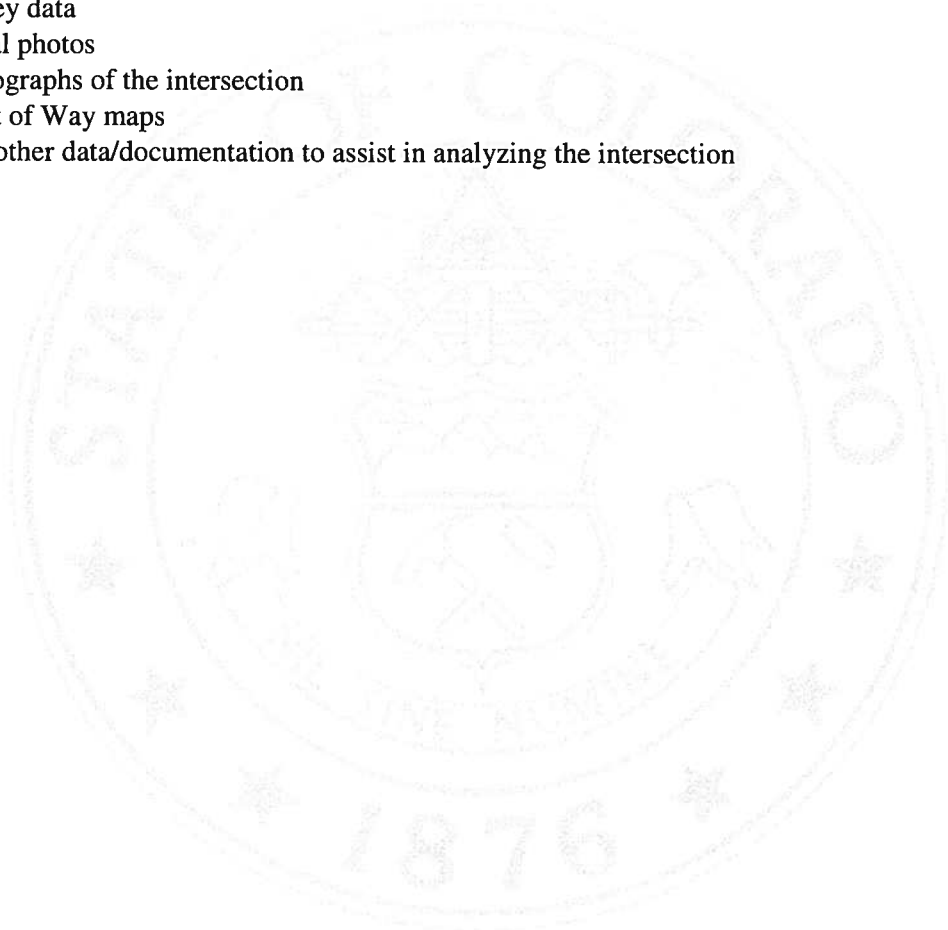
DEPARTMENT OF TRANSPORTATION

Traffic & Safety Section

Additional Information

To assist in analyzing the intersection please attach the following information if available/applicable:

- Accident data, including police reports if available
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10/10/2020
10/10/2020

10/10/2020
10/10/2020



Intersection of 20 Road and Highway 6, looking south along 20 Rd. Misalignment in intersection can be seen (dump truck is attempting to turn west onto highway from 20 Rd.)



Intersection of 20 Road and Highway 6, looking north along 20 Rd. from south of RR tracks. Alignment of 20 Rd. north of highway can be seen running north into the distance. Misalignment of intersection can be seen in this photo.