

= Interstate 270 (Colorado) =

Interstate 270 (I @-@ 270) is a 7 @-@ mile @-@ long (11 km) highway in the northeastern part of the Denver ? Aurora Metropolitan Area in the U.S. state of Colorado . It overlaps U.S. Highway 36 (US 36) for its entire length . The western terminus of I @-@ 270 is at the interchange with I @-@ 25 and US 36 . It heads eastward to an interchange with I @-@ 76 , where the mileposts reset because of a previous freeway extension . The freeway heads southeast and comes to meet Vasquez Boulevard , where it enters Commerce City . The road crosses Quebec Street before ending at I @-@ 70 .

Ground was broken on the first segment of I @-@ 270 in 1965 , and the freeway was completed three years later , stretching from I @-@ 70 to Vasquez Boulevard . The road was then extended to I @-@ 76 two years later . The section between I @-@ 25 and I @-@ 76 was completed in 1999 . Since completion , this section has undergone much construction to renew bridges over Clear Creek and Washington Street . Because the western end of I @-@ 270 is close to the junction of I @-@ 25 and I @-@ 76 , some traffic movements to I @-@ 25 can only be made by using I @-@ 76 .

= = Route description = =

I @-@ 270 begins at an interchange with I @-@ 25 in Welby , and is concurrent with US 36 . The speed limit through the first section is 45 mph (72 km / h) . The freeway heads southeastward for about one mile (1 @.@ 6 km) , crossing over Washington Street and State Highway 224 (SH 224) , but access is not provided to either road . Mileposts along I @-@ 270 reset to zero at the I @-@ 76 interchange because it was the original western end of the Interstate . Since the I @-@ 76 interchange is close to both I @-@ 270 's western end and to the I @-@ 25 / I @-@ 76 interchanges , some movements in the interchange are missing . Eastbound I @-@ 270 traffic cannot access westbound I @-@ 76 , nor can eastbound I @-@ 76 traffic access westbound I @-@ 270 . However , traffic on I @-@ 25 can access both westbound I @-@ 76 and eastbound I @-@ 270 , thus completing the missing movements . The three interchanges work together by eliminating bottlenecks caused by redundant interchanges .

Beyond the I @-@ 76 interchange , the speed limit increases to 55 mph (89 km / h) . The freeway heads southeast and comes to a westbound exit and eastbound entrance with York Street , and crosses the South Platte River into a commercial area in Adams County . I @-@ 270 enters the city of Commerce City , running roughly parallel with the nearby Sand Creek and crossing over SH 265 without an exit . Continuing through the city , the route comes to a cloverleaf interchange with Vasquez Boulevard , which carries US 85 , SH 2 , and US 6 . The freeway heads eastward into Denver , where it has an exit at SH 35 , a short highway which continues northward along Quebec Street for one mile (1 @.@ 6 km) . Quebec Street provides access for traffic heading to westbound I @-@ 70 . The route ends shortly thereafter when it merges into I @-@ 70 .

The freeway is maintained by the Colorado Department of Transportation (CDOT) , who is responsible for maintaining and constructing transportation infrastructure in Colorado , including highways . As part of this role , CDOT periodically conducts surveys on their highways to measure traffic volume . This is expressed in terms of average annual daily traffic (AADT) , which is a measure of traffic volume for any average day of the year . In 2009 , CDOT calculated that as few as 56 @,@ 500 vehicles used I @-@ 270 daily east of its western terminus at I @-@ 25 , and as many as 89 @,@ 600 vehicles used I @-@ 270 daily southeast of York Street in Commerce City . As part of the Interstate Highway System , the entire route is listed on the National Highway System , a system of roads that are important to the nation 's economy , defense , and mobility .

= = History = =

I @-@ 270 was constructed in several phases , beginning with a section from I @-@ 70 to Vasquez Boulevard . Following this section was another part of the freeway from Vasquez Boulevard west to I @-@ 76 , and finally a section from US 36 to I @-@ 76 . This last segment has undergone much

more construction , including new bridges and ramps at interchanges .

== Construction ==

Construction on I @-@ 270 began in 1965 . The first portion cost about \$ 2 @. @ 7 million . It opened in 1968 , connecting I @-@ 70 to Vasquez Boulevard . Two years later , another two @-@ mile (3 @. @ 2 km) segment connected the portion already in service to I @-@ 80S . I @-@ 80S became I @-@ 76 in 1976 . Construction began on the section between I @-@ 76 and I @-@ 25 in April 1993 and was finished in September 1999 , costing \$ 11 @. @ 4 million . The mileposts were already established when construction took place , so the route was not assigned new mileposts . Completion of this portion largely decreased traffic problems in the area .

== Improvements ==

The bridges along westbound I @-@ 270 over Washington Street were replaced and finished in the late 1990s , costing \$ 12 million . By the end of 1998 , the bridges over Clear Creek near the I @-@ 76 interchange were completed . In February 2000 , a connection between westbound I @-@ 270 and westbound US 36 was completed , as was access between I @-@ 76 westbound and I @-@ 270 westbound . The eastbound section between US 36 and I @-@ 76 , including new bridges over Washington Street and Clear Creek , was completed in March 2002 and totaled \$ 8 @. @ 5 million . Three years later , a flyover ramp was constructed connecting I @-@ 25 southbound to I @-@ 270 eastbound . However , access between I @-@ 270 eastbound and I @-@ 76 westbound still does not exist .

== Future ==

CDOT aims to widen the freeway from four up to six lanes between I @-@ 76 and I @-@ 70 by 2025 .

== Exit list ==