Appendix F. Agency Coordination (CD Only)

AGENDA

Executive Committee (EC) Meeting #2

September 11, 2014 6:30 PM - 8:30 PM

Evans Community Complex

1100 37th St, Evans, CO

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1. **Recap of Visioning Workshop**

2. **Summary of Public Meetings**
   - Attendees/Content
   - Summary of Issues and Vision

3. **Existing and Projected Corridor Conditions**

4. **Purpose and Need**
   - Feedback

5. **Alternatives & Screening**
   - Overall Process
   - Level 1 Results

6. **Next Steps**

7. **Next TAC and EC meetings**
   - TAC Meeting - October 7th (Location—Eaton)
   - EC Meeting - December 11th (Tentative; Location—Platteville)

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Executive Committee Meeting 4

September 11, 2014 6:30 PM – 8:30 PM
Evans Community Complex
1100 37th St., Evans, CO

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1	Scott Riley Affiliation: Town of Ault Trustee	PO Box 1366 Ault, CO 80610	970 590 8346	sriley trustee@gmail.com
2	Judy Ruff Affiliation: Town of Ault	PO Box 233 Ault CO 80610	9703138293	judyr@townofault.org
3	Doris Williams Affiliation: Town of New Raymer	57875 CR 86 New Raymer 80742	970-437-5323	LAZ YJ quartercircle Ranch @gmail.com
4	Gloria Hice-Idler Affiliation: CDOT R4		970-350-2148	gloria.hice-idler @ state.co.us
5	Elizabeth Relford Affiliation: Weld County			erelford@weldgov.com
6	Barbara Kirkmeyer Affiliation: Weld Co Comm			bkirkmeyer@weldgov.com

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Executive Committee Meeting 4

September 11, 2014 6:30 PM – 8:30 PM
Evans Community Complex
1100 37th St., Evans, CO

	NAME / AFFILIATION	ADDRESS, CITY, ZIP CODE	PHONE:	E-MAIL ADDRESS
7	L Jay McDonald			jmcdonald@weldgov.com
Affiliation:	Public Works Dir			
7	Marin D'Andrea	8602 Rosemary St. Commerce City, 80022	303-289-8156	mdandrea@c3gov.com
Affiliation:	City of Commerce City			
7	Alex Pulley		303-721-1440	alex.pulley@fhueng.com
Affiliation:	FHU			
7	MYRON HORA		9703502263	MYRON.HORA@STATE.CO.US
Affiliation:	CDOT			
11	Chris Fasching			
Affiliation:	FHU			
12	Johnny Olson			
Affiliation:	CDOT			

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Executive Committee Meeting 4

September 11, 2014 6:30 PM – 8:30 PM
Evans Community Complex
1100 37th St., Evans, CO

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
13 M Sue Spurgeon-Paris Affiliation: Mayor Town of Pierce			Mayor@TownofPierce.org
14 Hope Morris Affiliation: Trustee Town of Platteville			Morris1108@gmail.com
15 Bonnie Dunston Affiliation: Mayor Town of Platteville			KBTimes2@yahoo.com
16 STEVE NELSON Affiliation: PLATTEVILLE B.O.T			STEVE@OVERLANDTRACTOR.COM
17 Trudy Peterson Affiliation: Gilcrest - Administrator			TOWNADMINISTRATOR@TOWNOFGILCREST.ORG
18 Marleen Oakes Affiliation: LaSalle, Town Board			marleenoo@yahoo.com

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Executive Committee Meeting 4

September 11, 2014 6:30 PM – 8:30 PM
Evans Community Complex
1100 37th St., Evans, CO

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
19 Terri Blackmore Affiliation: NFRMPO	419 Canyon suite 300 Fort Collins, CO 80521	970-416 2174	tblackmore@nfrmpo.org
20 John Morris Affiliation: Evans			
21 Fred Starr Affiliation: City of Evans	1100 37th St Evans, CO	970 475-1110	fstarr@evansco.gov
22 Rex R. Bell Affiliation: Brighton	1035 Midland St Brighton 80601	303 886 3099	rexingerbell@msn.com
23 Steve Cook Affiliation: DRCOG		303 480 6749	scook@drcog.org
24 Kimberly Dall Affiliation: Brighton	500 S 4th Ave Brighton, CO 80601	303 655 2112	kdall@brightonco.gov

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Executive Committee Meeting 4

September 11, 2014 6:30 PM – 8:30 PM
Evans Community Complex
1100 37th St., Evans, CO

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
25	Jeanne Shreve	4430 So. Adams Cty Pkwy, Brighton	720-523-6847	jshreve@adcogov.org
	Affiliation:			
26	ANDREW HOLTON			
	Affiliation: ATKINS			
27	MIKE CROW	1420 2nd St. Greeley CO 80631	970 350 2121	m.crow@state.co.us
	Affiliation:			
28				
	Affiliation:			
29				
	Affiliation:			
30				
	Affiliation:			

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US 85 Planning and Environmental Linkages Study

September 11, 2014 Executive Committee Meeting

Evans, CO

Agenda

- Introductions
- Recap of Visioning Workshop
- Summary of Public Meetings
- Existing and Projected Conditions
- Purpose and Need
- Alternatives & Screening
- Next Steps

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Recap of Visioning Workshop

Corridor's Role Today

Highest Scored

- Opportunity for economic development (9)
- Alternative Route to I-25 (incident management) (6)
- Regional Highway (6)
- Farm to Market (4)

Other Categories

- Main Street (2)
- Oil trucks (2)
- Commercial opportunities (2)
- Energy transportation (2)
- Commuter route (2)
- Community connection to other towns (2)

Corridor Problems

Highest Scored

- Safety—*Inadequate turn lanes* (17)
- Trains block cross streets (14)
- Safety—*Intersection Configuration* (13)
- Increased heavy truck activity (12)
- Congestion/Congested intersections (11)
- Insufficient Maintenance (9)

Conflicting Categories

- Unattractive entrance to the community (7 '*for*' / 7 '*against*')
- Too many ACP amendments (6 '*for*' / 6 '*against*')
- Inadequate stormwater drainage (6 '*for*' / 4 '*against*')
- Safety—Lack of shoulders (3 '*for*' / 2 '*against*')

Potential Solutions

Highest Scored

- Parallel routes (12)
- Intersection improvements for safety (11)
- High tech solutions (11)
- Transit service (10)
- New interchanges (8)
- Safer bike/ped connections (8)

Conflicting Categories

- Managed lanes (5 '*for*' / 6 '*against*')
- Aesthetics (4 '*for*' / 4 '*against*')
- Signing guidelines for community identity (1 '*for*' / 5 '*against*')

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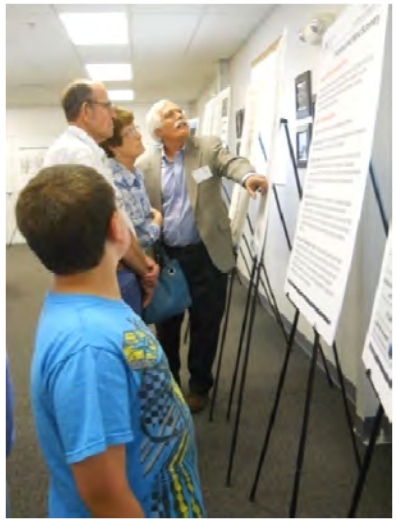
Summary of Public Meetings

Public Meeting Overview



- Three public meetings
  - Brighton (June 17th)
  - Pierce (June 18th)
  - Greeley (June 24th)
- Total of 83 attendees
- Meeting content
  - Introduction and welcome
  - Inventory and analysis
  - Purpose and Need
  - Community Input

Questionnaire Results

- 44 Questionnaires completed
  - 31 at the public meetings
  - 13 on CDOT's website

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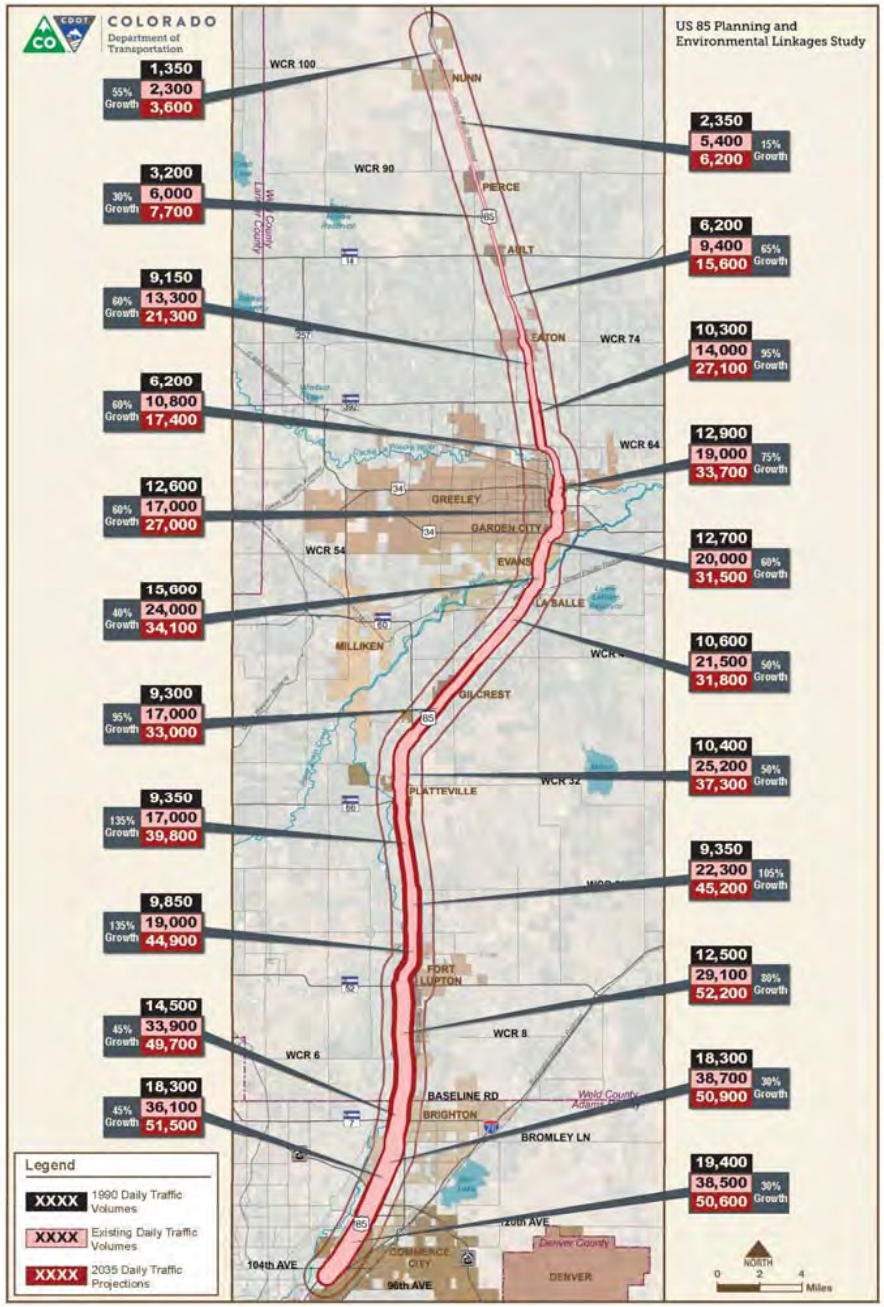
Existing and Projected Corridor Conditions

Traffic Volumes

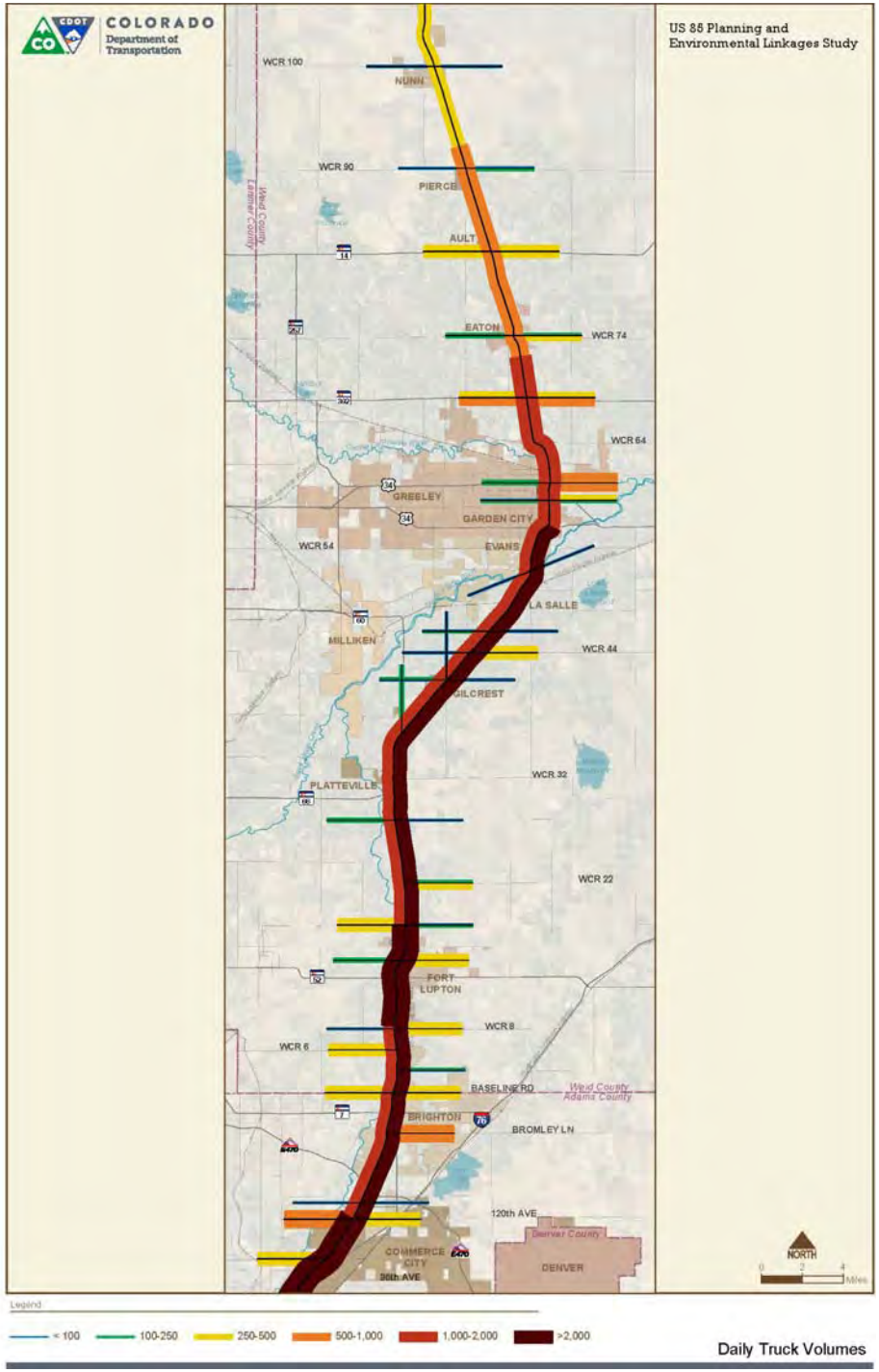
- 2,300 vpd at north end
- 38,500 vpd at south end
- 15,000-25,000 vpd in center half of corridor



Historic, Existing, and Future Traffic Volumes

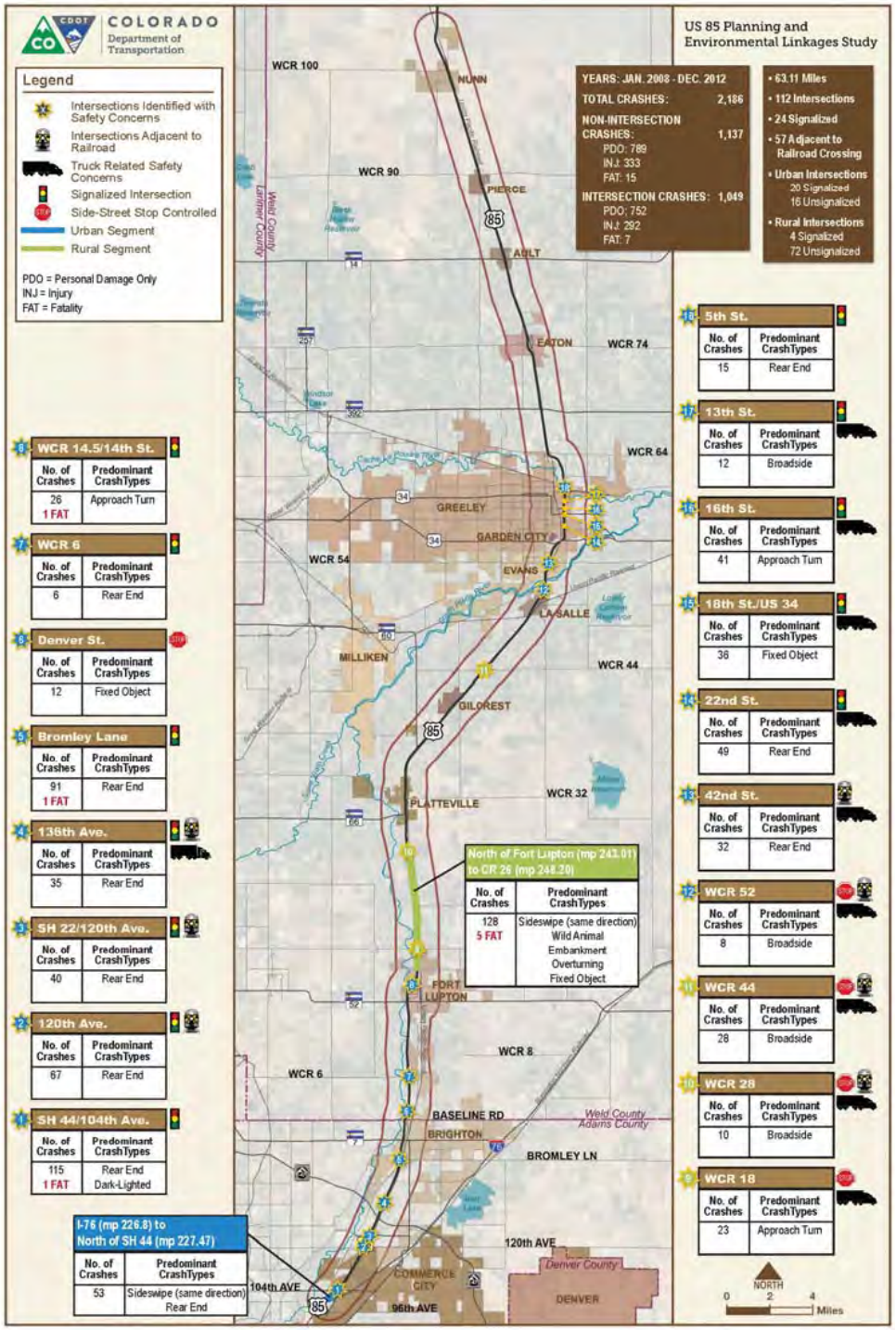
Truck Presence

- Highest presence between I-76 and Greeley
- Consistently high percentages in central portion
- Numerous cross-streets with high truck presence



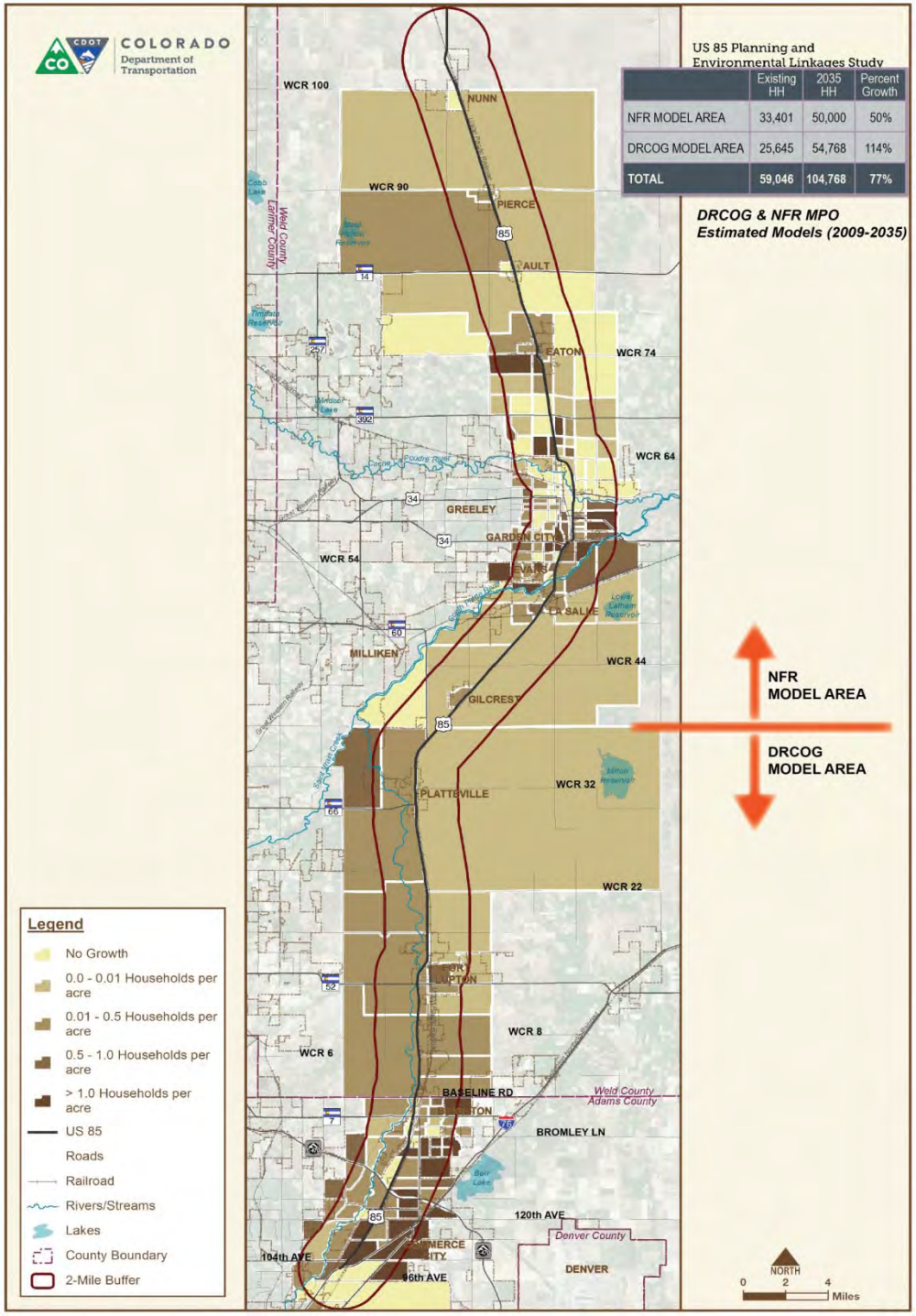
Safety Problem

- **18 Intersections with higher than expected crash experiences**
  - 112 intersections total (24 signalized)
- **2 segments with higher than average crash experiences**
- **10 Intersections with high proportion of crashes involving large trucks**
- **7 Intersections with railroad very close to US 85 intersection**



Household Growth

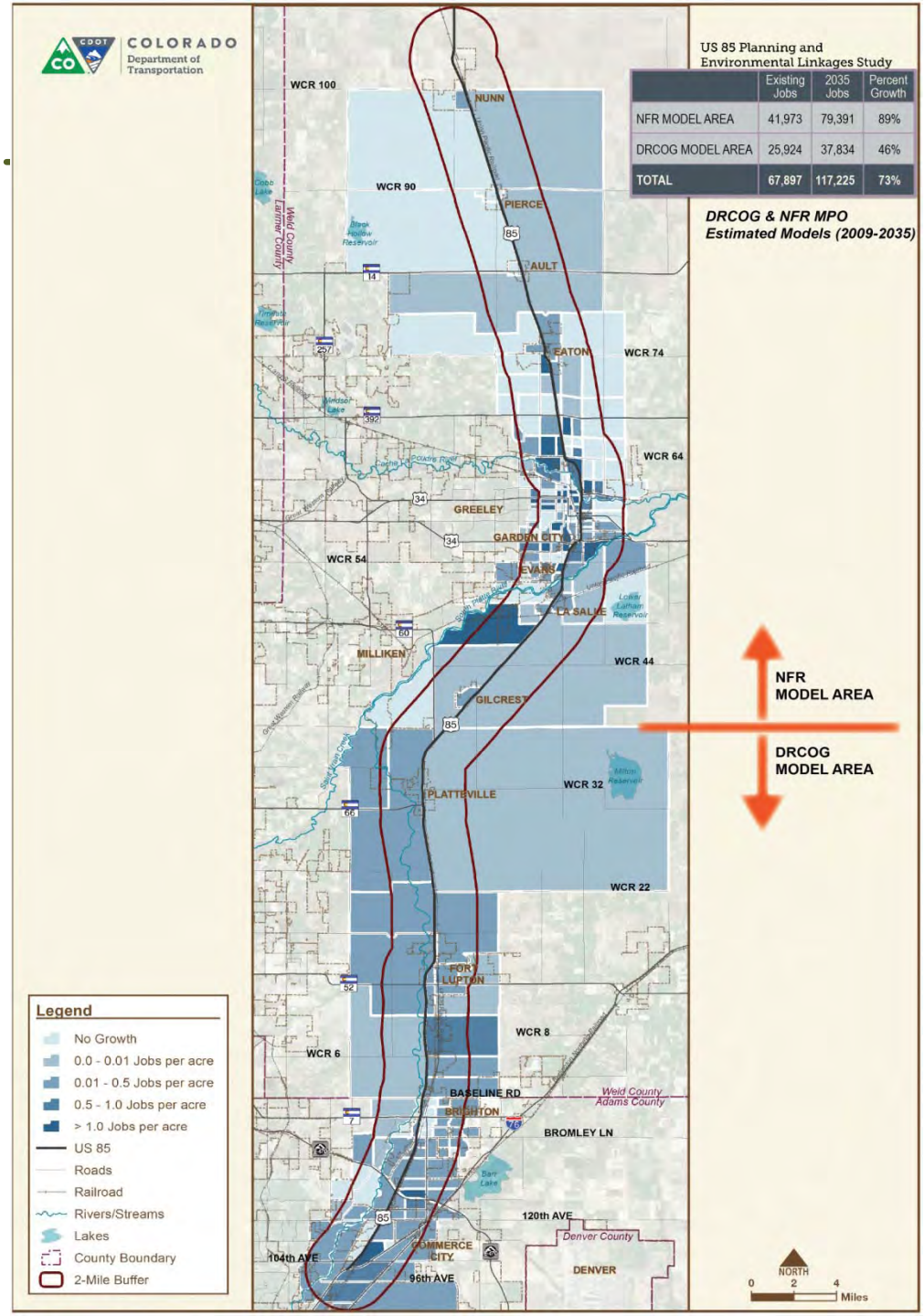
- 77 Percent Growth in Households in Corridor
- Highest in Southern End
- North areas projected to experience higher growth than south



	Existing HH	2035 HH	Percent Growth
NFR MODEL AREA	33,401	50,000	50%
DRCOG MODEL AREA	25,645	54,768	114%
TOTAL	59,046	104,768	77%

Employment Growth

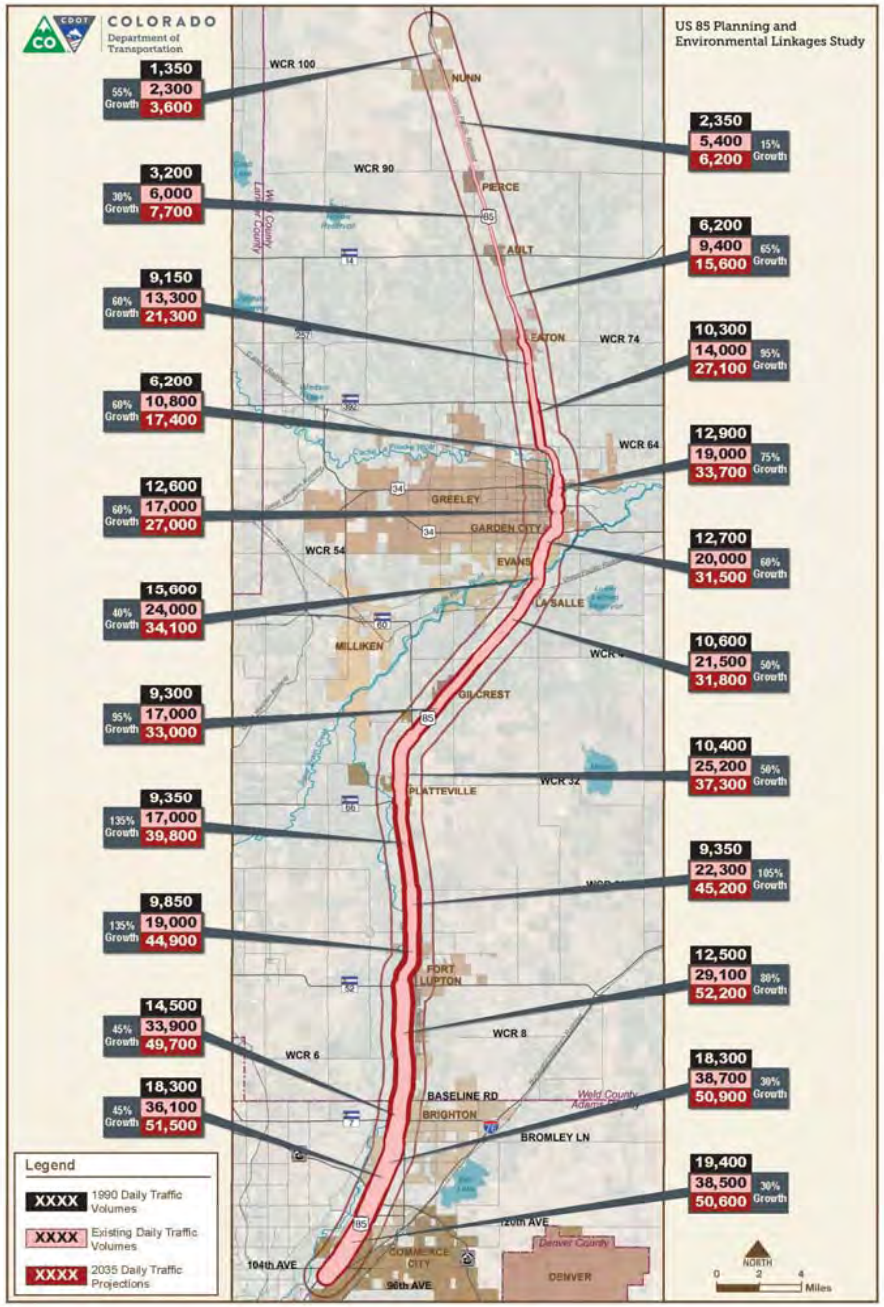
- 73 Percent Growth in Jobs Along Corridor
- Higher growth projected in Greeley area



	Existing Jobs	2035 Jobs	Percent Growth
NFR MODEL AREA	41,973	79,391	89%
DRCOG MODEL AREA	25,924	37,834	46%
TOTAL	67,897	117,225	73%

Traffic Growth

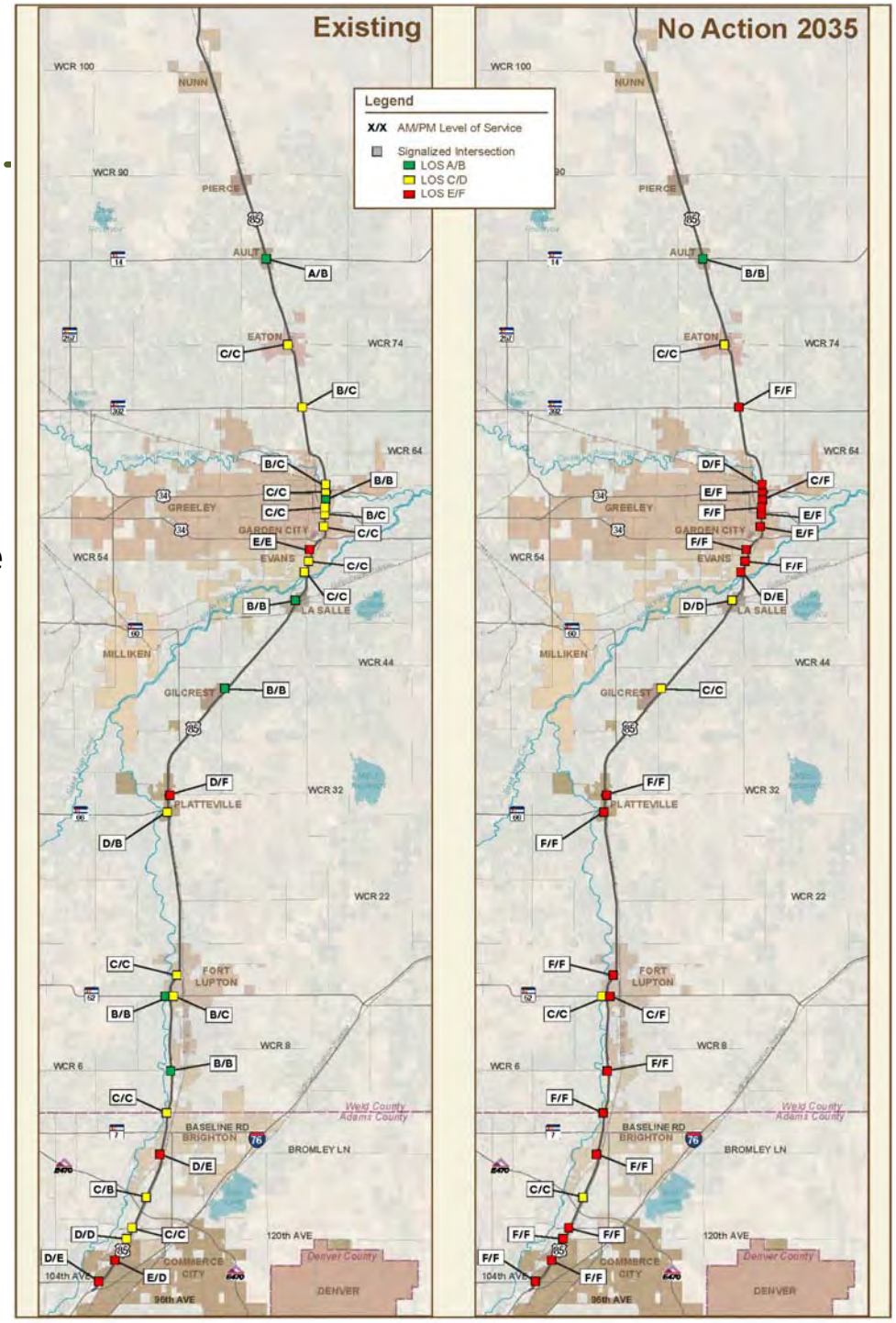
- Historic Growth trend will generally continue
- 30 to 100% increase by 2035 (depending on location)



Historic, Existing, and Future Traffic Volumes

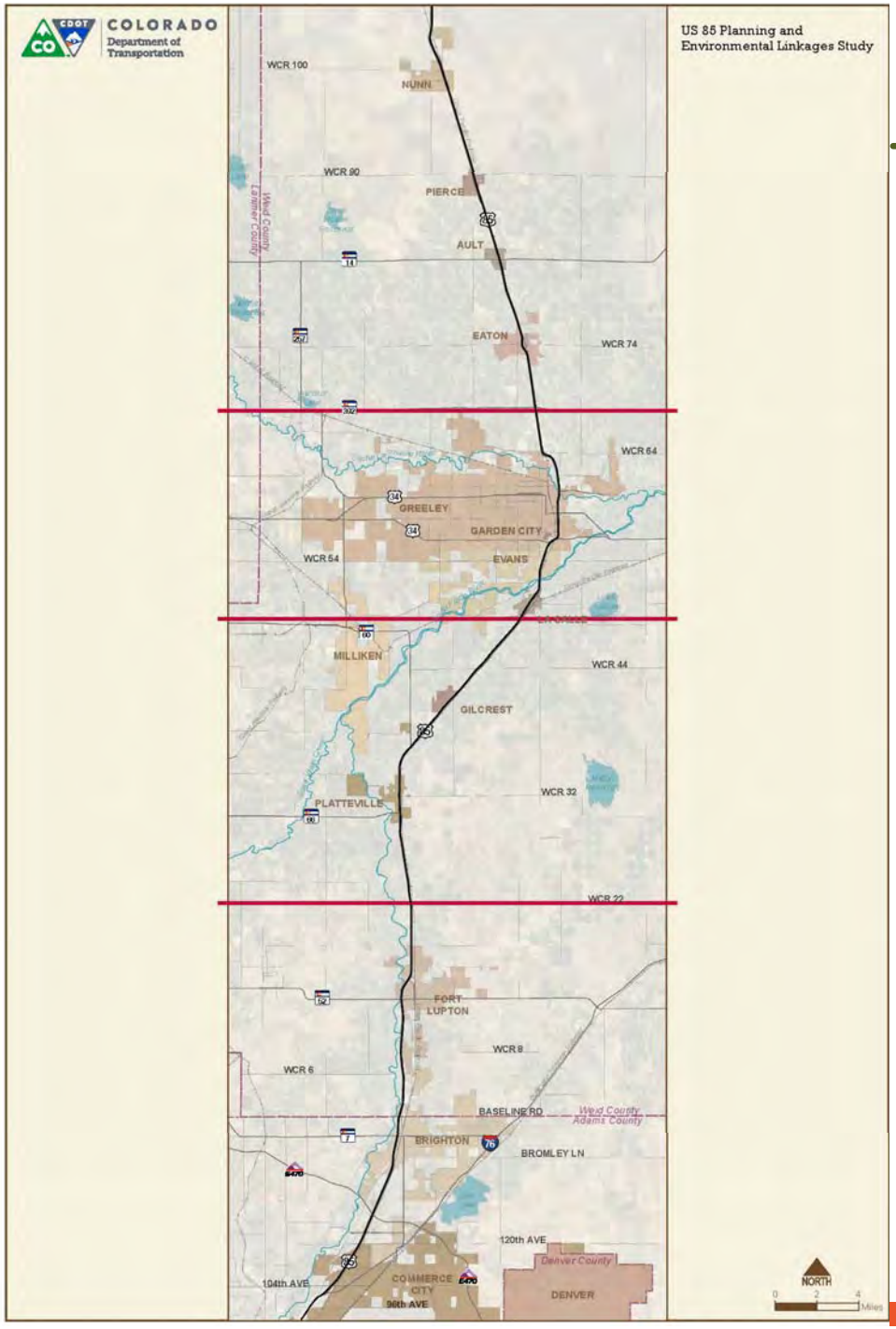
Mobility Problem

- **Regional Mobility**
  - 8 minutes of delay through Commerce City and Brighton
  - 6 minutes of delay through LaSalle and Greeley
- **Local Mobility**
  - Barrier to local mobility (speed, volumes, roadway width, insufficient pedestrian facilities)
- **Intersection Operations**
  - Current—5 Intersections at LOS E/F
  - Future—21 Intersections at LOS E/F



Corridor Segments

- I-76 to WCR 22
- WCR 22 to south of LaSalle
- South of LaSalle to SH 392
- SH 392 to Nunn



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Corridor’s Purpose and Need

Purpose of the Proposed Action

"The purpose of transportation improvements along the US 85 corridor is to improve safety, reduce existing and future traffic congestion, provide efficient access for existing and future development, and improve mobility and connectivity for all modes of transportation that match the context of the adjacent communities."

Need for Proposed Action

- **Safety Problem:** Higher than expected number of crashes at several intersection and mainline.

- **Mobility Problem:** Ability to move on and across US 85 is impacted by:
  - Traffic congestion
  - Inadequate intersections
  - Unreliable travel times

  These conditions are expected to worsen in the future as the region grows due to local and regional population and employment growth.

Need for Proposed Action

- **Access Problem:** The current accesses have contributed to operational and safety deficiencies; exacerbated by railroad proximity.

- **Alternative Travel Modes Problem:** Current infrastructure for transit, pedestrian, and bicycle do not safely and sufficiently serve the existing or future needs of populations and travel patterns along the corridor.

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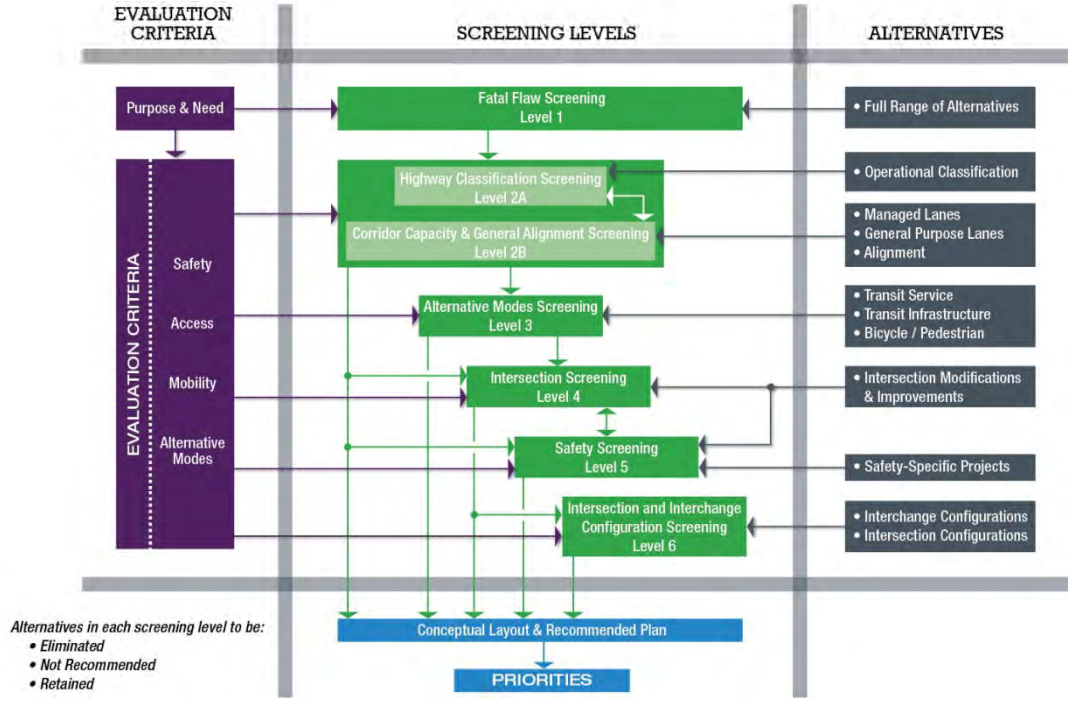
Alternatives Development and Screening

Alternative Development and Screening

- Multi-step Process to continually add detail to remaining alternatives
- Solve current and future problems (2035)
- Incorporate NEPA requirements
  - No Action
  - FHWA concurrence
- On-going Process
- Major focus for the remainder of the study



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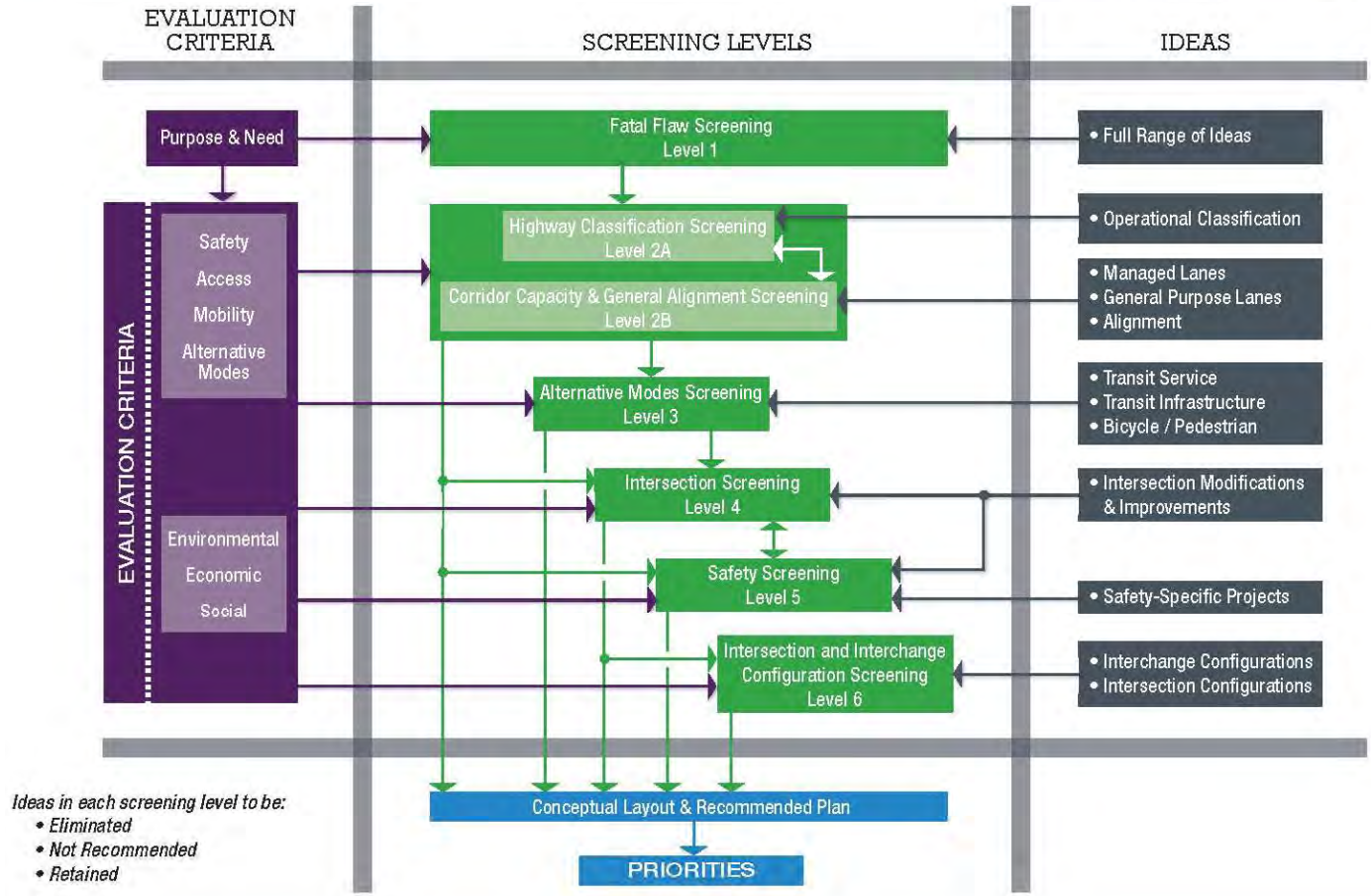
US 85 PEL Screening Process



Ideas in each screening level to be:
- *Eliminated*
- *Not Recommended*
- *Retained*

Level 1 Screening Results

- Eliminate from current study:
  - Realign US 85 to the east (extended lengths)
  - Realign NB US 85 east of UPRR
  - Commuter Rail
  - Light Rail
  - Separate transit guideway

Alternative	**Safety Problem:** Does the alternative improve existing and future conditions with respect to crash experience?	**Mobility Problem:** Does the alternative improve users' ability to move along and across US 85 currently and in the future?	**Access Problem:** Does the alternative improve access to decrease congestion in the corridor?	**Alternative Mode Problem:** Does the alternative address the current and future alternative transportation mode needs?	Summary of Results	Additional Comments
Functional Class						
Freeway (F-W)	Yes	Yes	Yes	No	Retained	
Enhanced Expressway (E-X)	No	Yes	Yes	No	Retained	
Standard Expressway (R-A or R-B)	No	Yes	Yes	No	Retained	
Enhanced Arterial (NR-A)	No	Yes	Yes	No	Retained	
Arterial Roadway (NR-B)	No	Yes	Yes	No	Retained	
Main Street (NR-C)	No	No	No	Yes	Retained	
General Purpose Lanes						
No Additional General Purpose Lanes (No Action)	No	No	No	No	Retained	Retained to evaluate as baseline condition
2 Additional General Purpose Lanes	No	Yes	Yes	No	Retained	
Managed Lanes						
No Managed Lanes (No Action)	No	No	No	No	Retained	Retained to evaluate as baseline condition
HOV Lanes	No	Yes	Yes	No	Retained	
Toll Lanes	No	Yes	Yes	No	Retained	
HOT Lanes	No	Yes	Yes	No	Retained	
Truck Only Lanes	Yes	Yes	Yes	No	Retained	
Alignment						
Current alignment (No Action)	No	No	No	No	Retained	Retained to evaluate as baseline condition
Bypass towns	No	Yes	Yes	No	Retained	Retained for consideration within developed areas.
Realign US 85 to the east (extended lengths)	No	No	No	No	Eliminated	Costs will exceed mobility benefits for extended lengths.
Realign NB US 85 east of UPRR	No	No	No	No	Eliminated	Alternative would cause the highway to be a more significant barrier, costs would be significant, safety and capacity issues will result.

Level 1 Screening Results

- Retained for Further Analysis
  - Functional Classifications
  - Managed Lanes
  - General Purpose Lanes
  - Alignment Changes
  - Transit Service
  - Transit Infrastructure
  - Bicycle / Pedestrian
  - Intersection Modifications
  - Safety-Specific Improvements
  - Intersection / Interchange configurations
  - Other (ITS /TDM / Maintenance)

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Next TAC & EC Meeting

Next Technical Advisory Committee & Executive Committee Meeting

- TAC—October 7th (Eaton)
- Executive Committee Meeting; December 11th, Tentative (Platteville)
  - *Alternatives Screening Process Results*
  - *Next Steps*

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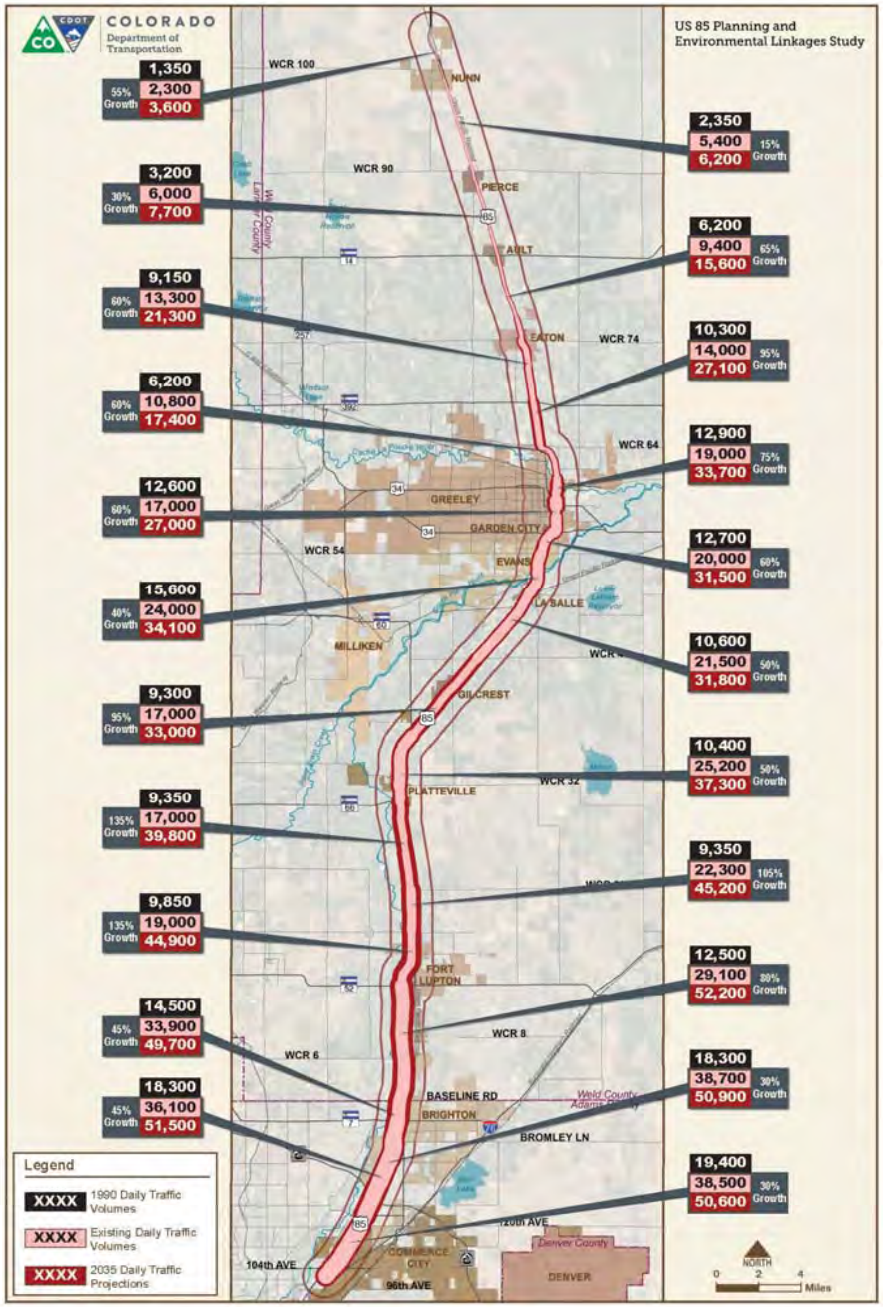
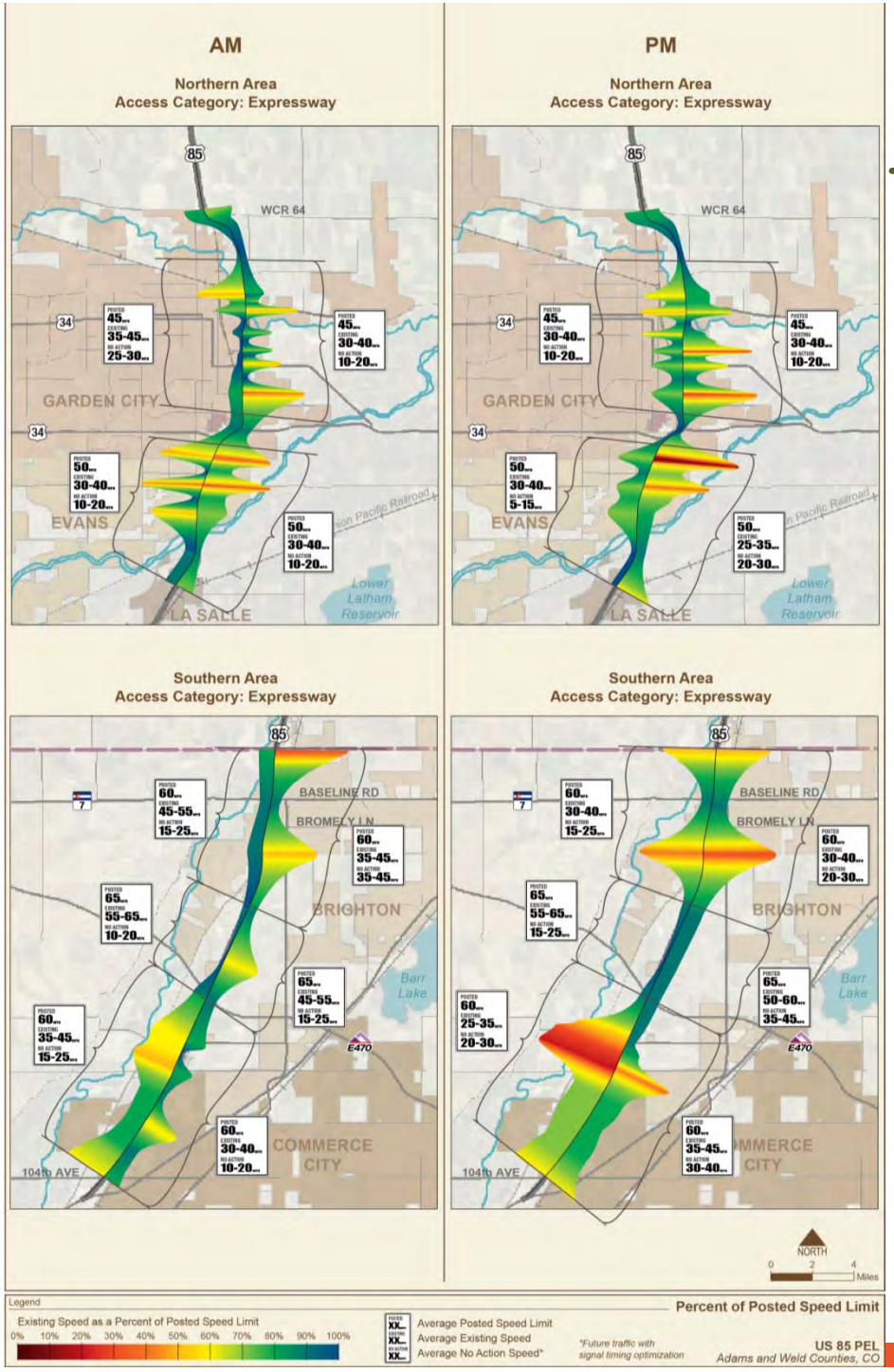
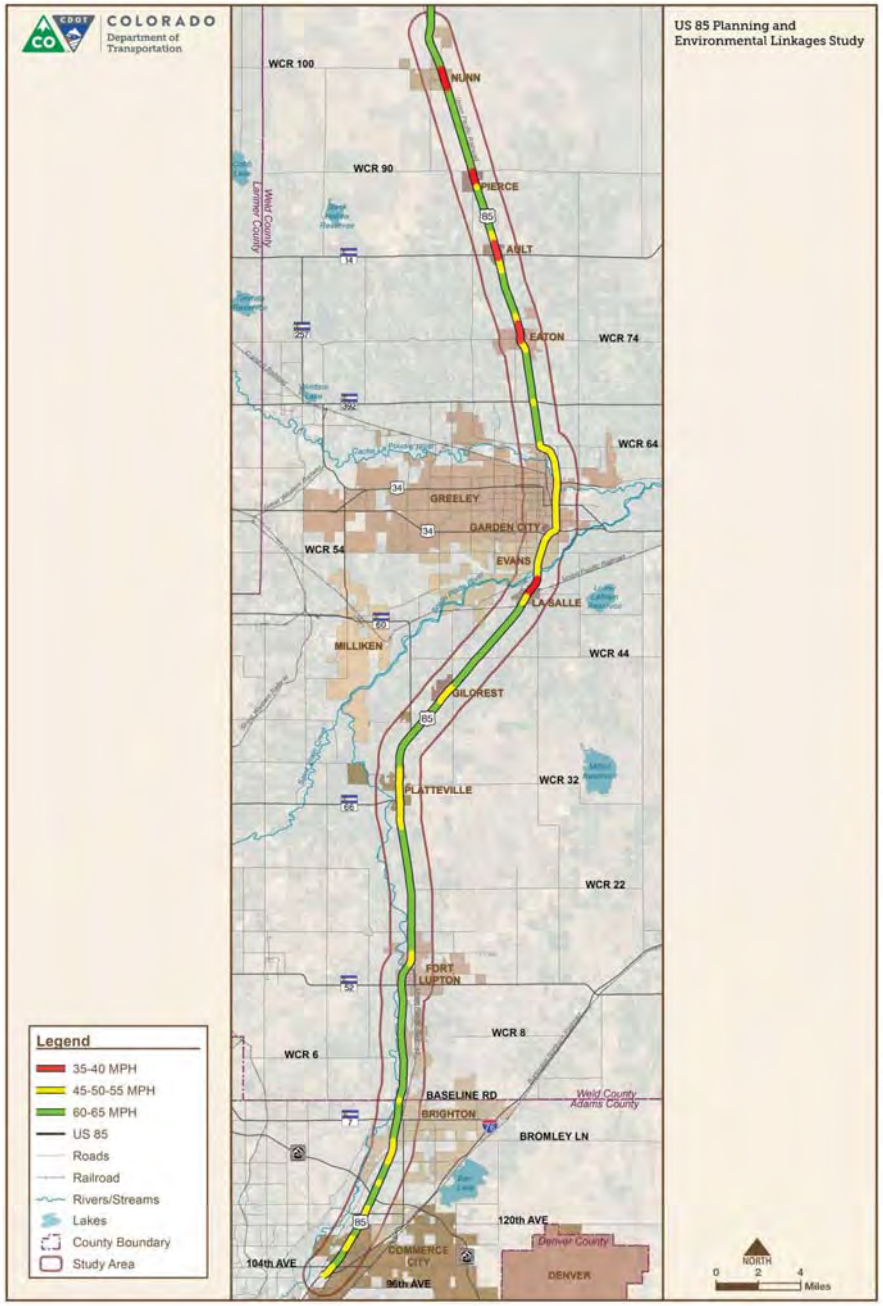
Thanks!



Historic, Existing, and Future Traffic Volumes


AM
Northern Area
Access Category: Expressway
PM
Northern Area
Access Category: Expressway
Southern Area
Access Category: Expressway
Southern Area
Access Category: Expressway
85
WCR 64
34
GARDEN CITY
EVANS
LA SALLE
Lower Latham Reservoir
BASELINE RD
BROMELY LN
BRIGHTON
Barr Lake
E470
COMMERCE CITY
104th AVE
NORTH
0 2 4 Miles
Legend
Existing Speed as a Percent of Posted Speed Limit
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
Average Posted Speed Limit
Average Existing Speed
Average No Action Speed*
*Future traffic with signal timing optimization
Percent of Posted Speed Limit
US 85 PEL
Adams and Weld Counties, CO



Posted Speed Limits

Obstruction too close to roadway

Roadside ditch

Narrow shoulders

Railroad crossing close to US 85

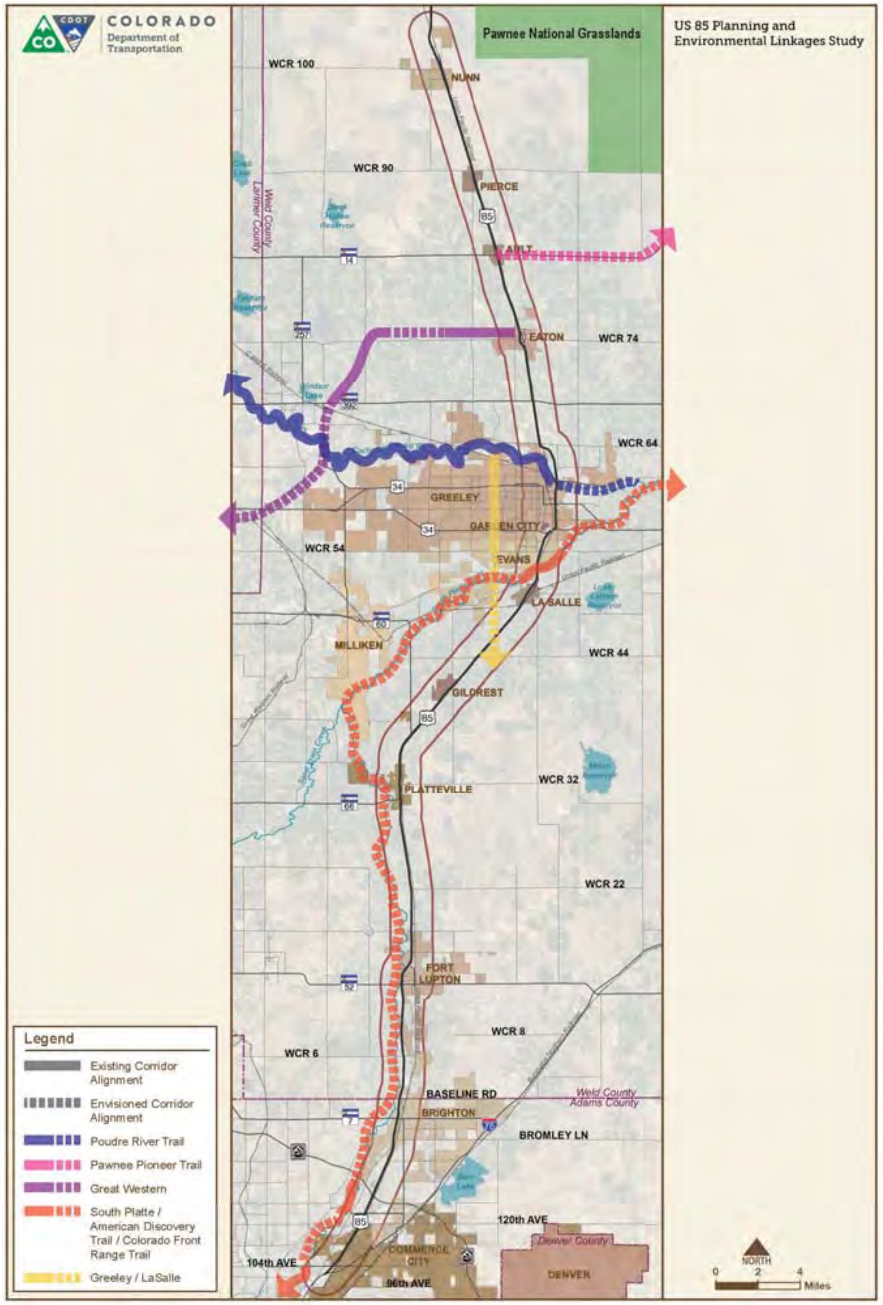
Steep slopes

Steep slopes

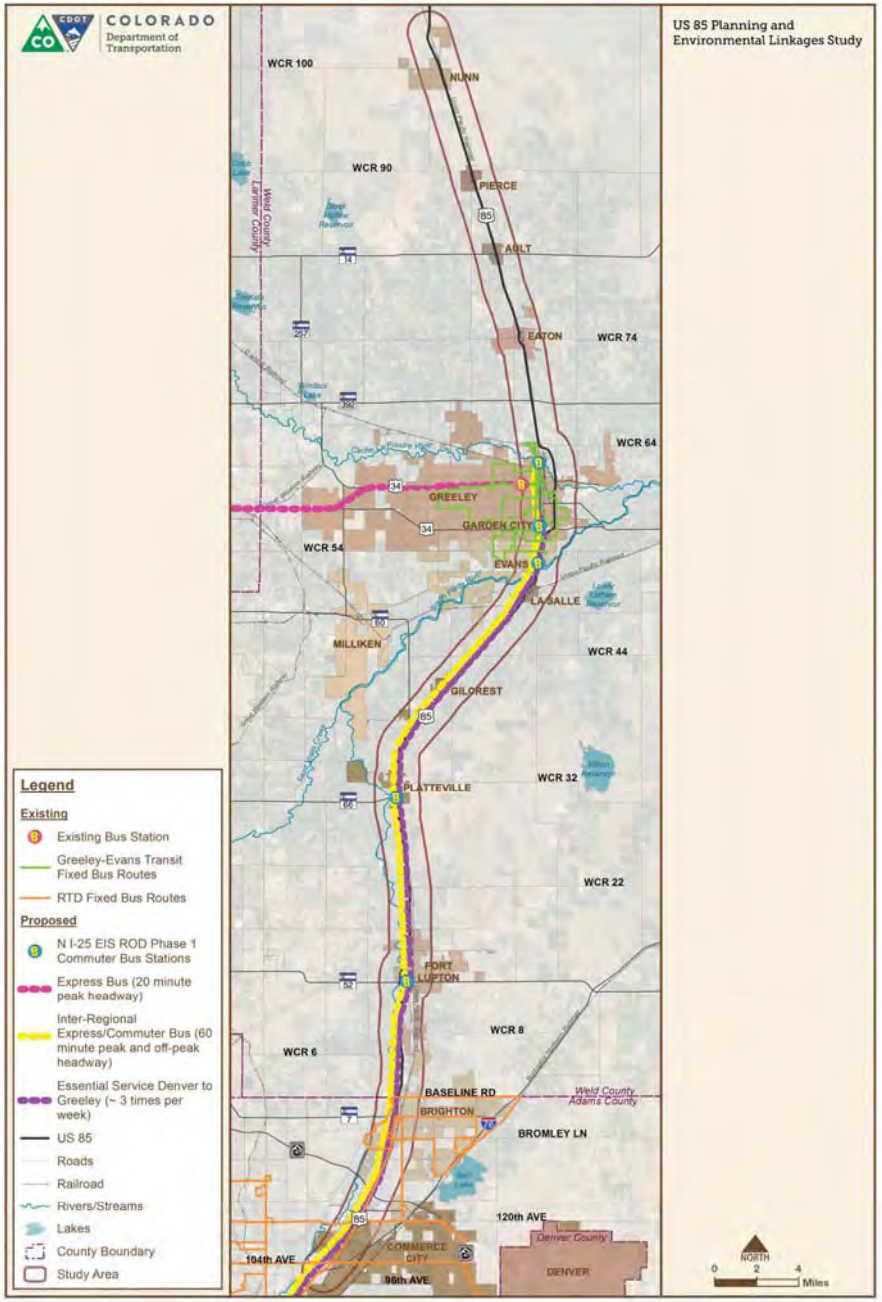
Poor sight distance

Poor access management

Corridor Deficiencies



Regional Bicycle and Trail Corridors



Existing and Proposed Transit Service

DRAFT MEETING SUMMARY

Executive Committee (EC) Meeting #3

September 11, 2014 6:30 – 8:30 PM

City of Evans

Following is a summary of the presentation and discussion at the US 85 PEL EC meeting. Questions and comments from EC or Technical Advisory Committee (TAC) members are bulleted, and action items are noted with bold text.

Chris Fasching (FHU) welcomed the group and asked for a round of introductions. He then provided an overview of the evening's agenda and what the project team has been working on since the last Visioning Workshop in May.

Recap of Visioning Workshop

Jenny Young (FHU) provided an overview of the input the project team received from the EC and TAC members at the May 8, 2014 Visioning Workshop and described how that input has been used in documenting the corridor conditions, developing the purpose and need, and identifying the range of alternatives.

- Some of the identified solutions (e.g., transit service and safer bike/ped connections) don't seem to align with the identified problems, which seem to focus predominantly on safety and the railroad proximity); the project team noted that the powerpoint presentation was not an exhaustive list of the identified problems, just those that were most common.
- There was some discussion about whether or not there is a need for bicycle and pedestrian improvements along the corridor. EC members noted that crossing US 85 by bike or by foot is problematic and creates a safety issues. There was also discussion about the desire to be able to walk or bike between communities – for example between LaSalle and Evans, where US 85 is the only crossing of the S. Platte River. Johnny Olson (CDOT) noted that while bicycle and pedestrian improvements may not be a high priority for highway funding, there may be projects that could be funded through Transportation Alternatives Program (TAP) funding.

Summary of Public Meeting

Jenny Young (FHU) summarized the June 2014 public meetings and provided an overview of the input received during the three public meetings and on the project website.

Existing and Projected Conditions

Chris Fasching presented the updated current and future corridor conditions maps and key findings, including the existing traffic and truck volumes and travel patterns, crash history and identification of

safety problems, corridor household and employment growth forecasts, traffic growth forecasts, and operational analysis results. Comments provided by the Executive Committee included:

- Trucks enter and exit US 85 at SH 66 in Platteville at all times of the day – there's a school right there; the level of truck activity is incompatible with the adjacent uses (especially the school) creating a bad situation. The queue at Main Street/SH 66 backs up ½ mile at times cars extend back onto US 85, causing problems for the corridor. CDOT and Platteville have been exploring ideas to address these issues.
- At US 85/SH 14 in Ault the railroad can cause backups for hours.
- The US 85/CR 42 intersection was recently signalized but has a one lane approach in the eastbound direction. When there is a train blocking the east leg of CR 42, cars on the eastbound leg wishing to go through the intersection (east) block right and left turning vehicles from entering US 85.
- The speed on the northbound approach to 42nd Street in Evans is higher than is appropriate for surrounding land uses.
- LaSalle is very interested in a signalizing the US 85/CR 394 intersection; it is too difficult to turn left onto US 85. However, adding traffic signals to US 85 is subject to the Access Control Plan and meeting technical signal warrant criteria. There was discussion among the EC members about the need to limit the addition of new signals on US 85 to preserve the regional mobility function.
- The US 85 Access Control Plan (ACP) is intended to preserve integrity of US 85. The adjacent land uses should be compatible with ACP and the local governments need to be responsible for making good land use and access decisions that support the integrity of the corridor as a regional highway.
- Railroad and energy development are major concerns for this corridor. It is sometimes difficult to talk with the railroad, but energy companies are willing to work with local agencies. We should consider working with the industry to do route and time management planning, which could help to address some of the safety issues. Other EC members noted that the industry schedules (for all trucking industries, not just energy) are driven by consumer demands and it may be very difficult to restrict times of corridor travel.

Purpose and Need

Alex Pulley (FHU) reiterated the importance of the Purpose and Need and described the refinements that have been made over the last couple months in adding more data to support the need statements.

- EC members expressed the desire to "get it [improvements to the corridor] done already!"
- There was discussion about adding a separate problem statement that specifically addresses the railroad problem/need. Jeanne Shreve noted that in working with Union Pacific and Burlington Northern Railroads on FasTracks corridors, the railroads want the local agencies to approach them with Business Plans, not piece-meal ideas of closing this access or improving

that one. This PEL needs to be the 'Business Plan' that shows and articulates the stakeholders' vision and that we are trying to work with them.

- There was concurrence from the EC that the railroad is integral to the problems on US 85 and the situation is only going to get worse with more train activity. The purpose and need should reflect this more prominently. The study should look at grade separations, how we solve the problems; getting railroad ROW, etc.
- Johnny Olson noted that the Transportation Commission is trying to buy US 85 ROW where the highway is within railroad ROW; need to show cooperation with the railroad; agreement that the railroad should be its own need – it should be made more prominent for funding considerations and congressional influence.
- **The project team will add a separate problem statement and supporting write-up and data pertaining to how the railroad affects US 85 operations in the Purpose and Need.**

Alternatives & Screening

Alex Pulley (FHU) briefly walked the EC through the alternatives screening process and provided an overview of the types of ideas that are being considered. He described the Level 1 (Purpose and Need or Fatal Flaw) screening and the ideas that have been proposed for elimination, including: realigning US 85 to the east, realigning northbound US 85 to the east of the railroad, commuter rail, light rail transit, and separate transit guideway.

- The group discussed that with the addition of a railroad problem to the purpose and need, Railroad will be added as an evaluation criteria in the screening process.
- The group discussed extensively the notion of realigning US 85. **There was concurrence that realigning US 85 to the east should be eliminated, but that options for realignments to the west for short segments (not necessarily around towns – could be in unincorporated areas) should be kept.**
- **The new Centennial Highway logo should be added to US 85 PEL materials**

Next TAC and EC Meetings

The next EC meeting is tentatively scheduled for December 11th in Platteville at 6:30 PM.

Attachments:

US 85 PEL EC powerpoint presentation

Sign-in sheets

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US 85 Planning and Environmental Linkages Study

September 11, 2014 Executive Committee Meeting

Evans, CO

Agenda

- Introductions
- Recap of Visioning Workshop
- Summary of Public Meetings
- Existing and Projected Conditions
- Purpose and Need
- Alternatives & Screening
- Next Steps

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Recap of Visioning Workshop

Corridor's Role Today

Highest Scored

- Opportunity for economic development (9)
- Alternative Route to I-25 (incident management) (6)
- Regional Highway (6)
- Farm to Market (4)

Other Categories

- Main Street (2)
- Oil trucks (2)
- Commercial opportunities (2)
- Energy transportation (2)
- Commuter route (2)
- Community connection to other towns (2)

Corridor Problems

Highest Scored

- Safety—*Inadequate turn lanes* (17)
- Trains block cross streets (14)
- Safety—*Intersection Configuration* (13)
- Increased heavy truck activity (12)
- Congestion/Congested intersections (11)
- Insufficient Maintenance (9)

Conflicting Categories

- Unattractive entrance to the community (7 '*for*' / 7 '*against*')
- Too many ACP amendments (6 '*for*' / 6 '*against*')
- Inadequate stormwater drainage (6 '*for*' / 4 '*against*')
- Safety—Lack of shoulders (3 '*for*' / 2 '*against*')

Potential Solutions

Highest Scored

- Parallel routes (12)
- Intersection improvements for safety (11)
- High tech solutions (11)
- Transit service (10)
- New interchanges (8)
- Safer bike/ped connections (8)

Conflicting Categories

- Managed lanes (5 '*for*' / 6 '*against*')
- Aesthetics (4 '*for*' / 4 '*against*')
- Signing guidelines for community identity (1 '*for*' / 5 '*against*')

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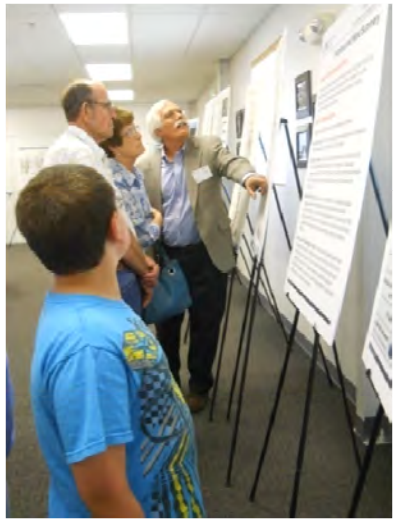
Summary of Public Meetings

Public Meeting Overview



- Three public meetings
  - Brighton (June 17th)
  - Pierce (June 18th)
  - Greeley (June 24th)
- Total of 83 attendees
- Meeting content
  - Introduction and welcome
  - Inventory and analysis
  - Purpose and Need
  - Community Input

Questionnaire Results

- 44 Questionnaires completed
  - 31 at the public meetings
  - 13 on CDOT's website

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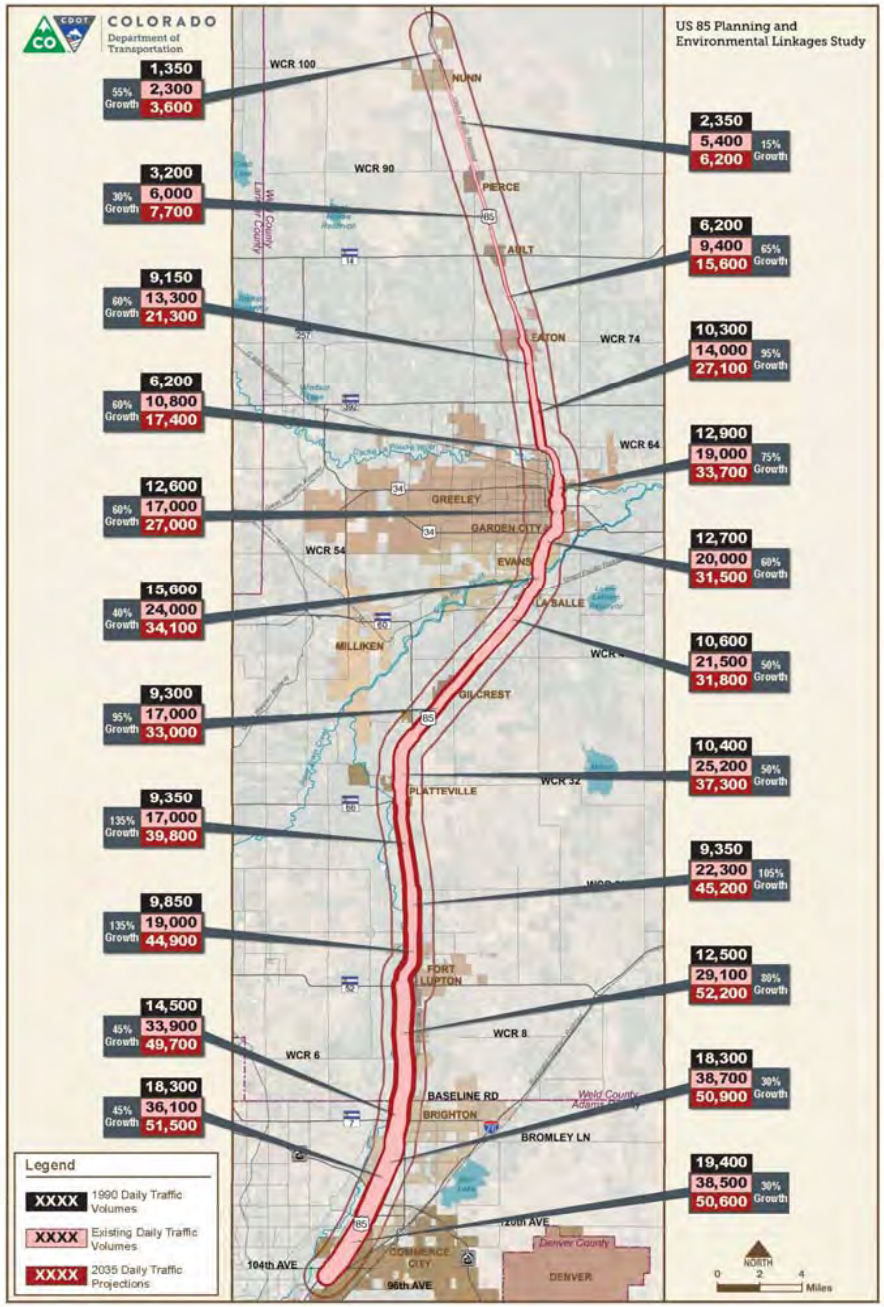
Existing and Projected Corridor Conditions

Traffic Volumes

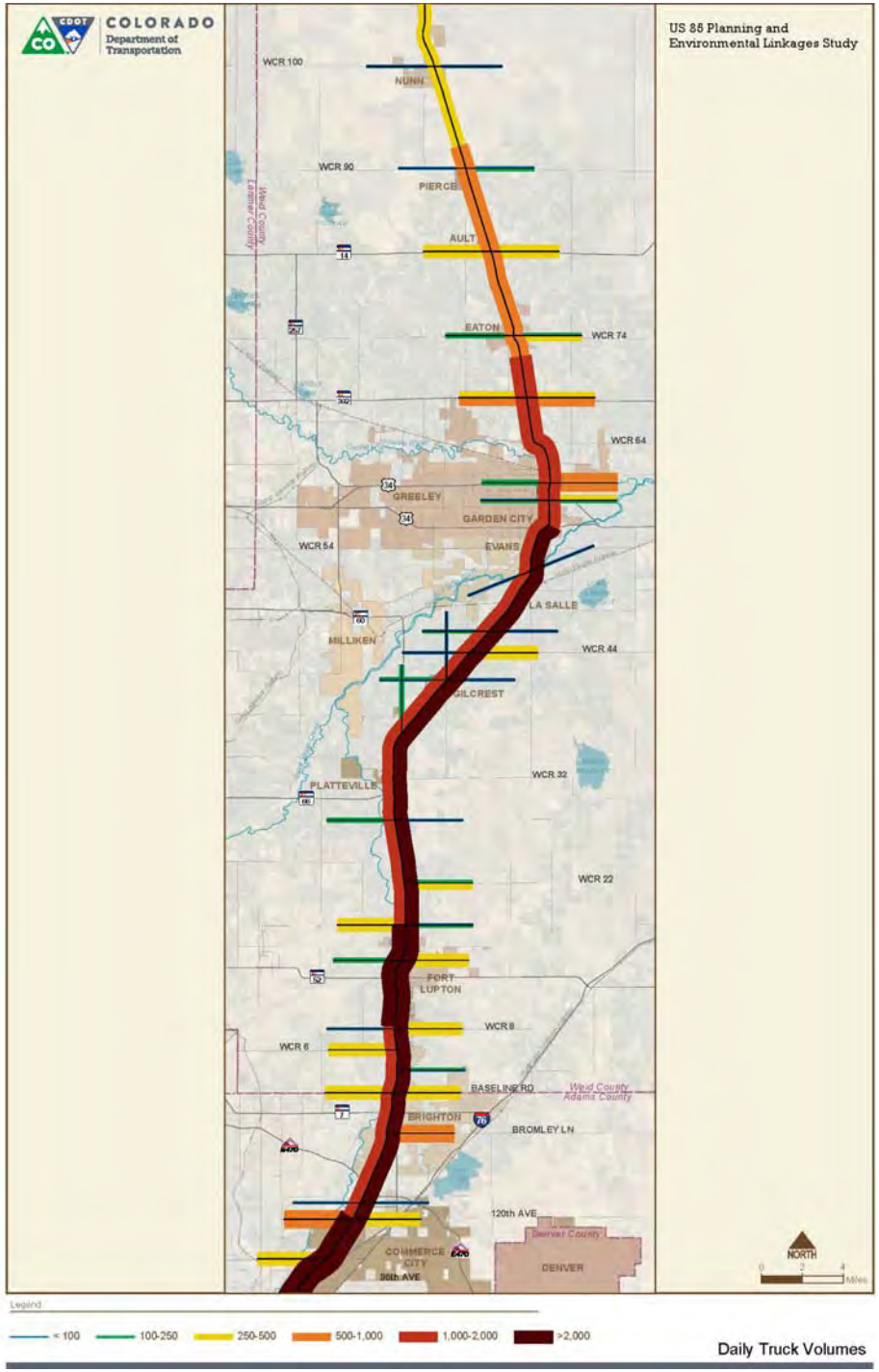
- 2,300 vpd at north end
- 38,500 vpd at south end
- 15,000-25,000 vpd in center half of corridor



Historic, Existing, and Future Traffic Volumes

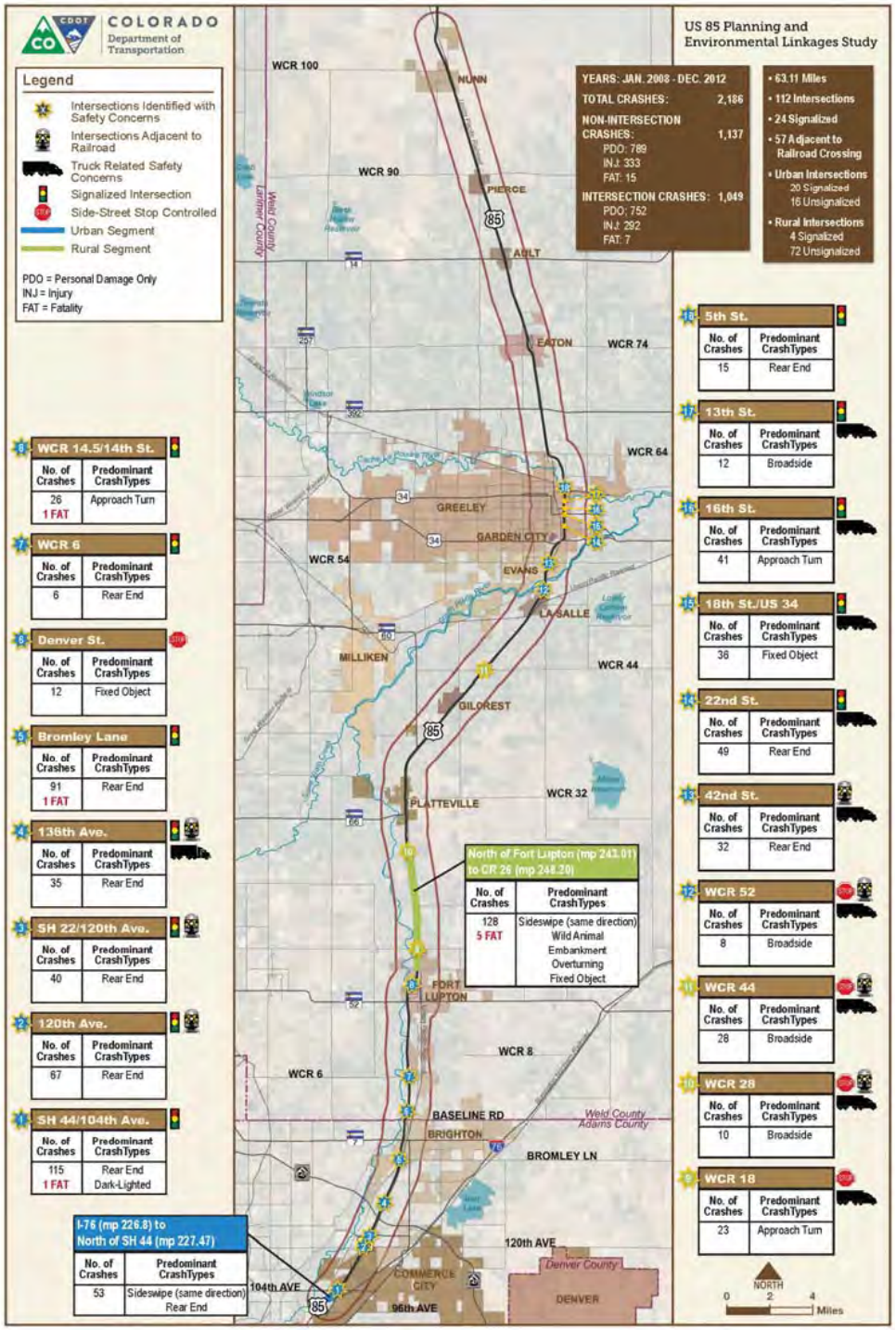
Truck Presence

- Highest presence between I-76 and Greeley
- Consistently high percentages in central portion
- Numerous cross-streets with high truck presence



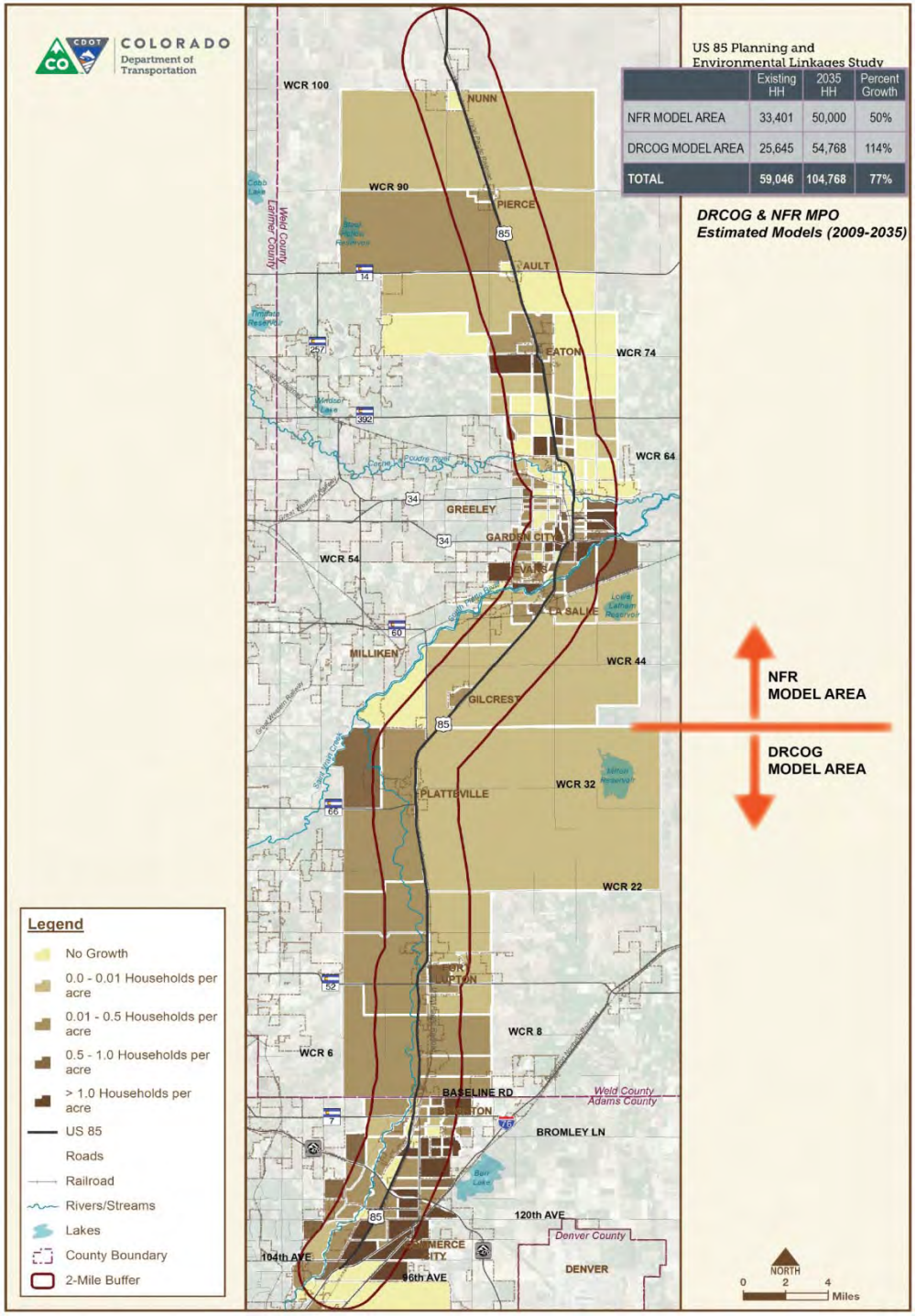
Safety Problem

- **18 Intersections with higher than expected crash experiences**
  - 112 intersections total (24 signalized)
- **2 segments with higher than average crash experiences**
- **10 Intersections with high proportion of crashes involving large trucks**
- **7 Intersections with railroad very close to US 85 intersection**



Household Growth

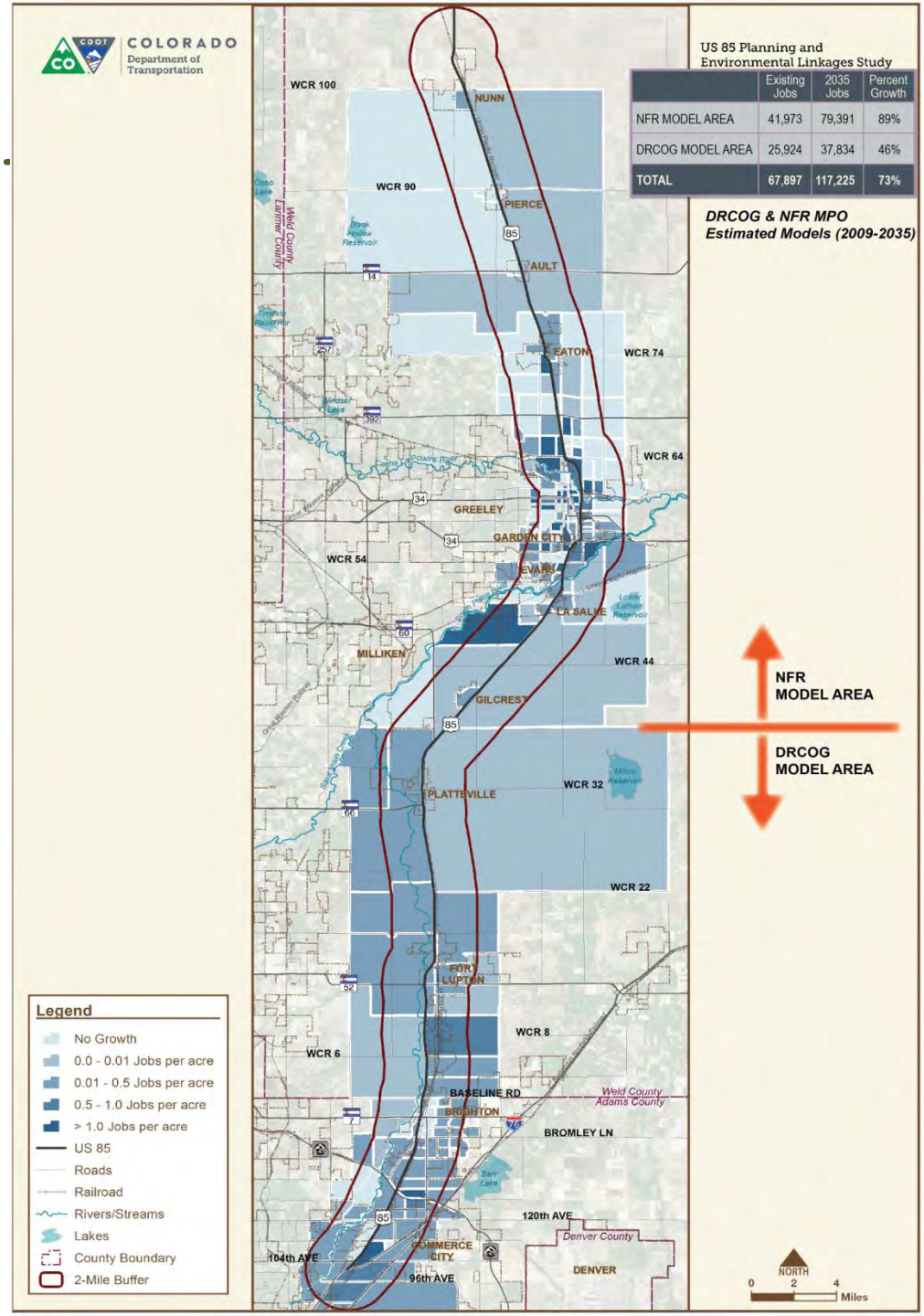
- 77 Percent Growth in Households in Corridor
- Highest in Southern End
- North areas projected to experience higher growth than south



	Existing HH	2035 HH	Percent Growth
NFR MODEL AREA	33,401	50,000	50%
DRCOG MODEL AREA	25,645	54,768	114%
TOTAL	59,046	104,768	77%

Employment Growth

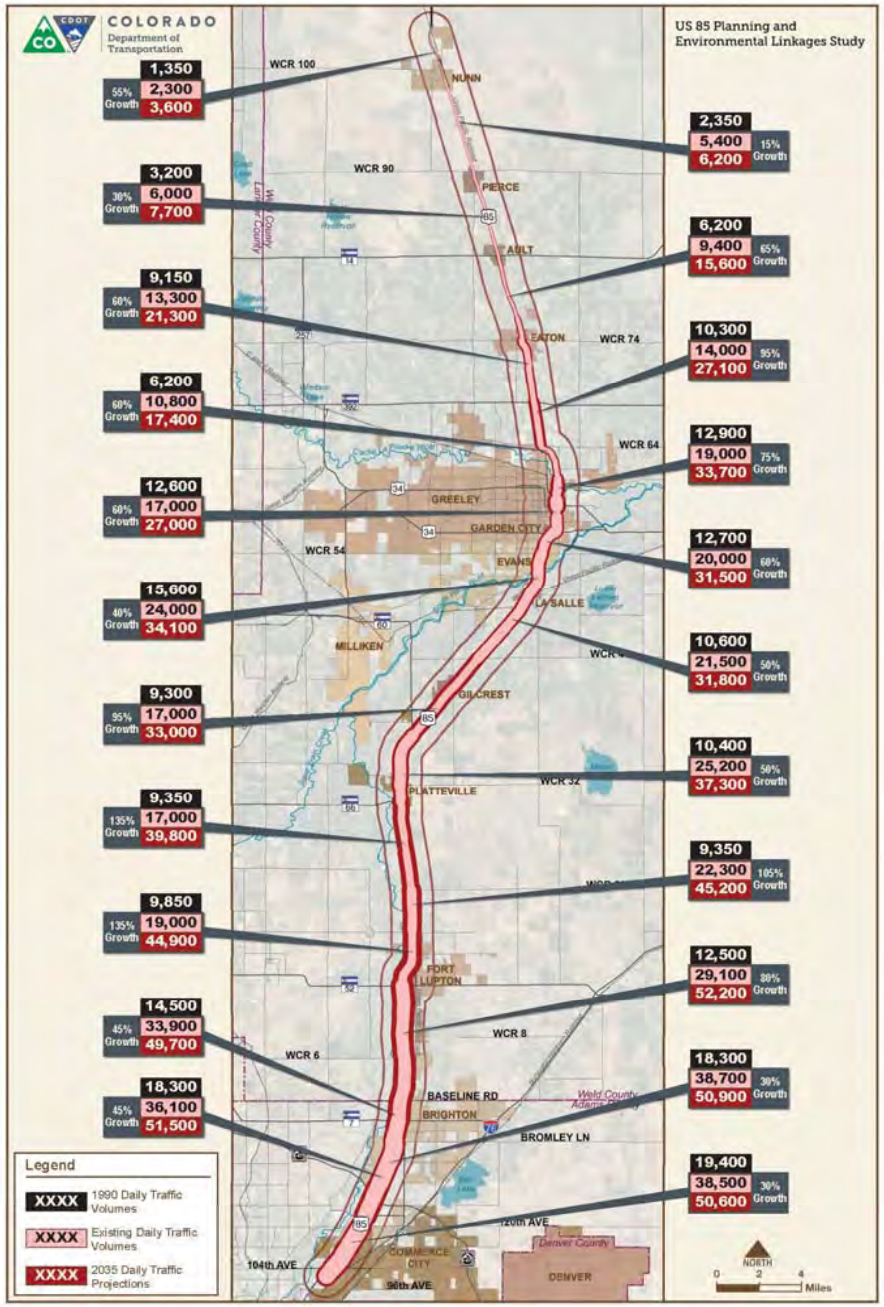
- 73 Percent Growth in Jobs Along Corridor
- Higher growth projected in Greeley area



	Existing Jobs	2035 Jobs	Percent Growth
NFR MODEL AREA	41,973	79,391	89%
DRCOG MODEL AREA	25,924	37,834	46%
TOTAL	67,897	117,225	73%

Traffic Growth

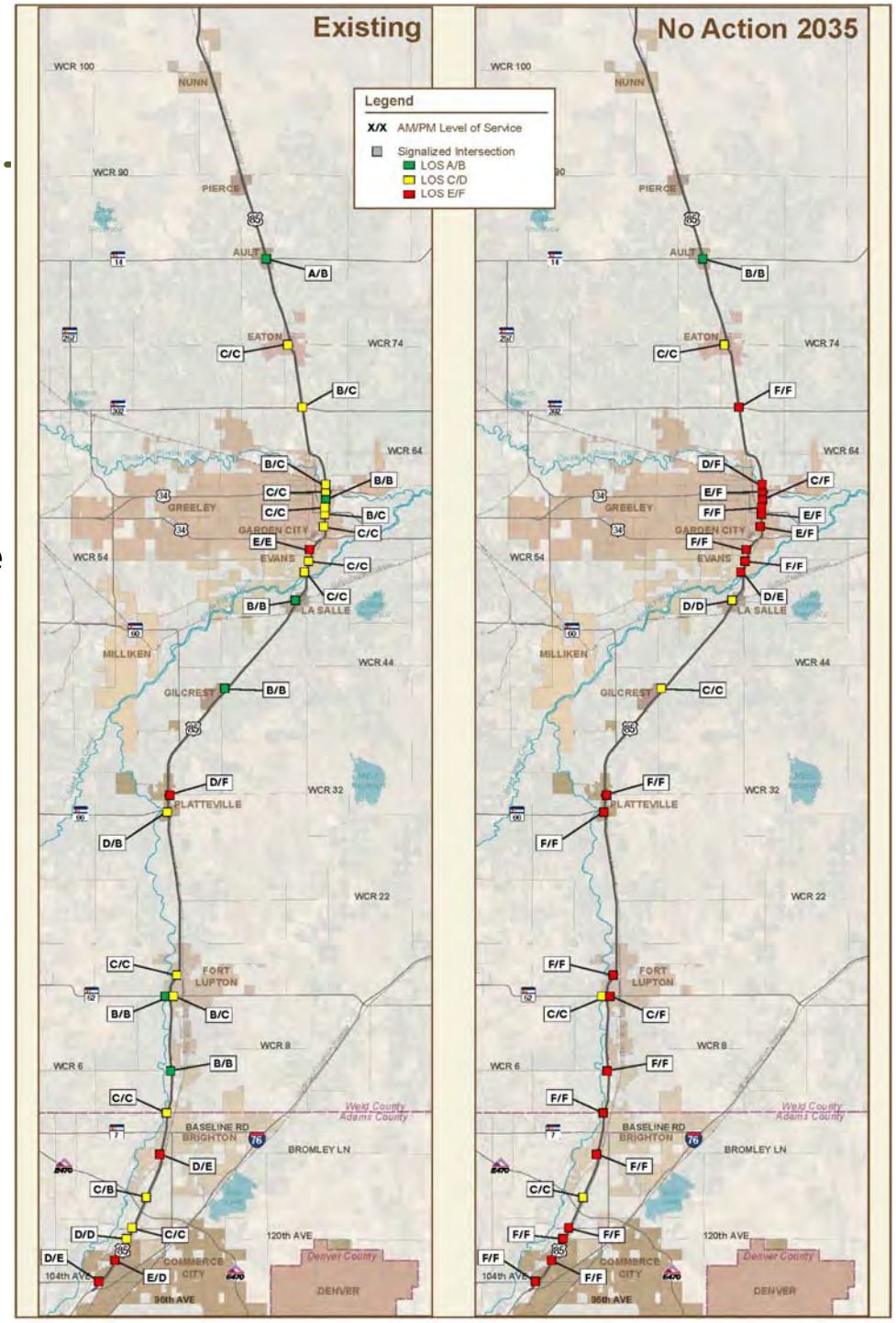
- Historic Growth trend will generally continue
- 30 to 100% increase by 2035 (depending on location)



Historic, Existing, and Future Traffic Volumes

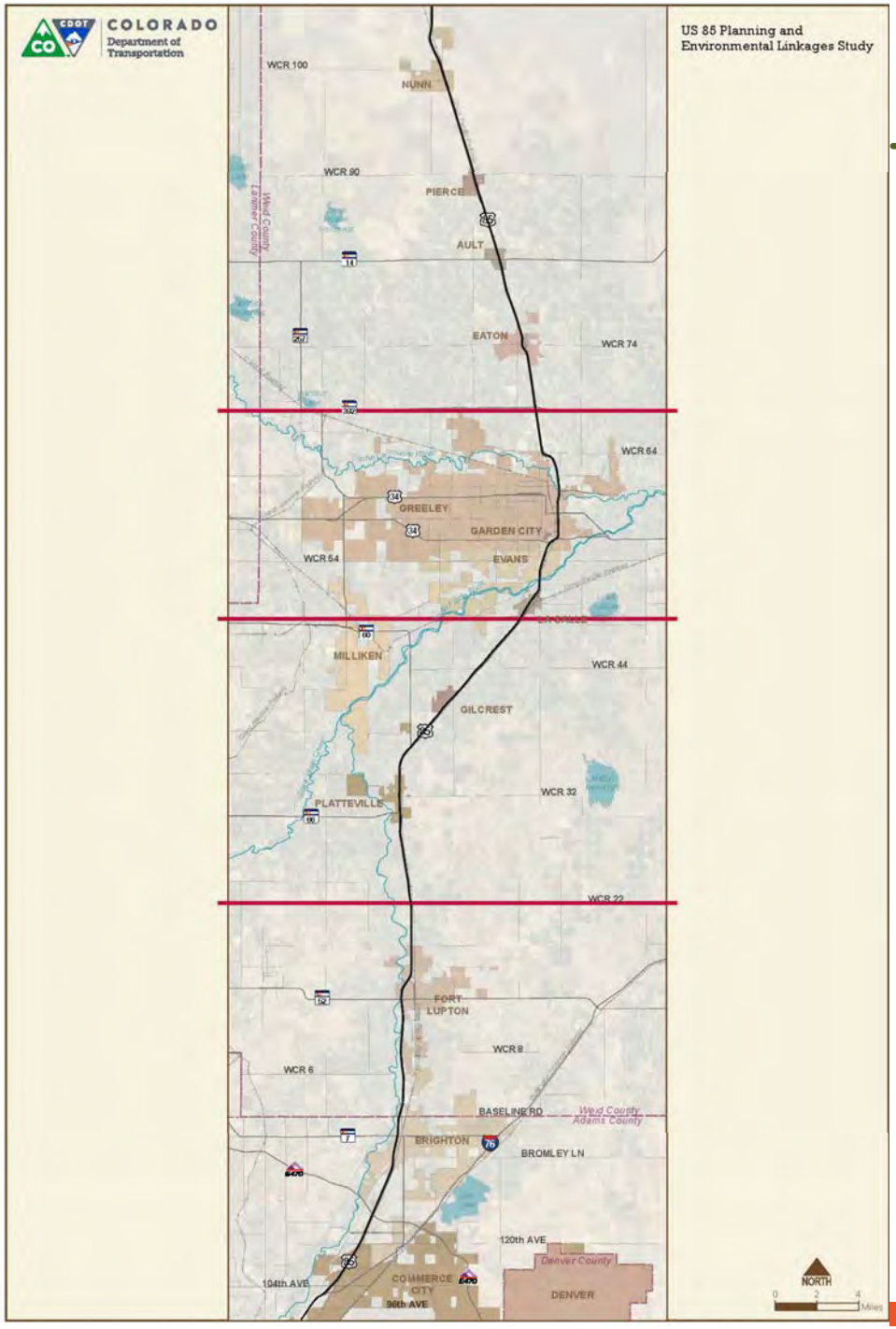
Mobility Problem

- **Regional Mobility**
  - 8 minutes of delay through Commerce City and Brighton
  - 6 minutes of delay through LaSalle and Greeley
- **Local Mobility**
  - Barrier to local mobility (speed, volumes, roadway width, insufficient pedestrian facilities)
- **Intersection Operations**
  - Current—5 Intersections at LOS E/F
  - Future—21 Intersections at LOS E/F



Corridor Segments

- I-76 to WCR 22
- WCR 22 to south of LaSalle
- South of LaSalle to SH 392
- SH 392 to Nunn



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Corridor’s Purpose and Need

Purpose of the Proposed Action

"The purpose of transportation improvements along the US 85 corridor is to improve safety, reduce existing and future traffic congestion, provide efficient access for existing and future development, and improve mobility and connectivity for all modes of transportation that match the context of the adjacent communities."

Need for Proposed Action

- **Safety Problem:** Higher than expected number of crashes at several intersection and mainline.

- **Mobility Problem:** Ability to move on and across US 85 is impacted by:
  - Traffic congestion
  - Inadequate intersections
  - Unreliable travel times

  These conditions are expected to worsen in the future as the region grows due to local and regional population and employment growth.

Need for Proposed Action

- **Access Problem:** The current accesses have contributed to operational and safety deficiencies; exacerbated by railroad proximity.

- **Alternative Travel Modes Problem:** Current infrastructure for transit, pedestrian, and bicycle do not safely and sufficiently serve the existing or future needs of populations and travel patterns along the corridor.

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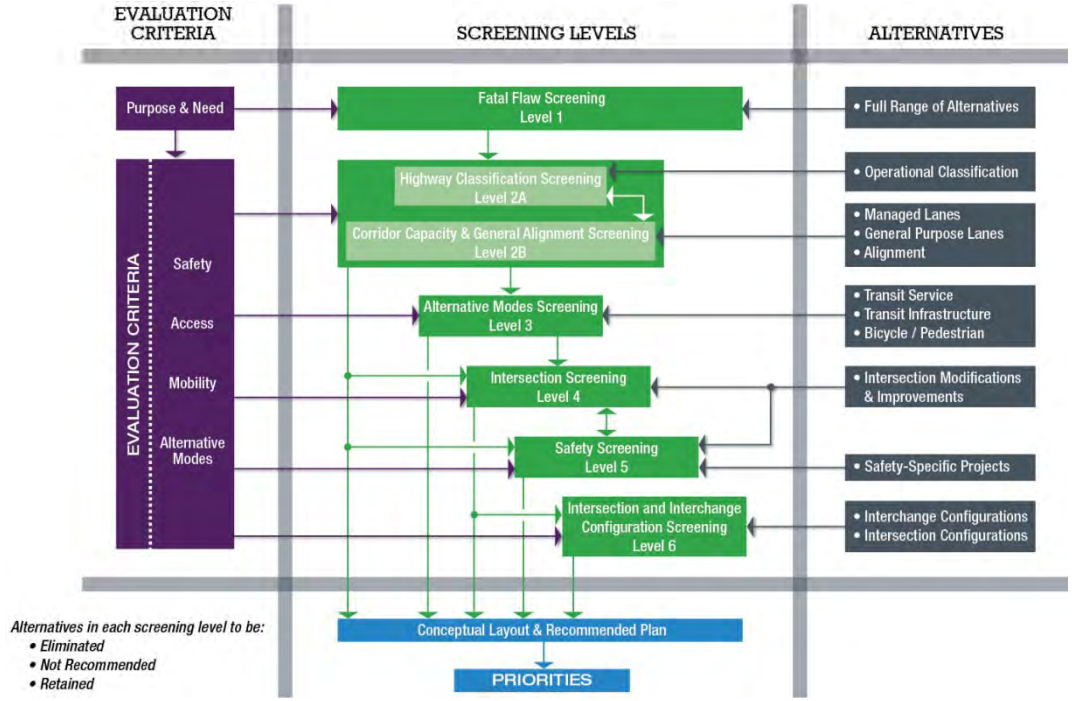
Alternatives Development and Screening

Alternative Development and Screening

- Multi-step Process to continually add detail to remaining alternatives
- Solve current and future problems (2035)
- Incorporate NEPA requirements
  - No Action
  - FHWA concurrence
- On-going Process
- Major focus for the remainder of the study



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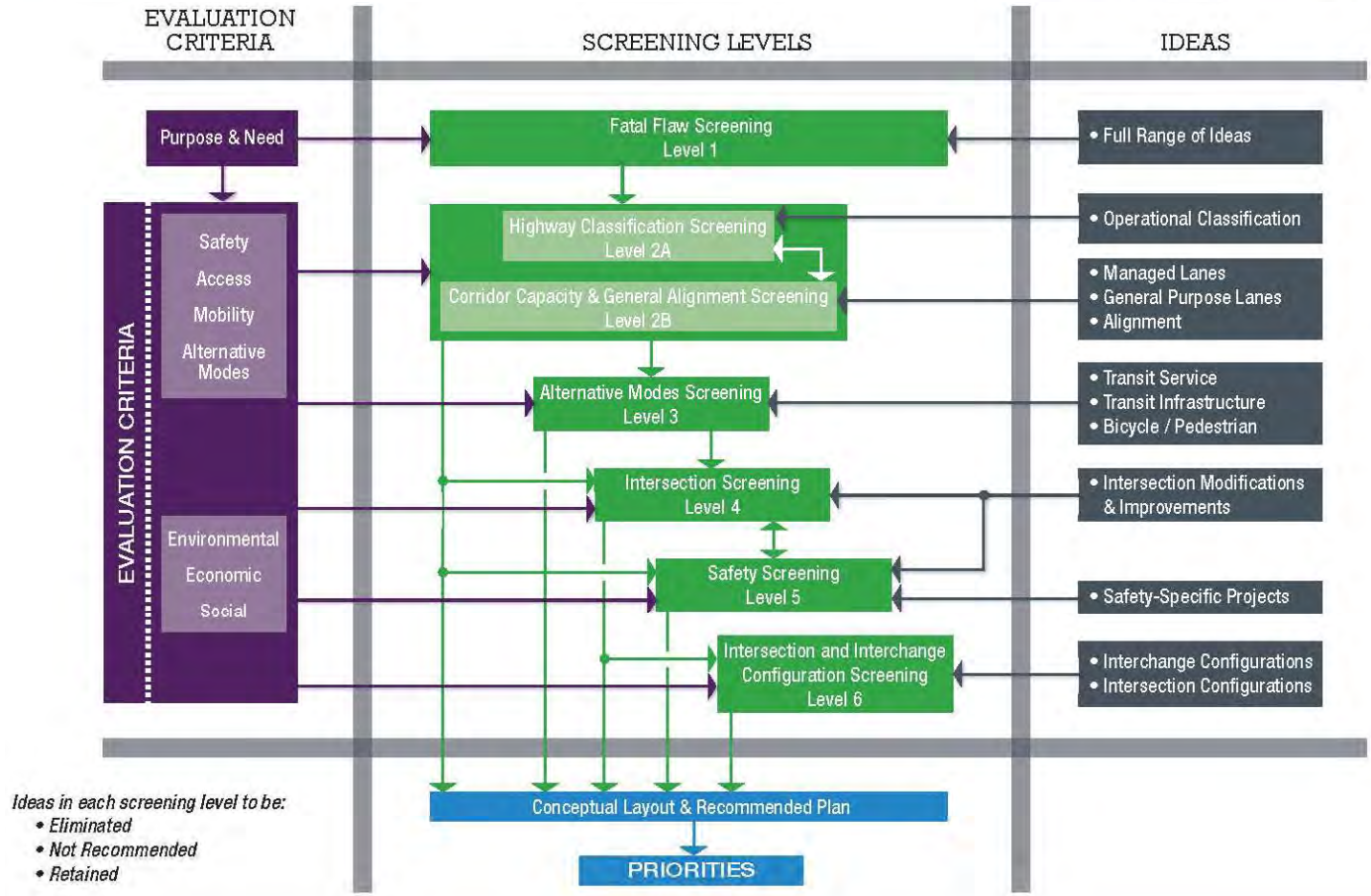
US 85 PEL Screening Process



Ideas in each screening level to be:
- *Eliminated*
- *Not Recommended*
- *Retained*

Level 1 Screening Results

- Eliminate from current study:
  - Realign US 85 to the east (extended lengths)
  - Realign NB US 85 east of UPRR
  - Commuter Rail
  - Light Rail
  - Separate transit guideway

Alternative	**Safety Problem:** Does the alternative improve existing and future conditions with respect to crash experience?	**Mobility Problem:** Does the alternative improve users' ability to move along and across US 85 currently and in the future?	**Access Problem:** Does the alternative improve access to decrease congestion in the corridor?	**Alternative Mode Problem:** Does the alternative address the current and future alternative transportation mode needs?	Summary of Results	Additional Comments
Functional Class						
Freeway (F-W)	Yes	Yes	Yes	No	Retained	
Enhanced Expressway (E-X)	No	Yes	Yes	No	Retained	
Standard Expressway (R-A or R-B)	No	Yes	Yes	No	Retained	
Enhanced Arterial (NR-A)	No	Yes	Yes	No	Retained	
Arterial Roadway (NR-B)	No	Yes	Yes	No	Retained	
Main Street (NR-C)	No	No	No	Yes	Retained	
General Purpose Lanes						
No Additional General Purpose Lanes (No Action)	No	No	No	No	Retained	Retained to evaluate as baseline condition
2 Additional General Purpose Lanes	No	Yes	Yes	No	Retained	
Managed Lanes						
No Managed Lanes (No Action)	No	No	No	No	Retained	Retained to evaluate as baseline condition
HOV Lanes	No	Yes	Yes	No	Retained	
Toll Lanes	No	Yes	Yes	No	Retained	
HOT Lanes	No	Yes	Yes	No	Retained	
Truck Only Lanes	Yes	Yes	Yes	No	Retained	
Alignment						
Current alignment (No Action)	No	No	No	No	Retained	Retained to evaluate as baseline condition
Bypass towns	No	Yes	Yes	No	Retained	Retained for consideration within developed areas.
Realign US 85 to the east (extended lengths)	No	No	No	No	Eliminated	Costs will exceed mobility benefits for extended lengths.
Realign NB US 85 east of UPRR	No	No	No	No	Eliminated	Alternative would cause the highway to be a more significant barrier, costs would be significant, safety and capacity issues will result.

Level 1 Screening Results

- Retained for Further Analysis
  - Functional Classifications
  - Managed Lanes
  - General Purpose Lanes
  - Alignment Changes
  - Transit Service
  - Transit Infrastructure
  - Bicycle / Pedestrian
  - Intersection Modifications
  - Safety-Specific Improvements
  - Intersection / Interchange configurations
  - Other (ITS /TDM / Maintenance)

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Next TAC & EC Meeting

Next Technical Advisory Committee & Executive Committee Meeting

- TAC—October 7th (Eaton)
- Executive Committee Meeting; December 11th, Tentative (Platteville)
  - *Alternatives Screening Process Results*
  - *Next Steps*

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Thanks!

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Executive Committee Meeting 4

September 11, 2014 6:30 PM – 8:30 PM
Evans Community Complex
1100 37th St., Evans, CO

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1	Scott Riley Affiliation: Town of Ault Trustee	PO Box 1366 Ault, CO 80610	970 590 8346	sriley trustee@gmail.com
2	Judy Ruff Affiliation: Town of Ault	PO Box 233 Ault CO 80610	9703138293	judyr@townofault.org
3	Doris Williams Affiliation: Town of New Raymer	57875 CR 86 New Raymer 80742	970-437-5323	LAZ YJ quartercircle Ranch @gmail.com
4	Gloria Hice-Idler Affiliation: CDOT R4		970-350-2148	gloria.hice-idler @ state.co.us
5	Elizabeth Relford Affiliation: Weld County			erelford@weldgov.com
6	Barbara Kirkmeyer Affiliation: Weld Co Comm			bkirkmeyer@weldgov.com

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Executive Committee Meeting 4

September 11, 2014 6:30 PM – 8:30 PM
Evans Community Complex
1100 37th St., Evans, CO

	NAME / AFFILIATION	ADDRESS, CITY, ZIP CODE	PHONE:	E-MAIL ADDRESS
7	L Jay McDonald			jmcdonald@weldgov.com
Affiliation:	Public Works Dir			
7	Marin D'Andrea	8602 Rosemary St. Commerce City, 80022	303-289-8156	mdandrea@c3gov.com
Affiliation:	City of Commerce City			
7	Alex Pulley		303-721-1440	alex.pulley@fhueng.com
Affiliation:	FHU			
7	MYRON HORA		9703502263	MYRON.HORA@STATE.CO.US
Affiliation:	CDOT			
11	Chris Fasching			
Affiliation:	FHU			
12	Johnny Olson			
Affiliation:	CDOT			

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Executive Committee Meeting 4

September 11, 2014 6:30 PM – 8:30 PM
Evans Community Complex
1100 37th St., Evans, CO

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
13 M Sue Spurgeon-Paris Affiliation: Mayor Town of Pierce			Mayor@TownofPierce.org
14 Hope Morris Affiliation: Trustee Town of Platteville			Morris1108@gmail.com
15 Bonnie Dunston Affiliation: Mayor Town of Platteville			KBTimes2@yahoo.com
16 STEVE NELSON Affiliation: PLATTEVILLE B.O.T			STEVE@OVERLANDTRACTOR.COM
17 Trudy Peterson Affiliation: Gilcrest - Administrator			TOWNADMINISTRATOR@TOWNOFGILCREST.ORG
18 Marleen Oakes Affiliation: LaSalle, Town Board			marleenoo@yahoo.com

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Executive Committee Meeting 4

September 11, 2014 6:30 PM – 8:30 PM
Evans Community Complex
1100 37th St., Evans, CO

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
19 Terri Blackmore Affiliation: NFRMPO	419 Canyon suite 300 Fort Collins, CO 80521	970-416 2174	tblackmore@nfrmpo.org
20 John Morris Affiliation: Evans			
21 Fred Starr Affiliation: City of Evans	1100 37th St Evans, CO	970 475-1110	fstarr@evansco.gov
22 Rex R. Bell Affiliation: Brighton	1035 Midland St Brighton 80601	303 886 3099	rexingerbell@msn.com
23 Steve Cook Affiliation: DRCOG		303 480 6749	scook@drcog.org
24 Kimberly Dall Affiliation: Brighton	500 S 4th Ave Brighton, CO 80601	303 655 2112	kdall@brightonco.gov

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Executive Committee Meeting 4

September 11, 2014 6:30 PM – 8:30 PM
Evans Community Complex
1100 37th St., Evans, CO

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
25	Jeanne Shreve	4430 So. Adams Cty Pkwy, Brighton	720-523-6847	jshreve@adcogov.org
	Affiliation:			
26	ANDREW HOLTON			
	Affiliation: ATKINS			
27	MIKE CROW	1420 2nd St. Greeley CO 80631	970 350 2121	m.crow@state.co.us
	Affiliation:			
28				
	Affiliation:			
29				
	Affiliation:			
30				
	Affiliation:			

AGENDA

Executive Committee (EC) Meeting #4

December 11, 2014 6:00 PM - 8:00 PM

Town of Platteville

400 Grand Avenue, Platteville, CO 80651

- **Introductions**
- **Revised Purpose & Need**
- **Alternative Screening Process**
  - Overall Process
  - Level 1 Screening
  - Level 2 Process and Level of Analysis
- **Level 2 Screening Results**
  - Classification discussion
- **Next TAC meetings**
  - Sectional TAC Meetings – Late January 2015
  - Four Meetings
- **Next TAC and EC meetings**
  - EC Meeting – March 12th (Location TBD)

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Executive Committee Meeting 3

December 11, 2014 6:00 PM – 8:00 PM
Town of Platteville
400 Grand Avenue, Platteville, CO 80651

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1	Chris Fasching Affiliation: FHU	6300 S. Syracuse Way Centennial, CO 80111	303-721-1440	Chris.Fasching@FHUENG.COM
2	Jamie Archambeau Affiliation: Atkins	4601 DTC Blvd Suite 700 Denver, CO 80237	303-221-7275	jamie.archambeau@atkinsglobal.com
3	Mayor Tommy Holton Affiliation:	130 S. McKinley	303-857-6694	tholton@fortlupton.org
4	Comm Barbara Kirkmeyer Affiliation:			bkirkmeyer@co.weld.co.us
5	Elizabeth Relford Affiliation:			erelford@weldgov.com
6	Gloria Hice-Idler Affiliation:			gloria.hice-idler@state.co.us

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Executive Committee Meeting 3

December 11, 2014 6:00 PM – 8:00 PM
Town of Platteville
400 Grand Avenue, Platteville, CO 80651

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
7 Jeanne Shreve Affiliation: Adams Cty	Same		
7 Kimberly Dall Affiliation: City of Brighton	SAME		
7 Fred Starke Affiliation: City of Evans			
7 MYRON HOBA Affiliation: CDOT	ON RECORD		
11 MIKE CROW Affiliation: CDOT	Greeley	970 350 2121	M.Crow@state.co.us
12 MARY LEE Affiliation: TOWN OF PLATTEVILLE	400 GRAND AVE 80651	970-785-2245	mlee@platteville.gov.org

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Executive Committee Meeting 3

December 11, 2014 6:00 PM – 8:00 PM
Town of Platteville
400 Grand Avenue, Platteville, CO 80651

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
13 Terry Blackmore		970-416-2174	tblackmore@nfrmpo.org
Affiliation: NFRMPO			
14 Norm Schoneman	P.O Box 141 Platteville, 80651	970 785-2459	petless07@msn.com
Affiliation: Resident			
15 Bonnie Dunston	Platteville		
Affiliation: Mayor			
16 Marleen Oakes	La Salle (Trustee)	970 371-1755	marleenoakes@gmail.com
Affiliation:			
17 John Morris	Evans Mayor		
Affiliation:			
18 KIM & STEVE NELSON	PLATTEVILLE TRUSTEES	~~303-857~~ 9405	steve@overlandtractor.com
Affiliation:			

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Executive Committee Meeting 3

December 11, 2014 6:00 PM – 8:00 PM
Town of Platteville
400 Grand Avenue, Platteville, CO 80651

nelnelcont@gmail.com

	NAME AFFILIATION	ADDRESS, CITY, ZIP CODE	PHONE:	E-MAIL ADDRESS
19	Jeff Nelson Affiliation: MAYOR	304 8th street Gilcrest, CO 80623	off 970-737-2426 Cell 970 737-2426	
20	Affiliation:			
21	Affiliation:			
22	Affiliation:			
23	Affiliation:			
24	Affiliation:			

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US 85 Planning and Environmental Linkages Study

December 11, 2014 Executive Committee (EC) Meeting #3

Platteville, CO

DRAFT MEETING SUMMARY

Executive Committee (EC) Meeting #4

December 11, 2014 6:00 -8:00 PM

Town of Platteville

Following is a summary of the presentation and discussion at the US 85 PEL EC meeting. Questions and comments from the EC or Technical Advisory Committee (TAC) members are bulleted.

Chris Fasching (FHU) welcomed the group, thanked the Town of Platteville for hosting and providing dinner and asked for a round of introductions. He then provided a summary of project activity that has been taken place since the September EC meeting.

Revised Purpose and Need

Alex Pulley (FHU) described how the Purpose & Need has been revised to incorporate the railroad proximity problem that was identified at the September EC meeting.

Alternative Screening Process

Alex reminded the EC of the six level screening process that is being used. The addition of the railroad proximity problem required revisiting the Level 1 screening. This meeting focused on the results of the Level 2 screening, which is the foundation for the remaining screening levels.

- Commissioner Kirkmeyer (Weld County) asked for more explanation about the screening process and how intersection improvements, for example are being evaluated. Alex described that right now we're using the operation classification to set the context and general parameters for the types of improvements that are needed at specific locations of the corridor.
- Commissioner Kirkmeyer and Mayor Dunston (Platteville) expressed concerns about managed lanes being detrimental to the economy. The project team responded that there is a CDOT requirement that managed lanes be considered for any new capacity on the state highway system. Managed lanes will be evaluated in subsequent a screening that will consider the economic impacts.
- Mayor Morris (Evans) expressed interest in providing bike facilities between LaSalle, Evans, and Greeley as well as across US 85. Mayor Nelson (Gilcrest) mentioned that it is very difficult to bike across the bridge over the Platte River in Evans.
- Commissioner Kirkmeyer asked whether the evaluation criteria are weighted. Alex responded that no, the evaluation criteria are not weighted but rather we're looking at the trade-offs and balancing the different needs.

Level 2A Screening Process

Jamie Archambeau (Atkins) described the operational classifications including typical intersection/interchange spacing and types.

Jenny Young (FHU) described the evaluation criteria that were used in the Level 2B screening process.

- Commissioner Kirkmeyer asked how we accounted for the widening of CR 49. Chris described that we've done some sensitivity analysis using the travel demand models and we're seeing a small reduction in the travel demand on US 85 as a result of CR 49 but not a level that would justify modifying the traffic forecasts.

Level 2 Screening Results

Chris Fasching described the preliminary recommendations for operational classification and through lanes on each section. Points of discussion included the following:

- North of SH 52 would be difficult to get 6 lanes because of physical constraints; may need to extend the freeway farther to the north with only 4 lanes. The transition point between the 4 lane freeway and 6 lane enhanced expressway will be looked at in the next level, but it will likely need to transition to six lanes before the signal at CR 14 ½ (14th Street).
- The current level of traffic north of Fort Lupton does not seem to justify the need for 6 lanes. There was concern expressed that by providing additional capacity, the corridor communities would become more attractive as bedroom communities. The project team noted that there is considerable growth in traffic anticipated over the next 20 years, particularly in the section of the corridor between Fort Lupton and Platteville. With increased traffic volumes and signals on the corridor, 6 lanes will be needed to handle the traffic flow (as an expressway).
- Safety should be the most important consideration; concern was expressed about the safety associated with transitioning from 4 lanes to 6 lanes and back to 4 lanes. The project team will identify logical transition points where there are heavy turning movements (e.g., SH 60/Two Rivers Parkway) to avoid lane merges.
- There was concern raised about the safety at the CR 22 intersection. The project team will review the crash history and patterns at this location.
- Would an upgrade through Platteville from major arterial to standard expressway improve safety? The project team responded that yes, the safety could be improved by eliminating conflict points (access closures, intersection upgrades, etc., especially at Grand Avenue.
- At what point do we ensure the goals of the US 85 Coalition come into play? The primary goal is to enhance safety, not to provide fast travel between Greeley and Denver, which exacerbates the bedroom community problem.

- In order to get six lanes through Platteville and avoid getting any closer to the railroad, US 85 would have to widen to the west, which would mean impacts to the community, and bringing the highway that much closer to the school.
- Trying to get Gilcrest to grow, not sure how the classification proposal would impact the potential for growth in Gilcrest (i.e., people driving by too fast).
- Should there be something between major arterial and standard expressway? Concern was expressed that the planning in Evans over the last 15 years would be discarded. Myron Hora (CDOT Region 4) and Gloria Hice-Idler (CDOT Region 4) reiterated the importance of the Access Control Plan as the governing document, and Gloria also mentioned that there is flexibility in the access spacing of the operational classifications. Gloria noted that it's always easier to start at a high level and come down relative to access categories
- Gilcrest expressed the desire for a freeway and the ability to travel quickly.
- Evans is close to getting the improvements at US 85/31st Street; they have acquired land.
- How will the ACP and PEL be used and how will they differ? Gloria responded that if a community wants something that is not in the ACP, it would have to go through an amendment process, just as it has in the past. The ACP supersedes the operational classification. The ACP is the governing document, the PEL is a plan that will help CDOT and the local agencies plan and preserve right of way for the future improvements (analogous to a Comprehensive Plan and a zoning plan). The PEL may include a set of recommended amendments to the ACP, which would need to be approved.
- LaSalle mentioned that the switching yard is moving to the east (away from US 85); there may be a 50 percent improvement in blockages – the issue will still be there, but somewhat diminished. This relocation is expected to occur in 9 to 10 months.
- At CR 52 people try to go through (westbound) but can't, so they turn right, do a u-turn at the truck stop in Evans creating a safety concern.
- Frontage Road through Platteville could be considered for conversion to one way to allow space to widen US 85 to the six lanes.
- Consider adding a passing lane between Ault and Nunn or even widen to a full four lanes for safety, not for traffic, also to address truck activity and passing needs; at a minimum between Ault and Pierce.

Next TAC and EC Meetings

- The next TAC meetings will be in January 2015 and will be divided into four section meetings.
- The next EC meeting will be on March 12, 2015, location to be determined.

Attachments:

US 85 PEL EC powerpoint presentation

Sign-in sheets

Agenda

- Introductions
- Activity Summary & Meeting Goal
- Revised Purpose & Need
- Alternative Screening Process
  - Overall Screening Process
  - Revised Level 1 Screening
  - Level 2 Process & Level of Analysis
- Level 2 Screening Results and Discussion
- Next TAC and EC meetings

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Activities Summary & Meeting Goal

Activity Summary & Meeting Goal

- Since last EC meeting:
  - TAC meeting
  - Updated Purpose and Need – Railroad considerations
  - Screening of Operational Classifications
- Screening
  - Level 1 - Assessed all improvement alternatives.
  - Level 2a - Evaluated all operational classifications by section
  - Level 2b – Further evaluated short-list of classifications. Coupled lane widening with classifications.
- This meeting – HEAR FROM YOU on 2a/2b screening
  - First cut of Operational Classification by section

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Revised Purpose & Need

Revised Purpose and Need

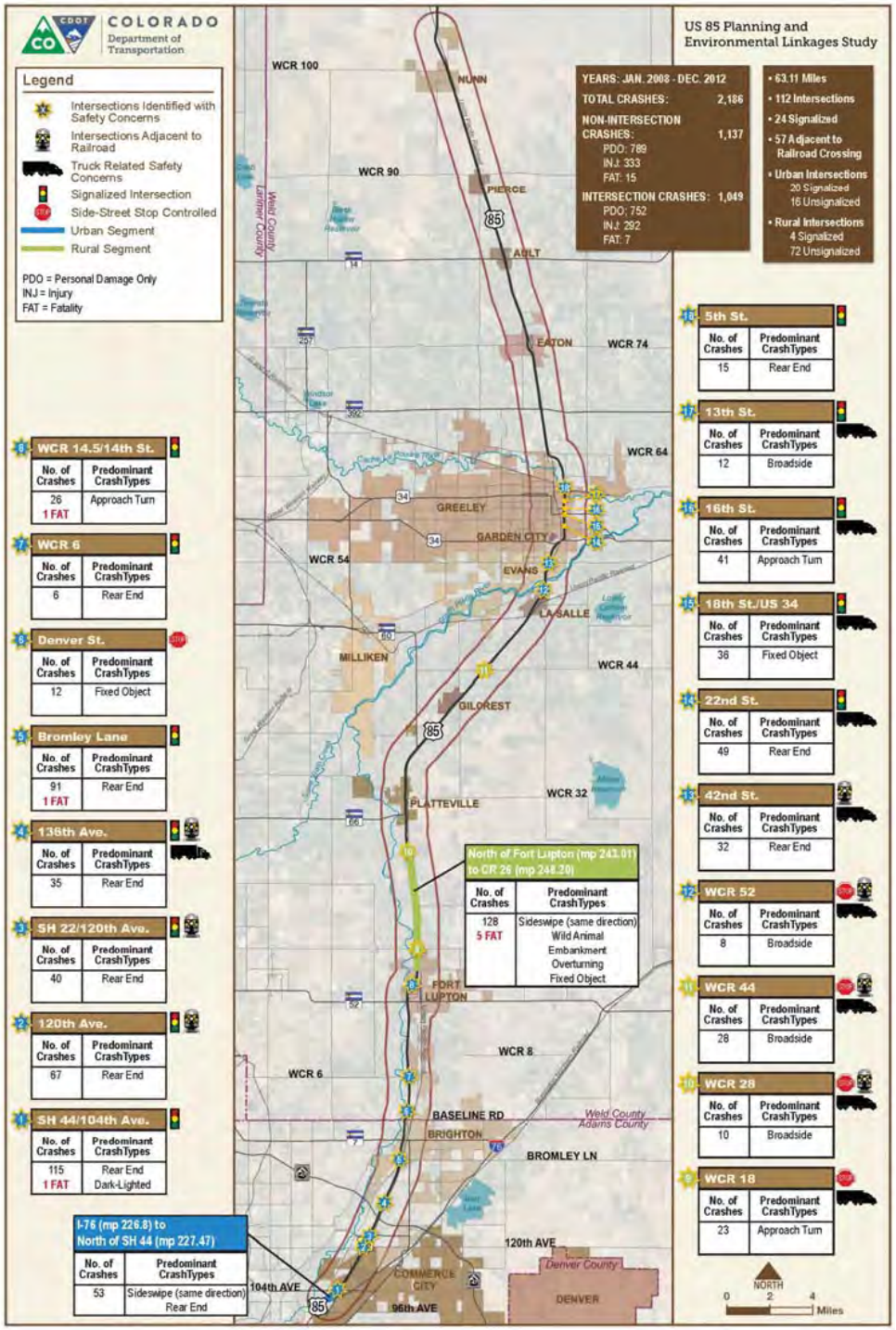
- Added Railroad Proximity as separate need

- Purpose and Need
  - Safety Problem
  - Mobility Problem
  - Access Problem
  - Railroad Proximity Problem
  - Alternative Travel Modes Problem

Railroad Proximity Problem

- 37 intersections less than 200 feet from railroad
- 27 intersections between 200 and 800 feet from railroad
- 4 Intersections greater than 800 feet from railroad

- Train stoppage can cause long queues



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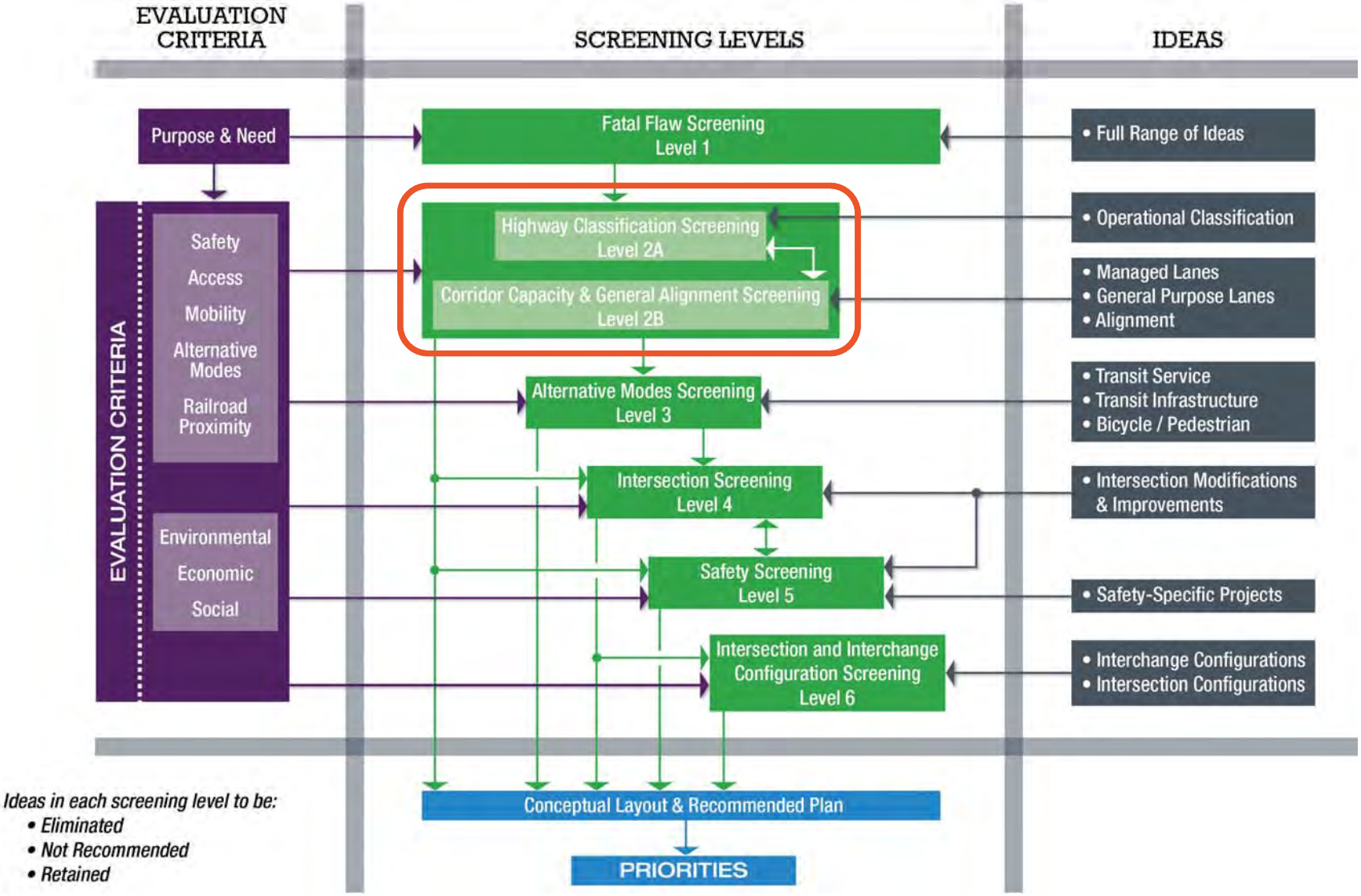
Overall Screening Process

Alternatives Screening Process



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Revised Level 1 Screening

Level I Screening

- Compared all alternatives against the five Purpose and Need Categories:
  - **Safety Problem:** Does the alternative improve existing and future conditions with respect to crash experience?
  - **Mobility Problem:** Does the alternative improve users' ability to move along and across US 85 currently and in the future?
  - **Railroad Proximity Problem:** Does the proximity of the UPRR and US 85 negatively affect the operations of US 85?
  - **Access Problem:** Does the alternative improve access to decrease congestion in the corridor?
  - **Alternative Mode Problem:** Does the alternative address the current and future alternative transportation mode needs?

Level I Screening Results

Alternatives Eliminated:

- Realigning US 85 to east (extended lengths)
- Locating the RR within the median of US 85
- Commuter Rail *(through 2035 horizon)*
- Light Rail *(through 2035 horizon)*
- Separate Transit Guideway *(through 2035 horizon)*

Alternatives Added:

- Realign US 85 to the west (short lengths)

Alternatives Retained:

- Carried forward for further evaluation
- Will not all be appropriate for the entire length of US 85, and some may be a consideration for only short select sections.

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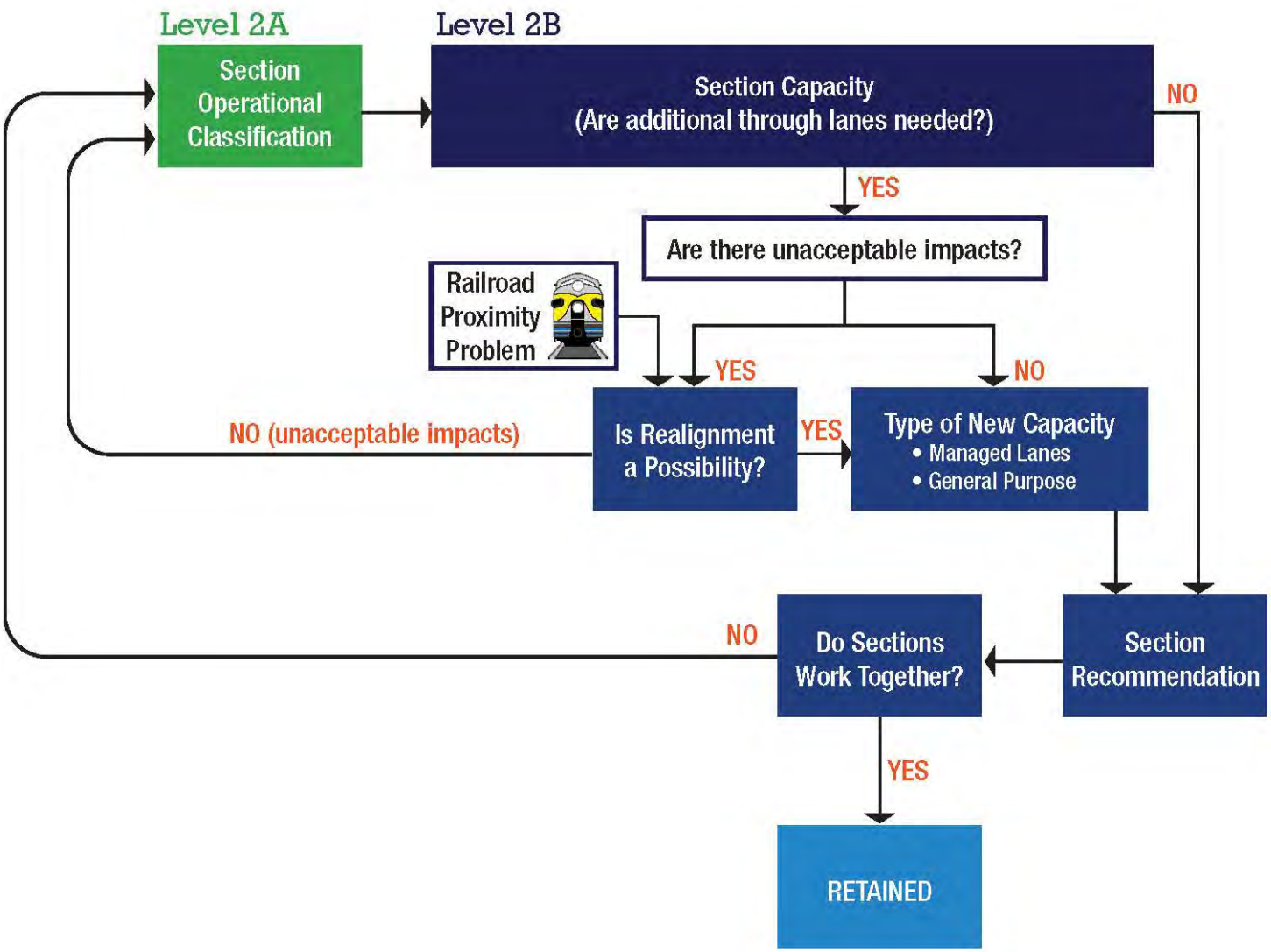
Level 2A Screening Review and Discussion

Level 2 Screening



Level 2A Operational Classifications

Not directly related to CDOT Access Categories

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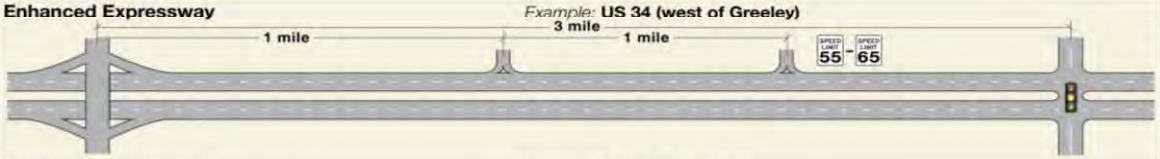
US 85 Planning and Environmental Linkages Study

	Description	Access Spacing	Treatment Options	Multi-modal treatments
Freeway	High speed and high traffic volumes with no direct access	3 mile + desirable, 1 mile + allowable	Grade Separation, directional access	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes
Enhanced Expressway 	High speed and moderately high traffic volumes with limited and possible direct access, multiple lanes in each direction and separated directional travel	1 mile + for interchanges, 3 mile + for controlled intersections, with possible RIRO at half mile	Grade separation, junior interchange, signalization, partial closure (turn restrictions), Continuous Green-T, ThrU Turn intersections, CFI, one-way quad	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes, pedestrian/bike crossings at signalized intersections, transit pull outs
Standard Expressway	Moderately high speeds and traffic volumes with limited access, multiple lanes in each direction and separated directional travel	1 mile + for full movement, with possible RIRO at half mile	Grade separation, junior interchange, signalization, partial closure (turn restrictions), Continuous Green-T, ThrU Turn intersections, CFI, one-way quad	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes, pedestrian/bike crossings at signalized intersections, transit pull outs
Rural Highway	Moderate to high speeds with moderate to low traffic volumes	1/2 mile + for full movement intersections with public roadways, maximum of one access per parcel (depending on other roadways that could preclude access)with shared access preferable	Signalization, two-way stop control	Pedestrian/bike crossings at signals, pedestrian/bike crossings at signalized intersections, transit pull outs
Arterial Roadway	Moderate to low travel speeds and traffic volumes with moderate access	1/2 mile for full movement intersections, with possible 3/4 movement at quarter miles, and RIRO access for each parcel (should share access if possible)	Signalization, partial closure (turn restrictions), Continuous Green-T, ThrU Turn intersections, CFI, two-way stop control	Pedestrian/bike crossing signals, pedestrian/bike crossings at signalized intersections, transit pull outs
Main Street	Low travel speeds and traffic volumes with significant roadside development and access needs	One access per parcel (should share access if possible)	Signalization, partial closure (turn restrictions), two-way stop control	Pedestrian/bike crossing signals, marked pedestrian/bike crossing, HAWK, pedestrian/bike crossings at signalized intersections, transit pull outs

Level 2A Screening Criteria

Mobility

- Travel Time Index (TTI)
  - Ratio of the time spent in traffic during peak traffic times as compared to travel times in light traffic.
  - TTI value of 1.25 is goal

Safety

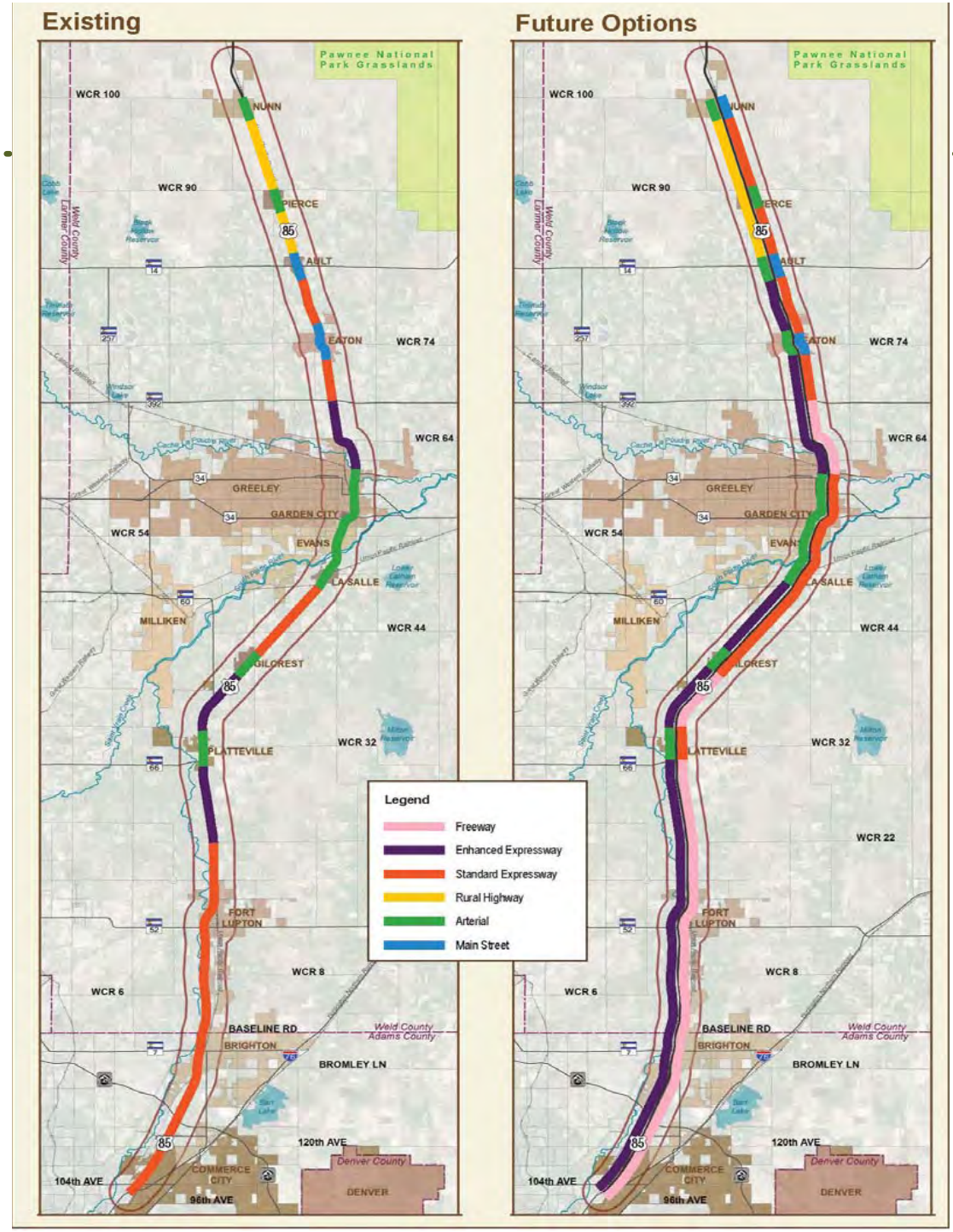
- Level of Service of Safety (LOSS)
  - LOSS I = Retain the existing operational classification and the next classification down
  - LOSS II = Retain the existing operational classification
  - LOSS III = Retain the existing operational classification and the next classification up
  - LOSS IV = Retain the next classification up

Access

- Classification consistent with the intent of the ACP = Retained
- Classification not consistent with the intent of the ACP = Eliminated

Level 2A Screening Results

- Two Potential Classifications per Section
- Each Classification Analyzed in Level 2B



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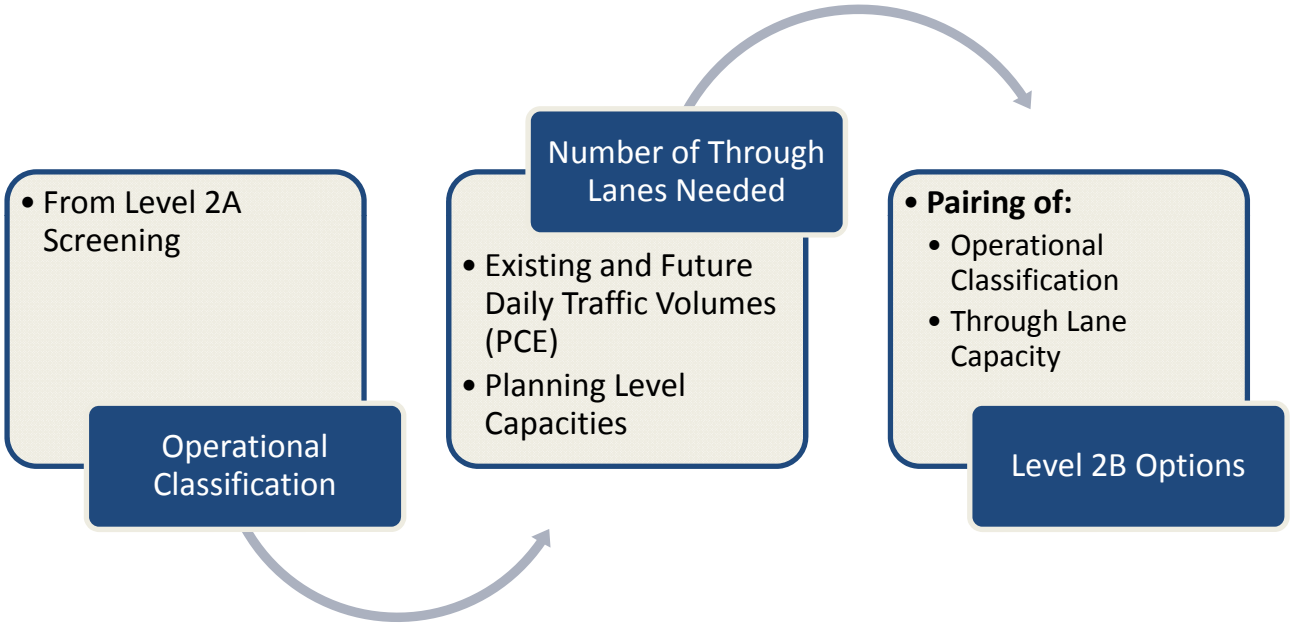
Level 2B Screening Methodology

Level 2B Alternatives Development



Level 2B Screening Criteria

Purpose & Need

- Mobility
- Access
- Safety
- Railroad
- Alternative Modes
- Natural & Cultural Environment
- Community

Mobility

Q1. Does the option provide sufficient capacity to handle travel demand in 2035?

Q2. Does the option achieve future travel time objectives?

Access

Q1. Does the option support the intent of the ACP?

Q2. Does the option provide appropriate access that supports local land use planning?

Safety

Q1. How many crashes could potentially be prevented?

Q2. Does the option result in lower than average crash rates for like-facilities?

Railroad

Q1. What is the extent of the railroad/highway operational problem?

Q2. Does the option minimize railroad proximity impacts on US 85 operations?

Alternative Modes

Q1. Does the option allow for viable transit service in the future?

Q2. Does the option support the adjacent community's vision for biking and walking?

Natural and Cultural Environment

Q1. Does the option avoid substantial impacts to natural environment and cultural resources?

Community Effects

Q1. Does the option minimize community impacts?

Q2. Does the option minimize ROW acquisition needs and resident/ business displacements?

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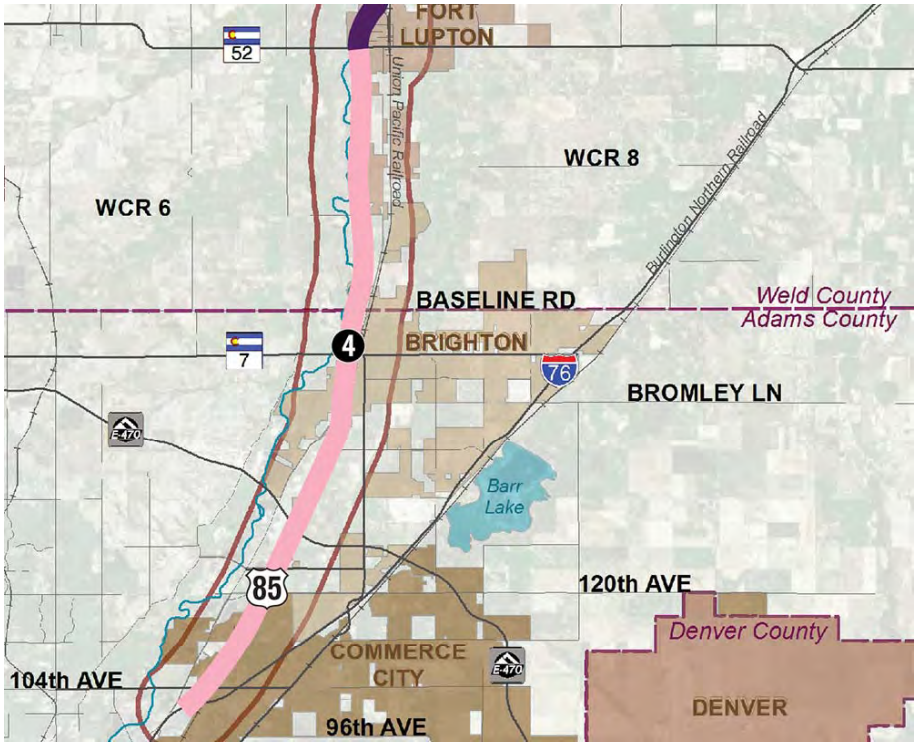
Level 2B Screening Results

US 85 Classification Results—General Trends

- I-76 to Greeley has greatest mobility, capacity, and safety needs
- US 85 North of Greeley can continue to function as a Main Street and Rural Highway facility
- Improvements will be explored along the entire 62 miles given classification context

Level 2B Results—Freeway



- Highest Speed
- Four-Lanes
- Only Interchanges
- No At-Grade Access Points
- Highest Functioning Classification

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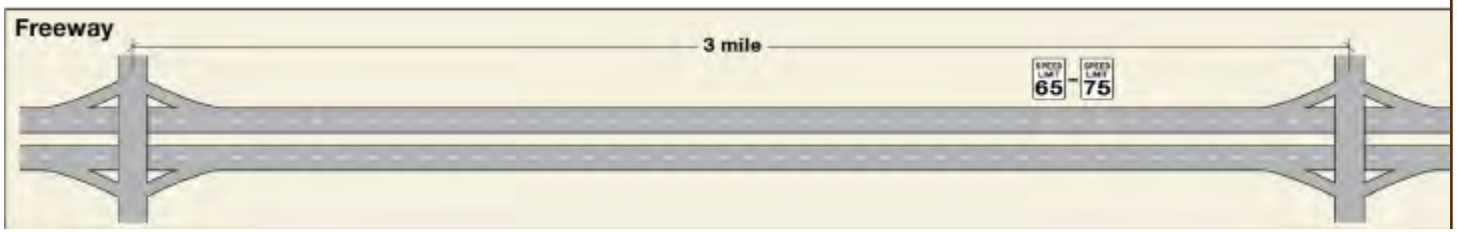
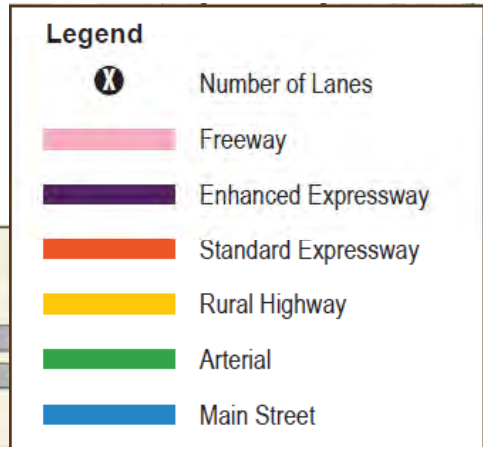
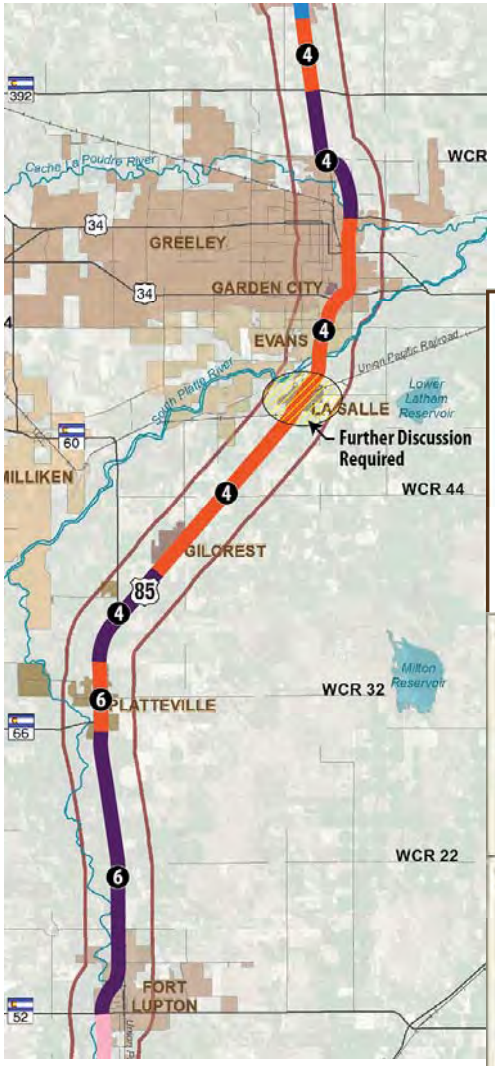


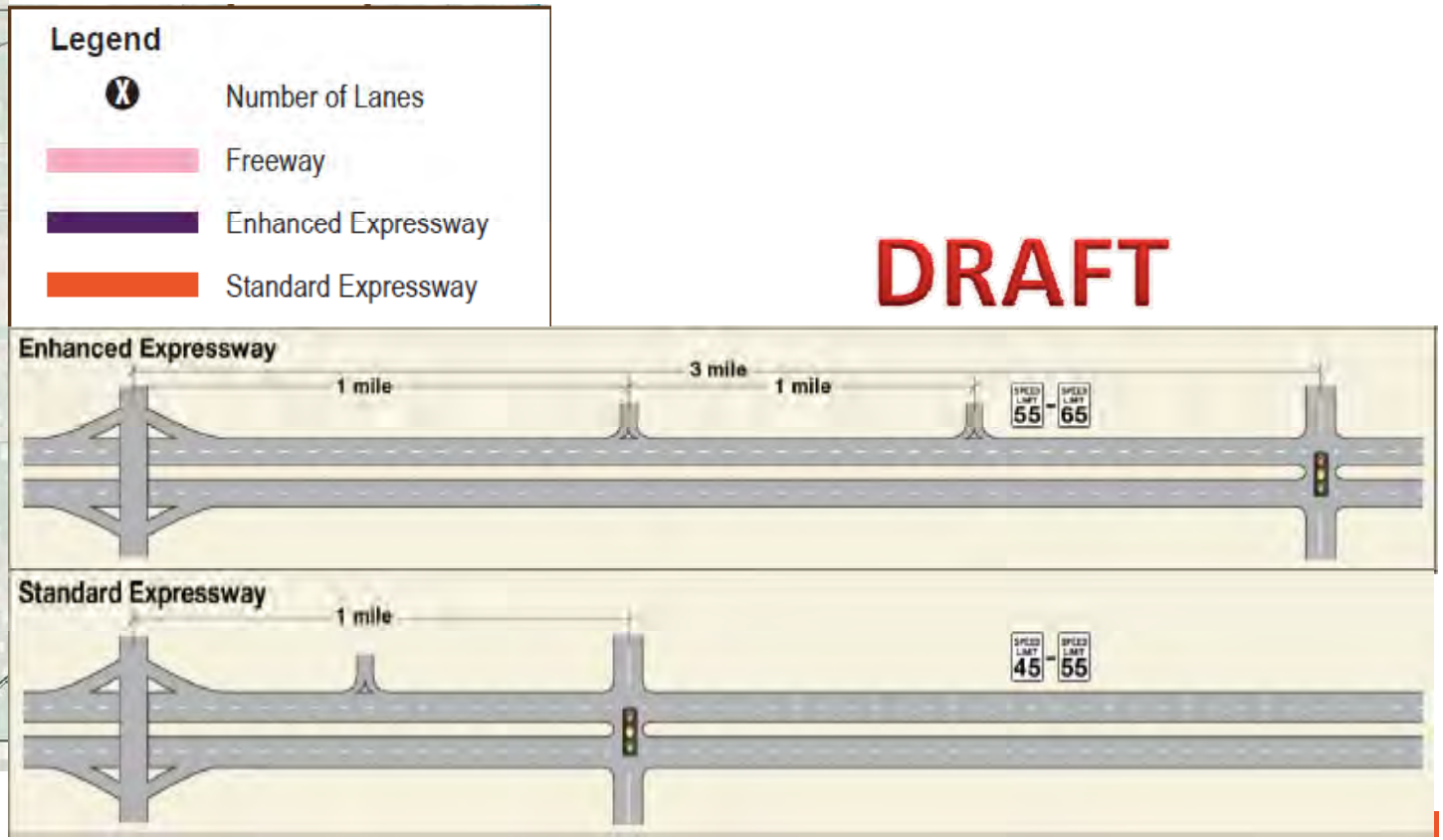


Level 2B Results—Expressway

Expressway

- Interchanges, Signals, Closures (full & partial)
- Spacing Between Accesses / Interchanges
- Higher Speeds
- Four to Six Lanes





Level 2B Results—Rural Highway / Arterial / Main Street

- Four to two lanes
- Matches current classification and laneage
- Many opportunities for improvements from current conditions

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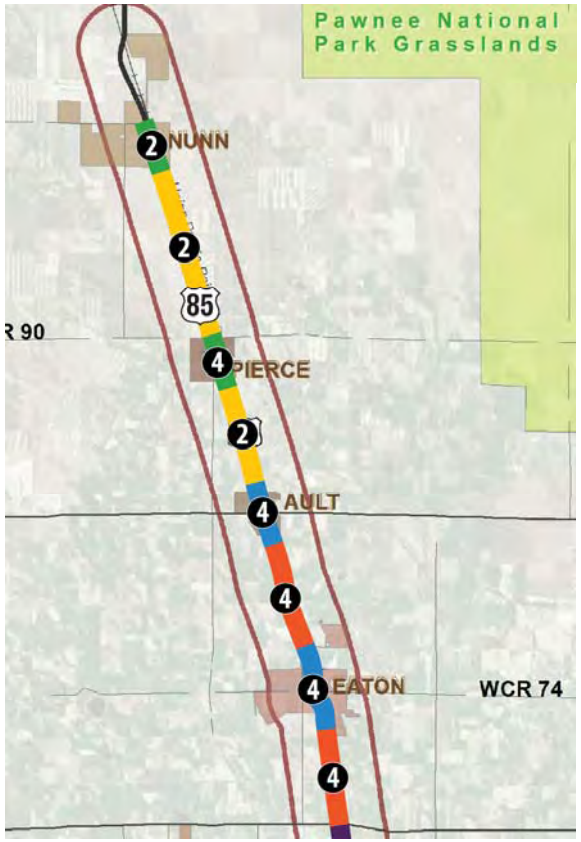
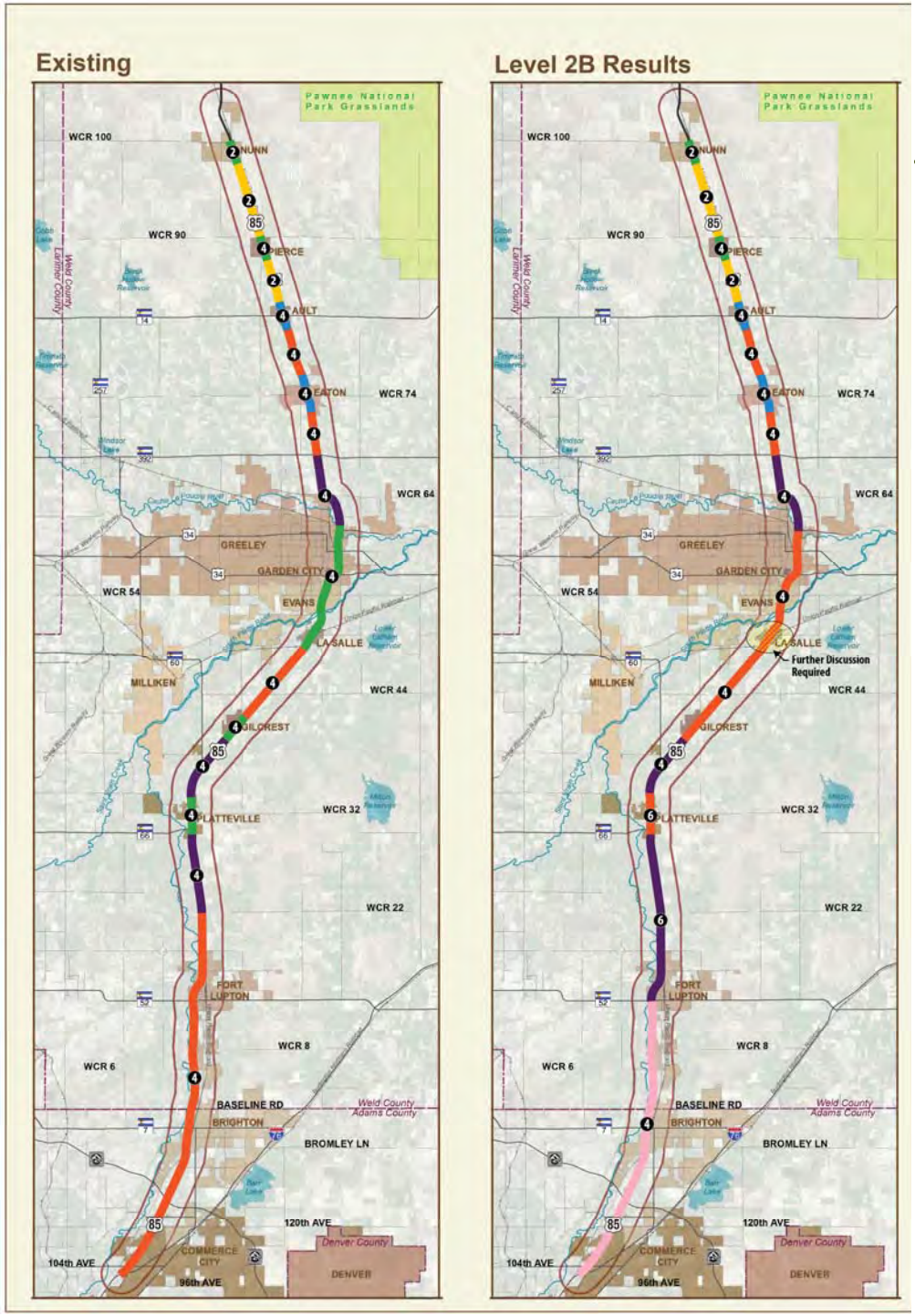


Rural Highway
Arterial
Main Street

Level 2B Results—Overall



Additional Capacity & Realignments

- New capacity requires consideration of managed lanes:
  - WCR 6 to WCR 32
- Potential Realignments
- Railroad Considerations
  - Potential closures of roads for sidings

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Next TAC and EC Meeting

Upcoming Meetings

- Sectional TAC Meetings
  - Four Locations Throughout
  - Late January
- Next EC meeting –
  - March 12th – Location TBD

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Thanks!

AGENDA

Executive Committee (EC) Meeting #5

June 11, 2015 | 6:30 PM - 8:00 PM

Weld County Administration Building, Events Center Room

1150 O Street, Greeley, CO 80631

- **Introductions**
  - Review agenda, meeting expectations
- **Review of Last Meeting (Level 2 Screening Results)**
  - Roadway classifications
- **Progress Update**
  - TAC meetings summary
  - Railroad coordination
  - One-on-one meetings
- **Initial Improvement Options Overview (Level 3, 4, and 5 Screening)**
  - Options, results by intersection
  - Safety, multi-modal improvements
  - Next step: prioritization, interim improvements
- **Next Steps**
  - Continue one-on-one meetings
  - Coordination with TAC
  - Public meetings

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Executive Committee Meeting 5

June 11, 2015 | 6:30 PM – 8:00 PM
Weld County Administration Building
1150 O Street, Greeley, CO 80631

Name / Affiliation	Address, City, Zip Code	Phone	E-Mail Address
1 Jeanne Shreve	Adams Cty		
Affiliation:			
2 Kimberly Dall	Brighton		
Affiliation:			
3 Joe Smith			jsmith@brightoncogov
Affiliation: Brighton			
4			
Affiliation:			
5			
Affiliation:			
6			
Affiliation:			

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Executive Committee Meeting 5

June 11, 2015 | 6:30 PM – 8:00 PM
Weld County Administration Building
1150 O Street, Greeley, CO 80631

Name / Affiliation	Address, City, Zip Code	Phone	E-Mail Address
7 Barbara Kirkmeyer Affiliation: Weld County Commissioner			
8 SCOTT MOSER Affiliation: MAYOR - TOWN OF EATON			
9 John Morris Affiliation: Mayor Evans			
10 Marleen Oaker Affiliation: Trustee - Town of La Salle			
11 Affiliation:			
12 Affiliation:			

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Executive Committee Meeting 5

June 11, 2015 | 6:30 PM – 8:00 PM
Weld County Administration Building
1150 O Street, Greeley, CO 80631

	Name / Affiliation	Address, City, Zip Code	Phone	E-Mail Address
13	M Sue Spurgeon-Parris Affiliation: Manor - Town of Pierce	PO Box 57 (Town) Pierce CO 80650	970-834-1197 Mine 970-834-2851 Town	manor@townofpierce.org
14	Affiliation:			
15	Affiliation:			
16	Affiliation:			
17	Affiliation:			
18	Affiliation:			

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Executive Committee Meeting 5

June 11, 2015 | 6:30 PM – 8:00 PM
Weld County Administration Building
1150 O Street, Greeley, CO 80631

	Name / Affiliation	Address, City, Zip Code	Phone	E-Mail Address
31	Brad Kroetch Affiliation: Air Force	300 Vasel Dr Warren AFB 82005	307-773-2759	brad.kroetch@us.af.mil
32	STEVE NELSON / KIM NELSON Affiliation: BOTH ARE PLATTEVILLE BOARD OF TRUSTEES	112 MELODY LANE PLATTEVILLE, CO 80651	303-857-9405	kim@overlandtractor.com steve@overlandtractor.com
33	Elizabeth Relford Affiliation: WELD COUNTY			
34	Affiliation:			
35	Affiliation:			
36	Affiliation:			

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Executive Committee Meeting 5

June 11, 2015 | 6:30 PM – 8:00 PM
Weld County Administration Building
1150 O Street, Greeley, CO 80631

Name Affiliation	Address, City, Zip Code	Phone	E-Mail Address
37 Terra Blackmore Affiliation: NFRMPO	419 Canyon, Suite 800 Fort Collins, CO 80521	970-416-2174	TBlackmore@nfrmpo.org
38 Affiliation:			
39 Affiliation:			
40 Affiliation:			
41 Affiliation:			
42 Affiliation:			

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Executive Committee Meeting 5

June 11, 2015 | 6:30 PM – 8:00 PM
Weld County Administration Building
1150 O Street, Greeley, CO 80631

	Name / Affiliation	Address, City, Zip Code	Phone	E-Mail Address
43	Bonnie Dunston Affiliation: Mayor	Platteville Co 80651	970-227 9787	KBTimes2@yahoo.com
44	Tony Olson Affiliation: CDOT		970-350-2103	T.Olson@state.co.us
45	Affiliation:			
46	Affiliation:			
47	Affiliation:			
48	Affiliation:			

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Executive Committee Meeting 5

June 11, 2015 | 6:30 PM – 8:00 PM
Weld County Administration Building
1150 O Street, Greeley, CO 80631

	Name / Affiliation	Address, City, Zip Code	Phone	E-Mail Address
49	Mike Crow, CDOT Affiliation:	Greeley, 80631	970 350 2121	m.crow@state.co.us
50	Eyer, Gar CSP Affiliation:	5400 W. 11th St Greeley	970-506-4999	gary.eyer@state.co.us
51	Gloria Hice-Idler Affiliation: CDOT			
52	Jim Hansen Affiliation: Atkins			
53	Alex Pulles Affiliation: FHWA			
54	Affiliation:			

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Executive Committee Meeting 5

June 11, 2015 | 6:30 PM – 8:00 PM
Weld County Administration Building
1150 O Street, Greeley, CO 80631

Name Affiliation	Address, City, Zip Code	Phone	E-Mail Address
55 Eric Bracke Affiliation: City of Greeley	1001 9th Ave	970-350-9357	
56 Affiliation:			
57 Affiliation:			
58 Affiliation:			
59 Affiliation:			
60 Affiliation:			

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US 85 Planning and Environmental Linkages Study

Executive Committee (EC) Meeting #5

June 11, 2015

Agenda

- Introductions
- Review of last meeting
- Progress update
- Initial improvement options overview
- Next steps

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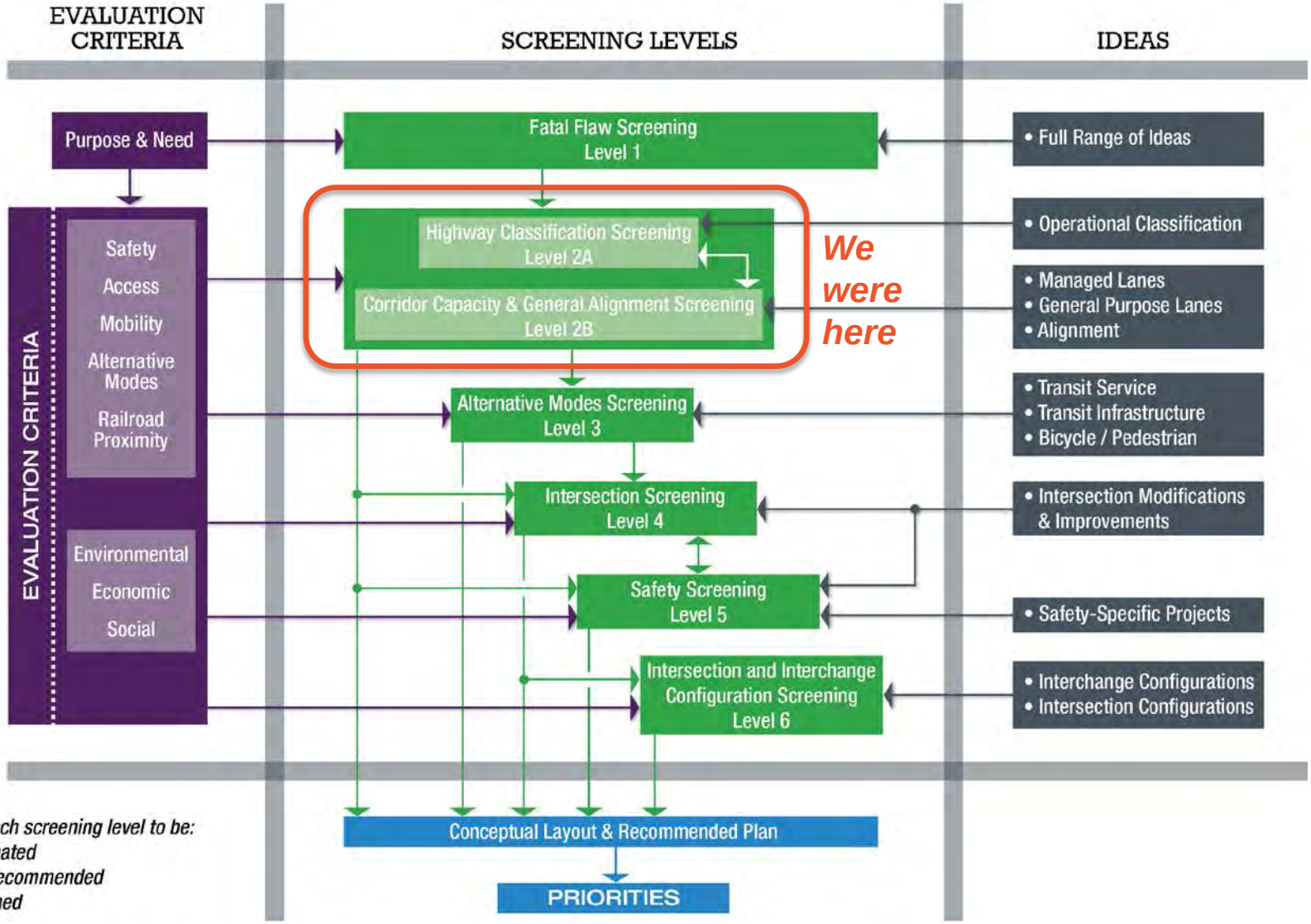
Previous meeting review

Alternative screening process



Level 2 results

- ***Freeway Section*** from I-76 through Fort Lupton
- ***Expressway (Enhanced and Standard)*** from Fort Lupton to Eaton
- ***Main Street, Standard Expressway, Rural Highway*** from north of Eaton to WCR 100

- ***Four Lanes*** from I-76 to Ault
- ***Two Lanes*** from North of Ault to WCR 100

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Progress update

Progress update

- TAC meetings summary
- Railroad coordination
- One-on-one meetings

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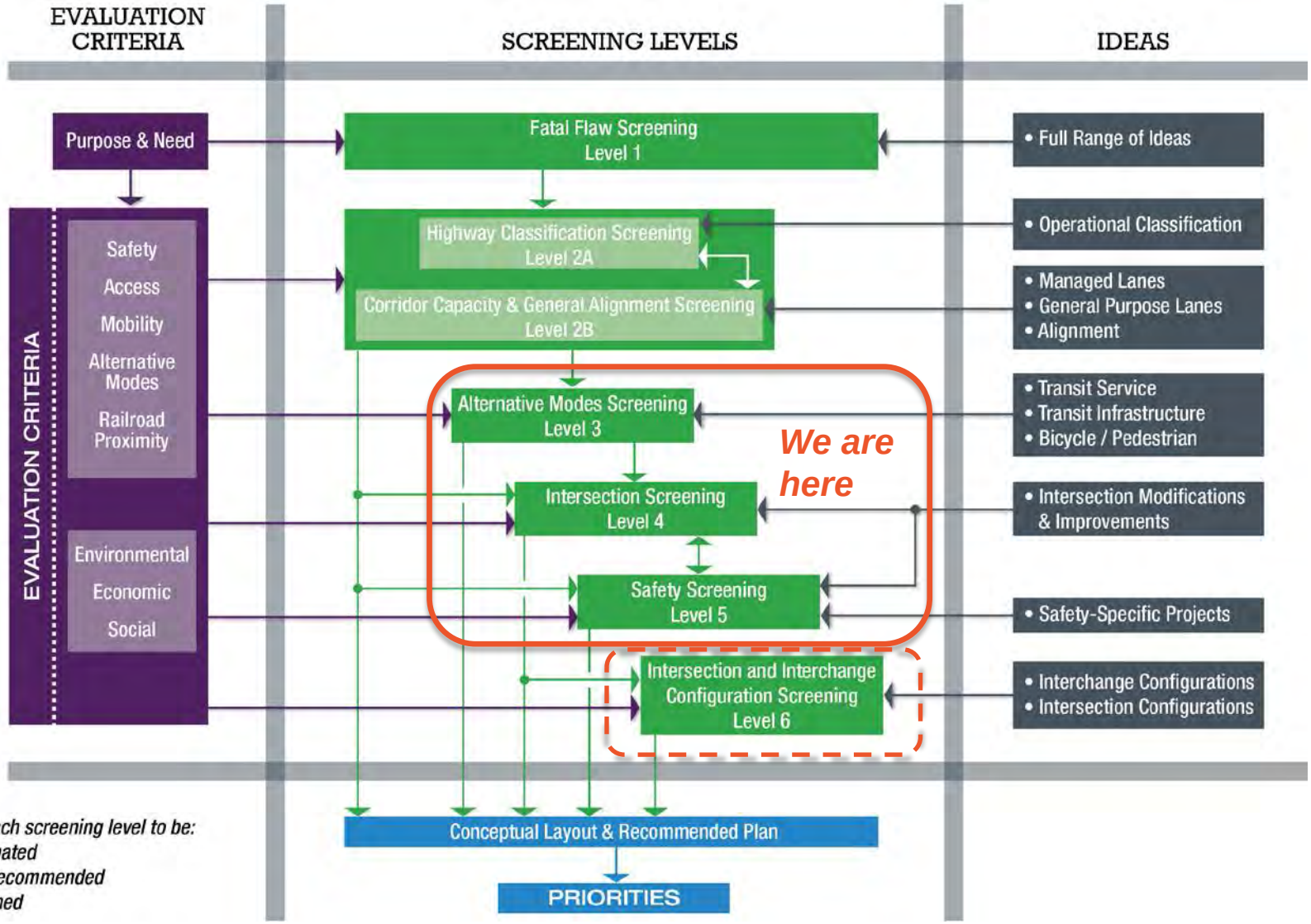
Initial improvement options

Alternative screening process



Ideas in each screening level to be:
- *Eliminated*
- *Not Recommended*
- *Retained*

Presentation structure

- Highway and intersection improvements
  - Section by section
- Multi-modal improvements

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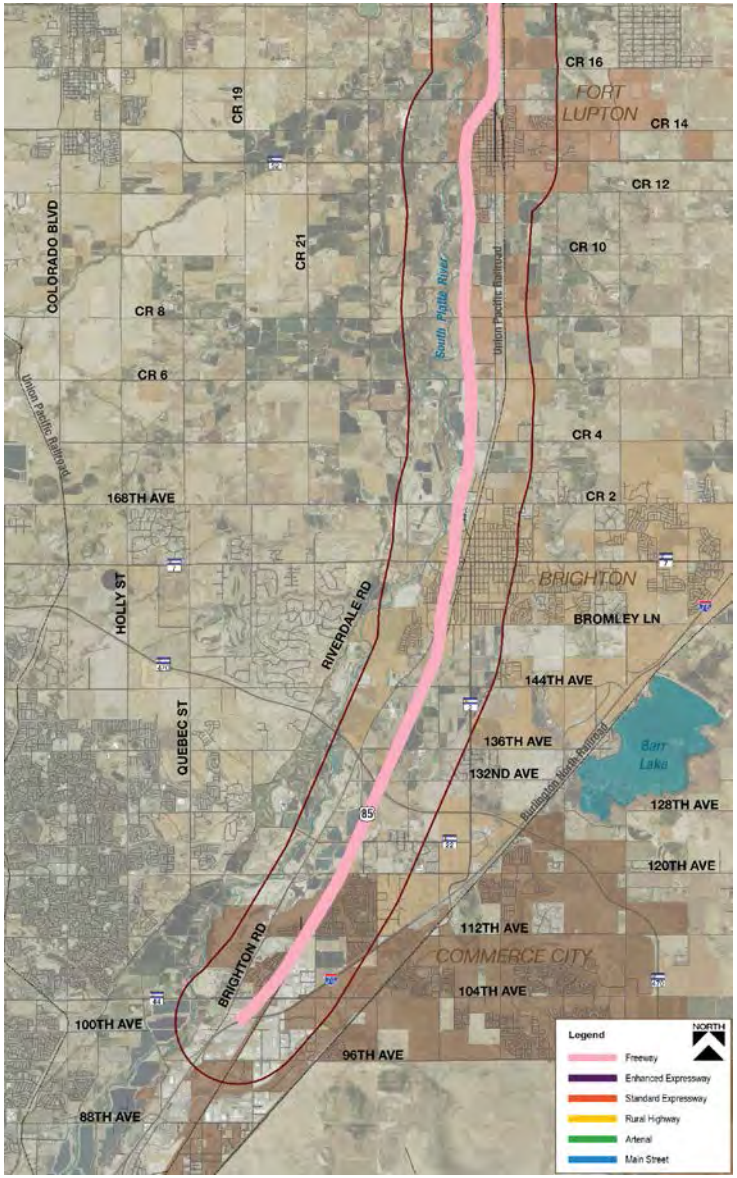
Improvement options by section

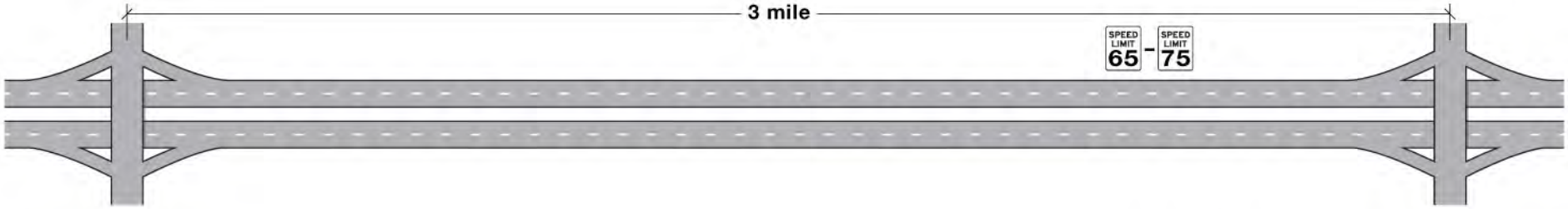
Section 1—Freeway Classification



Section 1—Freeway Context

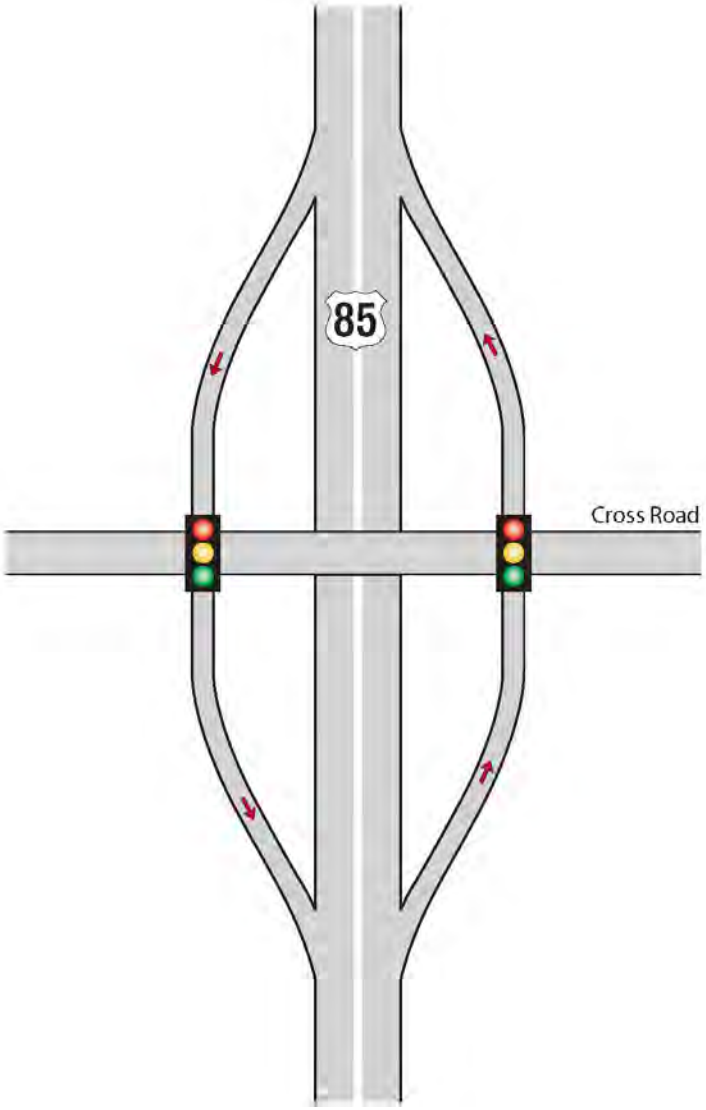
Freeway

- Higher speeds and high traffic volumes
- No direct accesses
- Grade separated crossings only
- Grade separated pedestrian/bike crossings, transit stops tied into on and off-ramps, managed lanes
- Highest mobility improvements
- More physical impacts



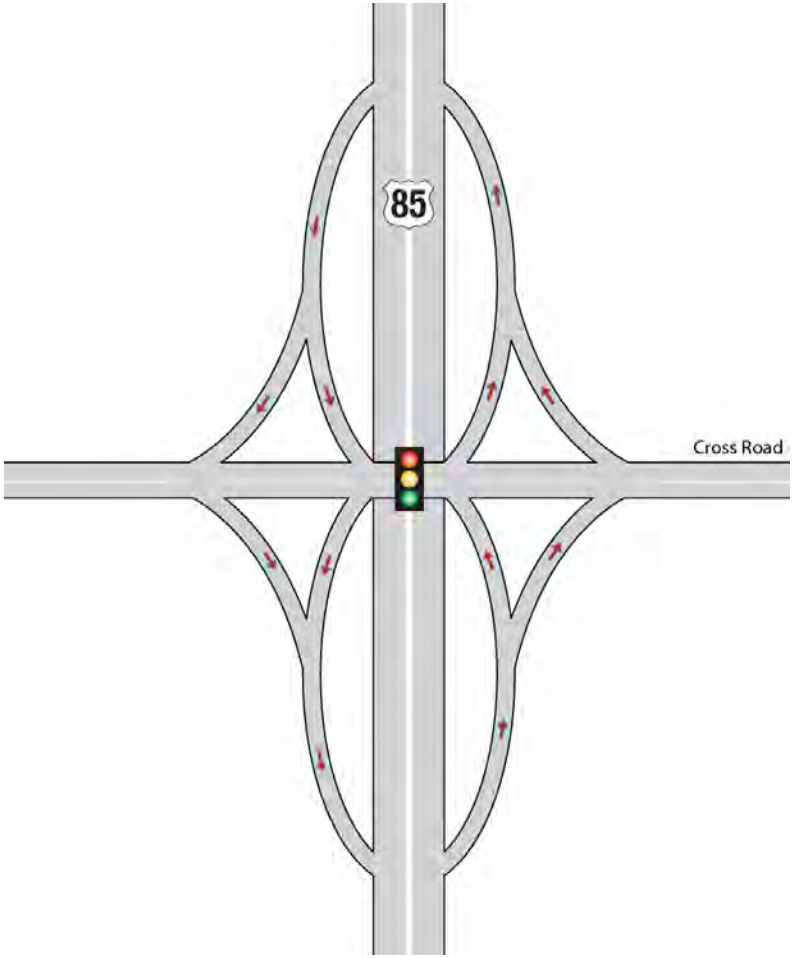
Interchange options

- **Diamond**
  - Largest footprint possible
  - Footprint will need to be reduced
- Existing example
  - US 85 and SH 52 in Fort Lupton

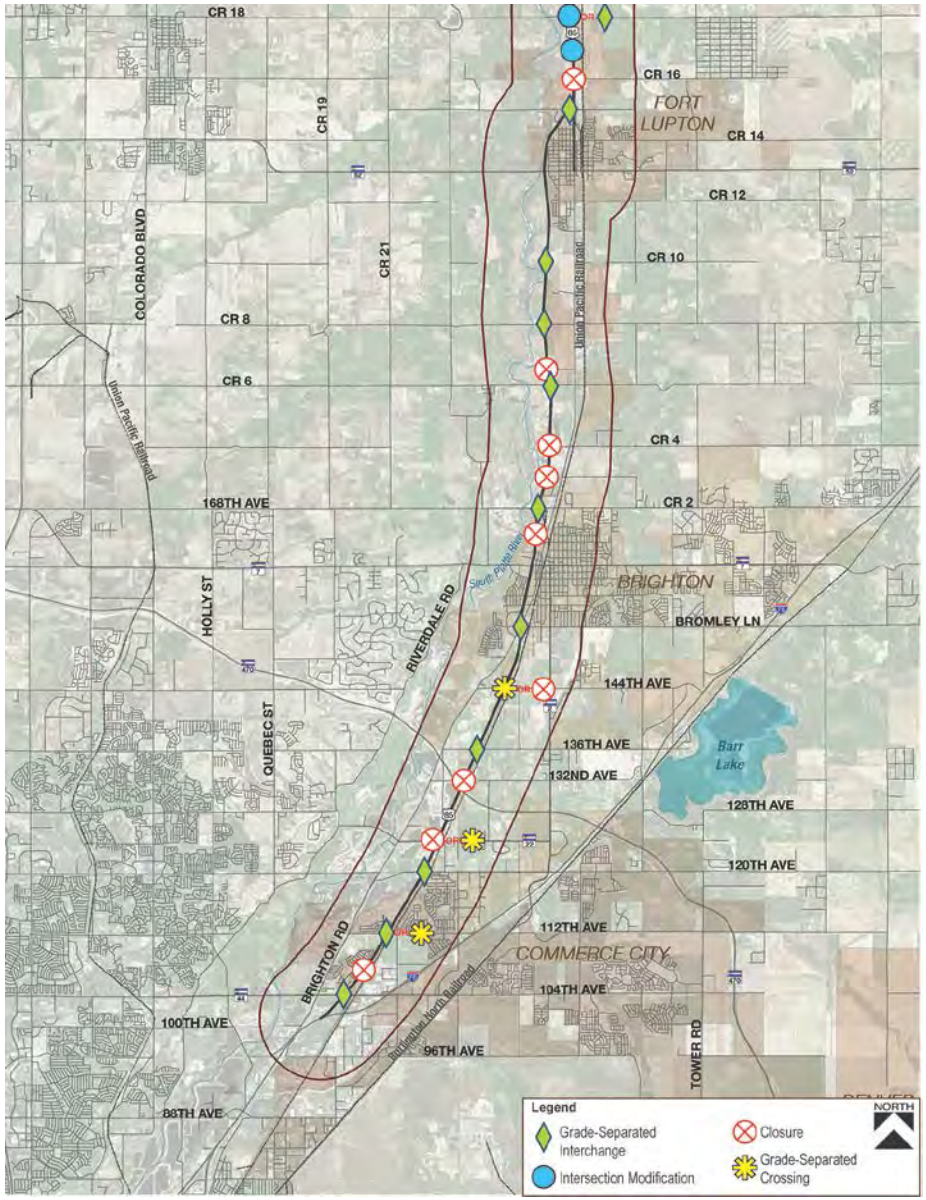


Interchange options

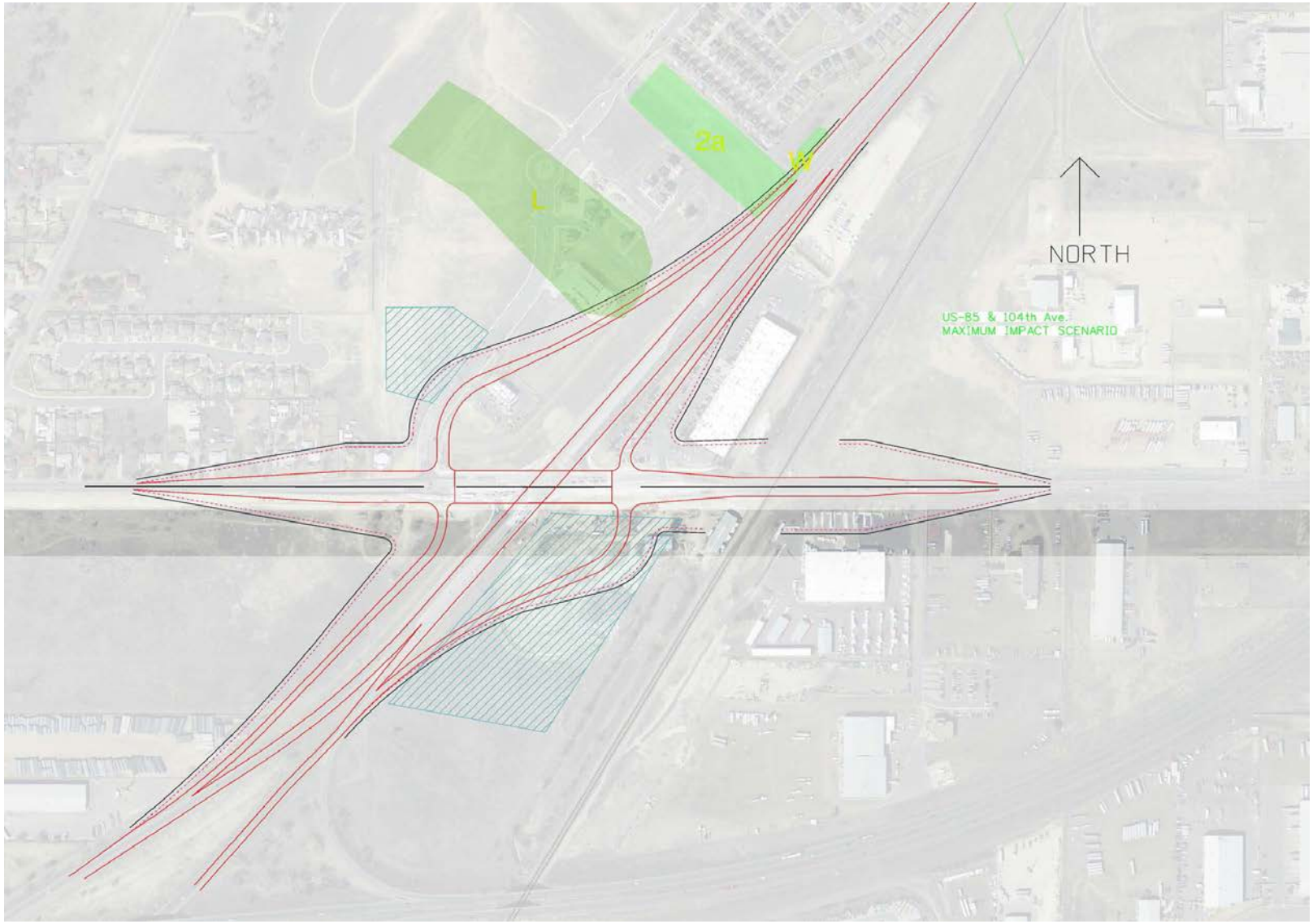
- **Single point urban interchange (SPUI)**
  - Reduced footprint
  - One intersection instead of two
- Existing example
  - University Boulevard and I-25 (near Denver University)



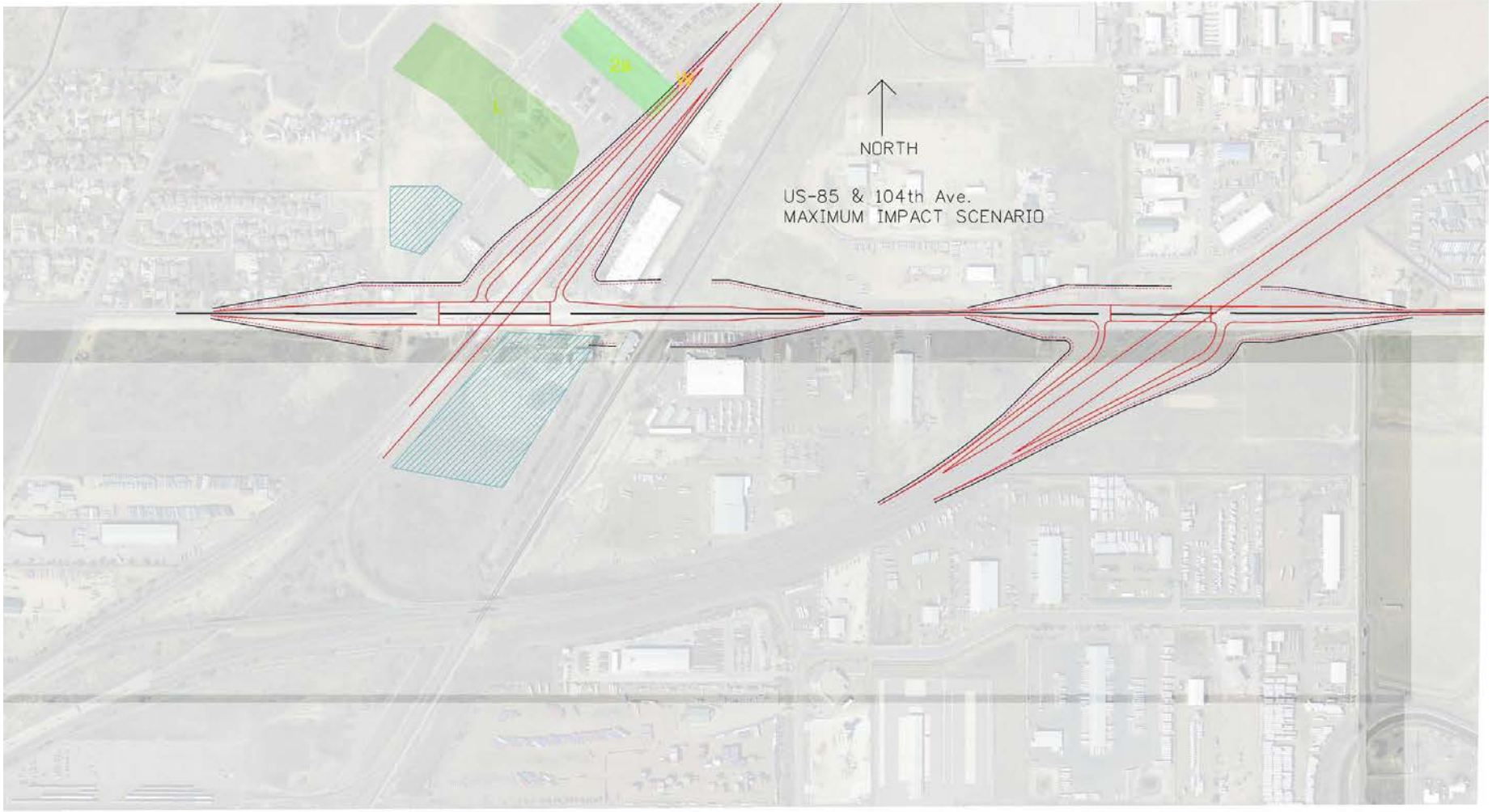
Section 1—Improvements



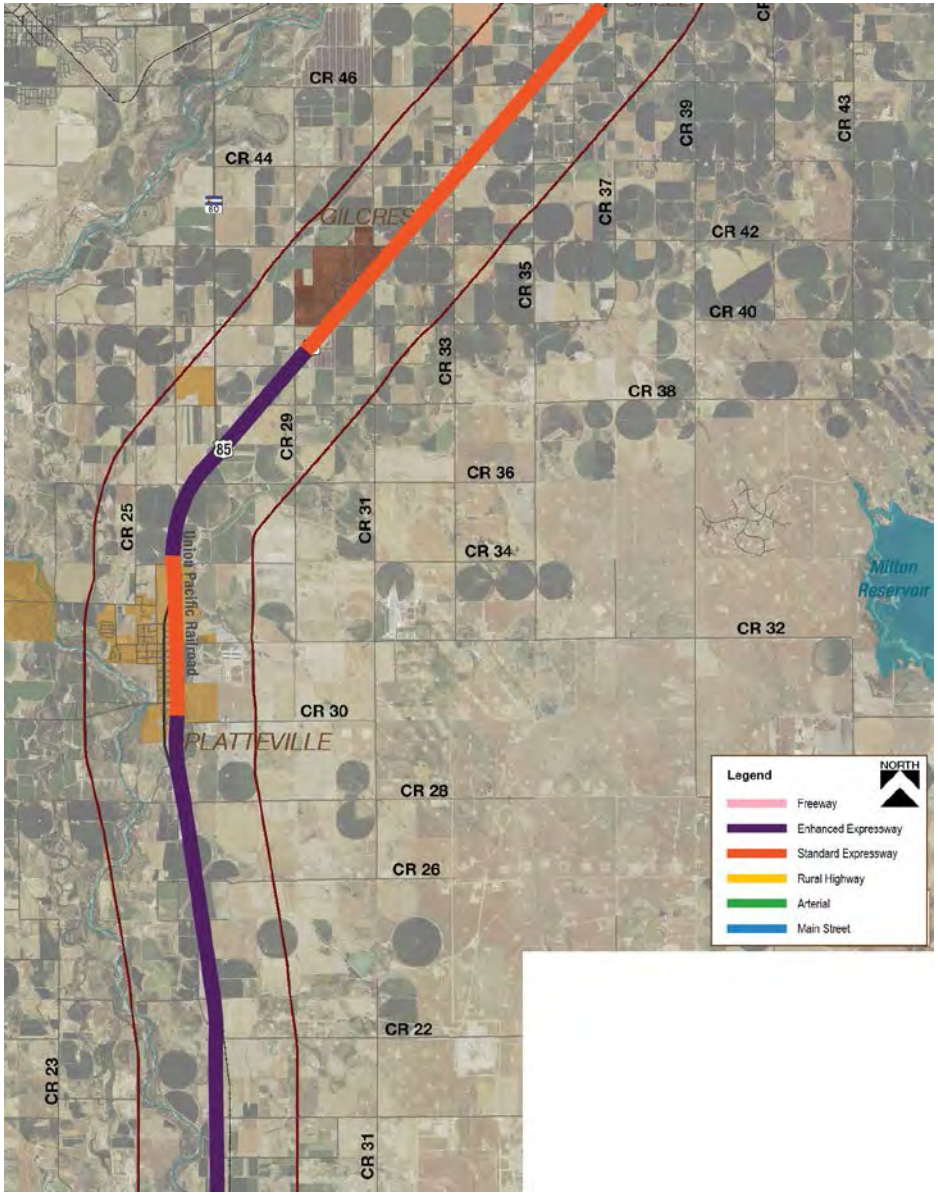
Section 1—104th Interchange



Section 1—104th Interchange

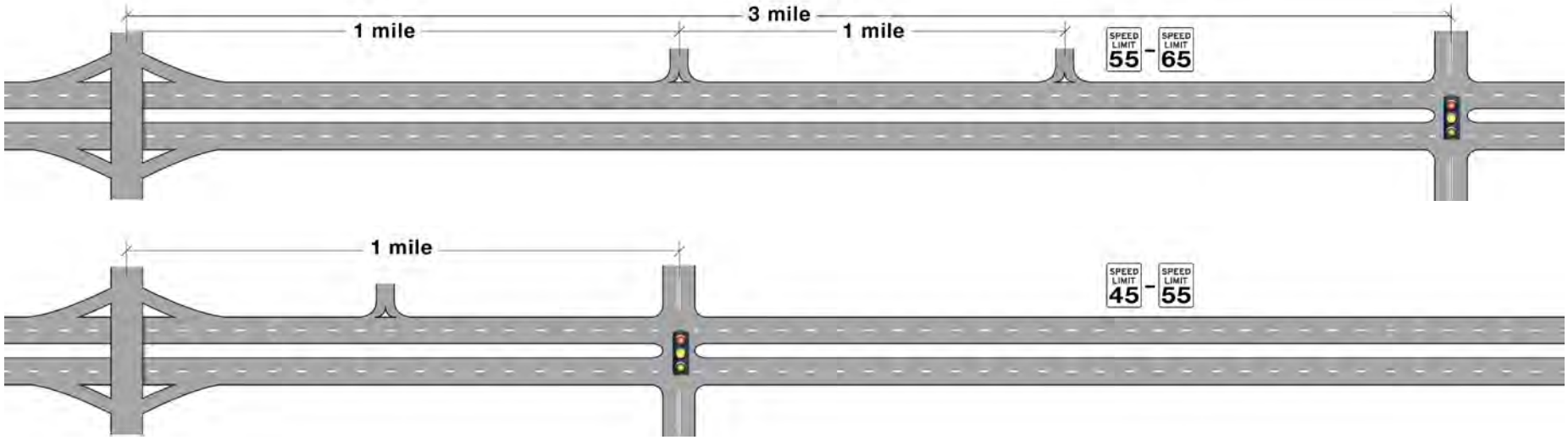


Section 2—Expressway Classification



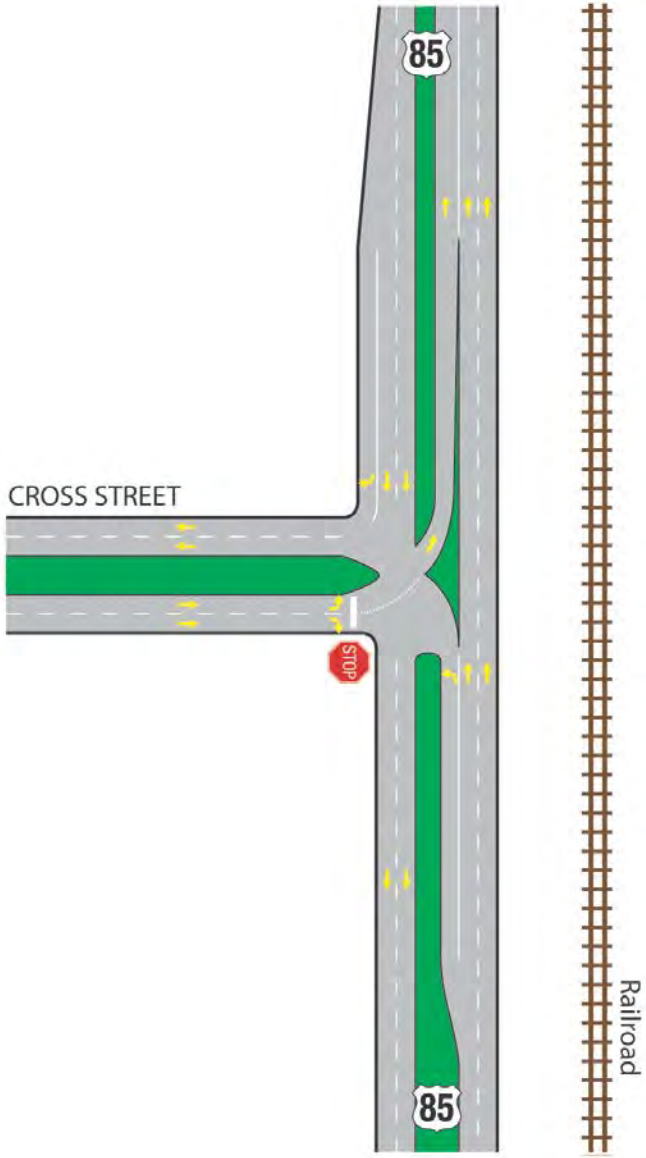
Section 2—Expressway Context

- Enhanced and Standard Expressways
  - Grade-separated interchanges and at-grade intersections
  - Moderate mobility improvements
  - Grade separated pedestrian/bike crossings, transit stops tied into on and off- ramps, managed lanes, pedestrian/bike crossings at signalized intersections, transit pull outs
  - Varying physical impacts

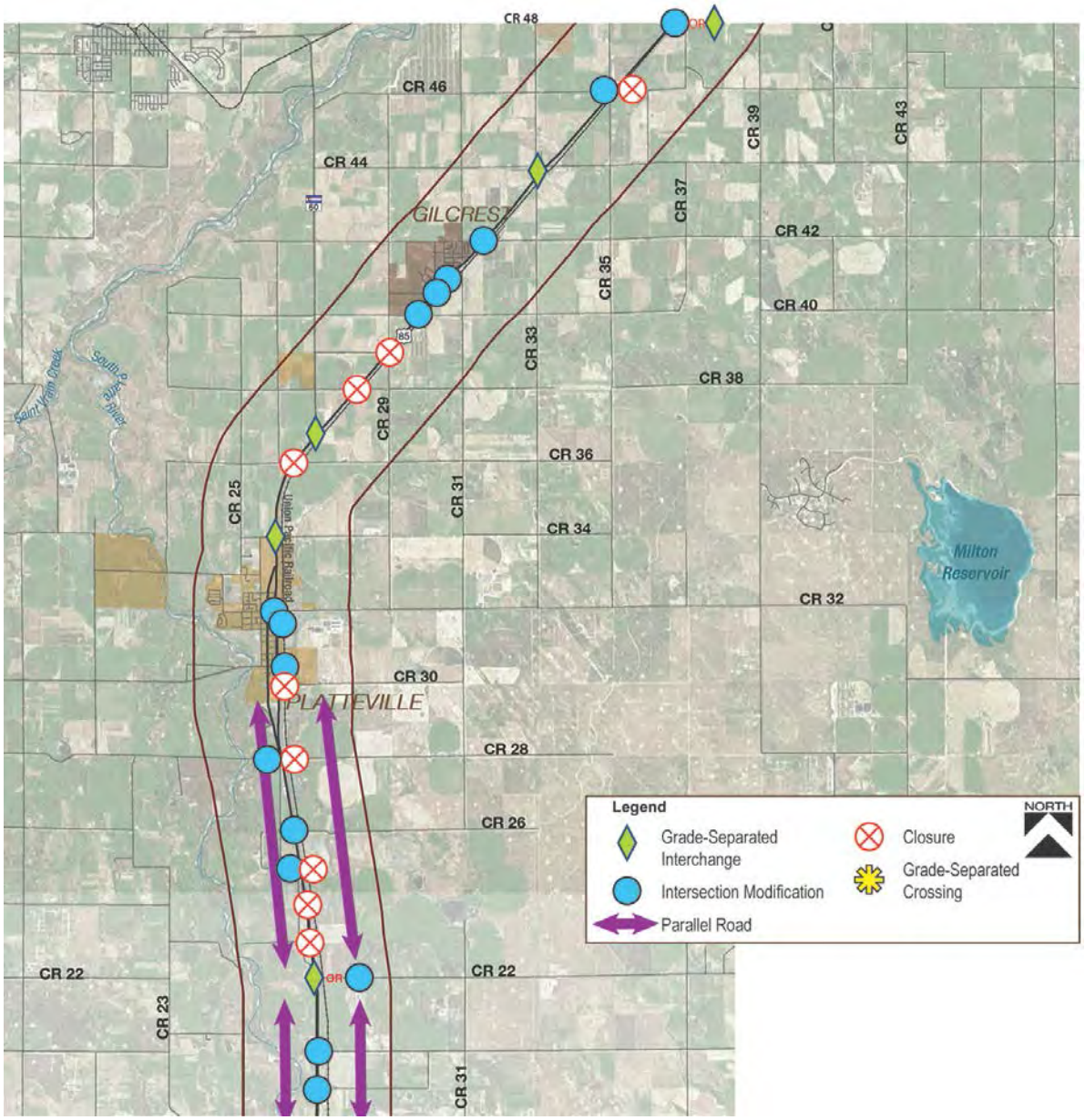


Intersection options

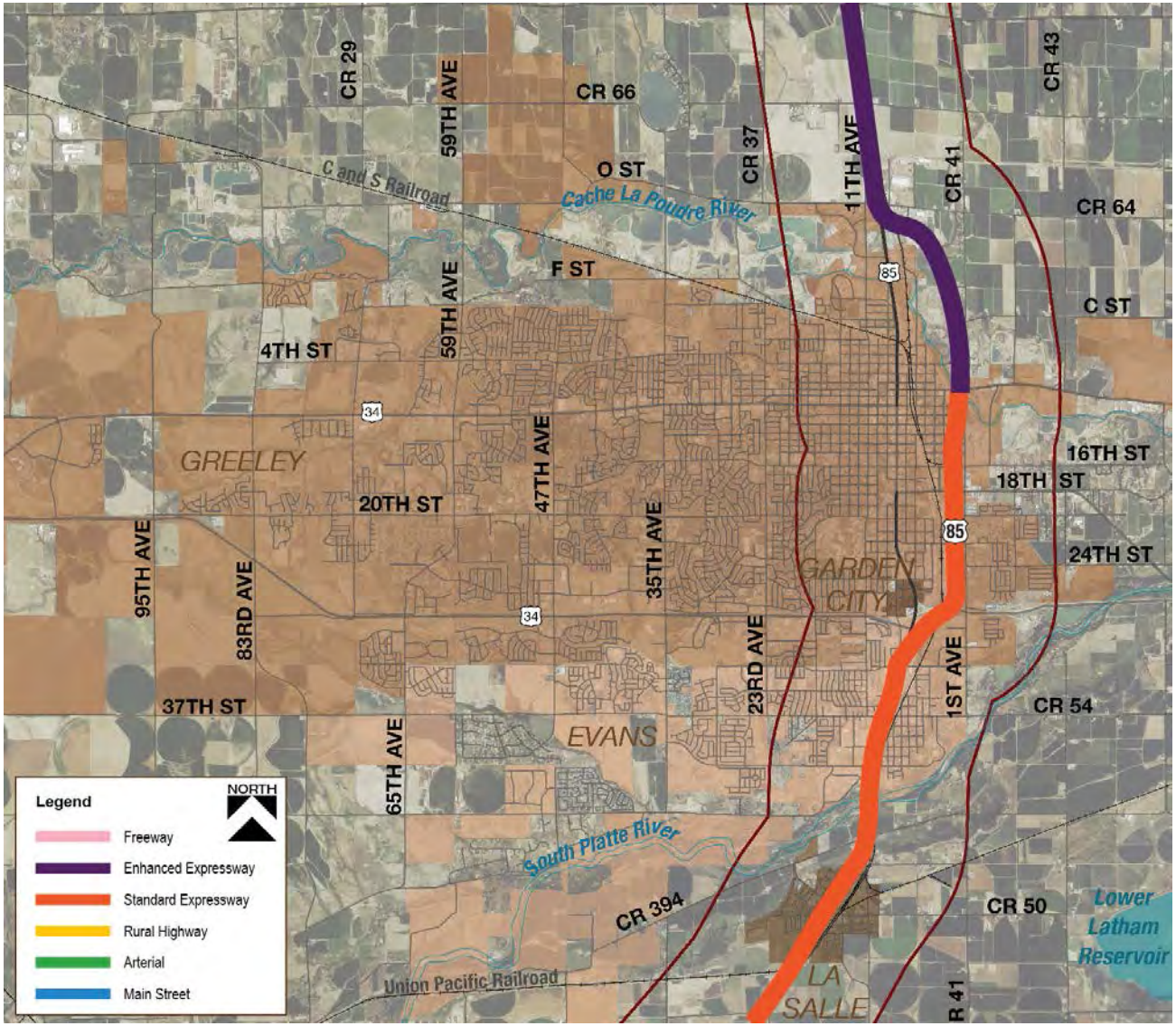
- **Channelized-Tee**
  - Free-flowing movement for one direction
  - Minimizes left-turn conflicts
- Example
  - 78th Ave and Gun Club Road (DIA)
  - US 285 and US 24 south of Buena Vista



Section 2—Improvements



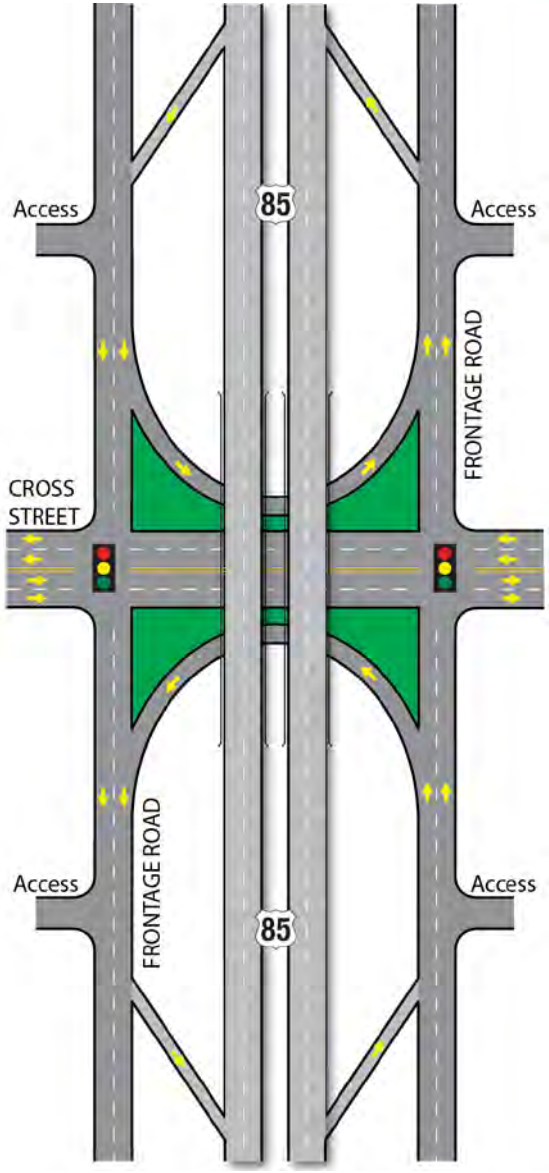
Section 3—Expressway Classification



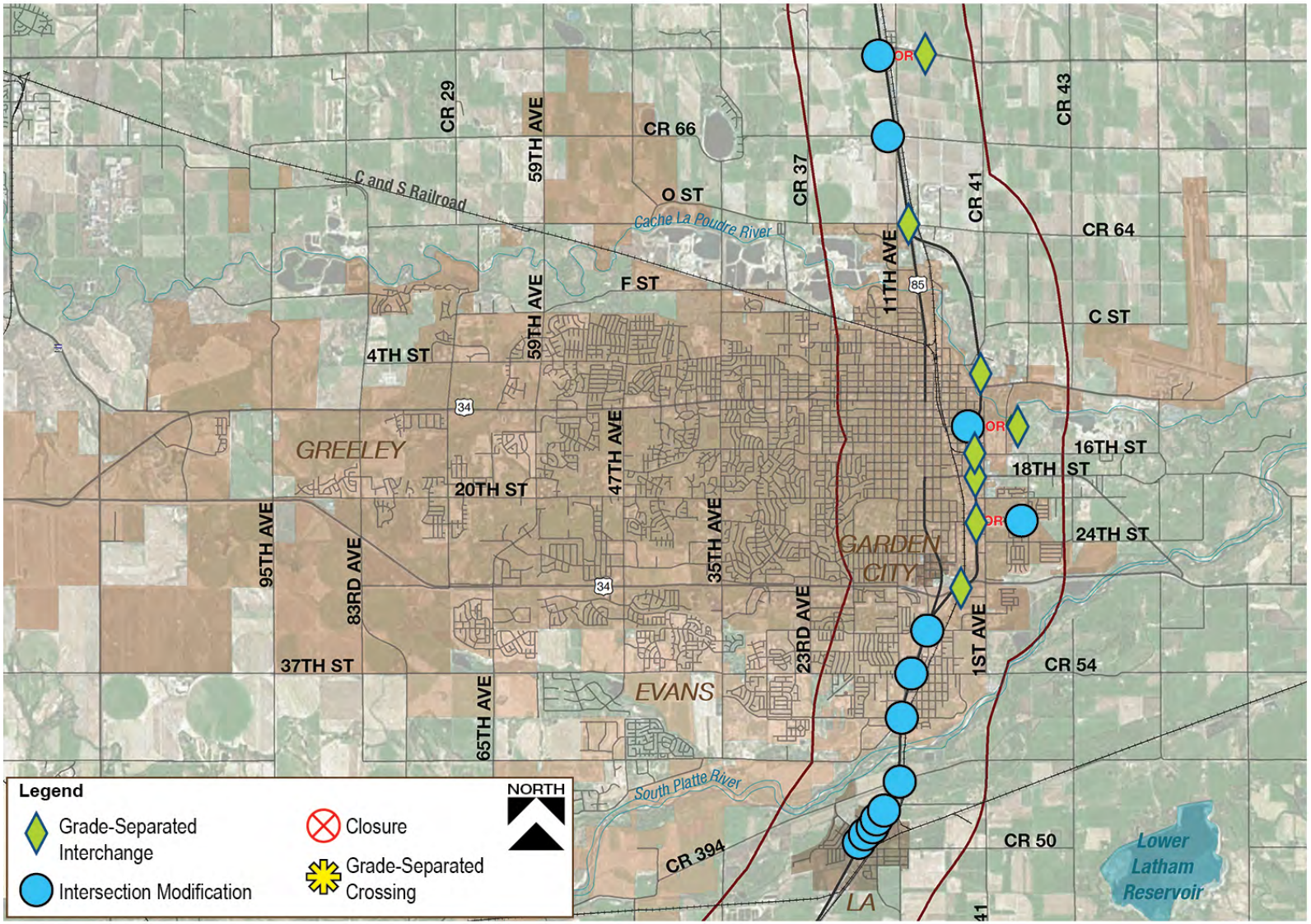
Interchange options

- **Texas turnaround**
  - Reduced footprint
  - Freeflow u-turns
  - Requires frontage roads
  - Provides business accesses

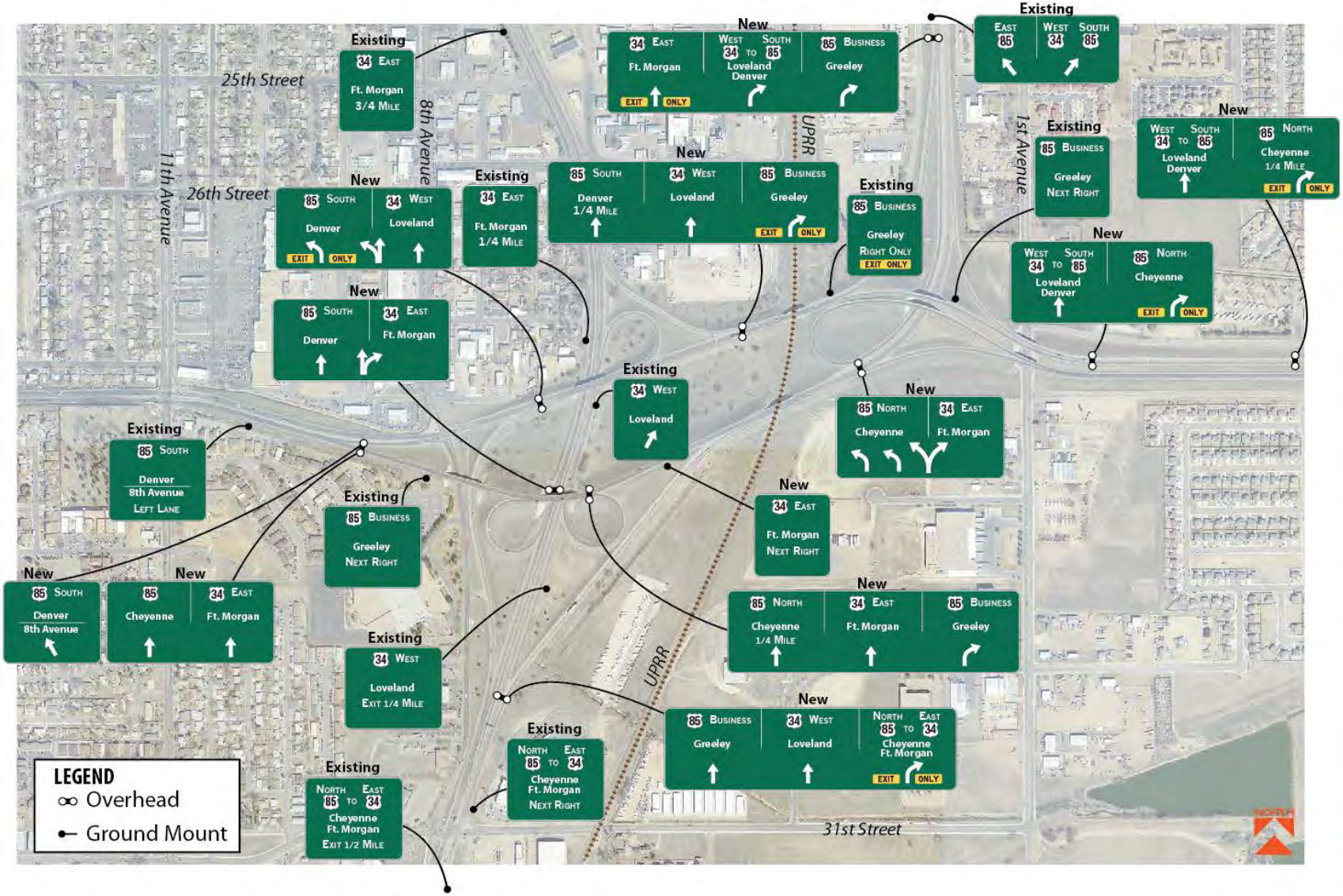
- No existing examples in Colorado



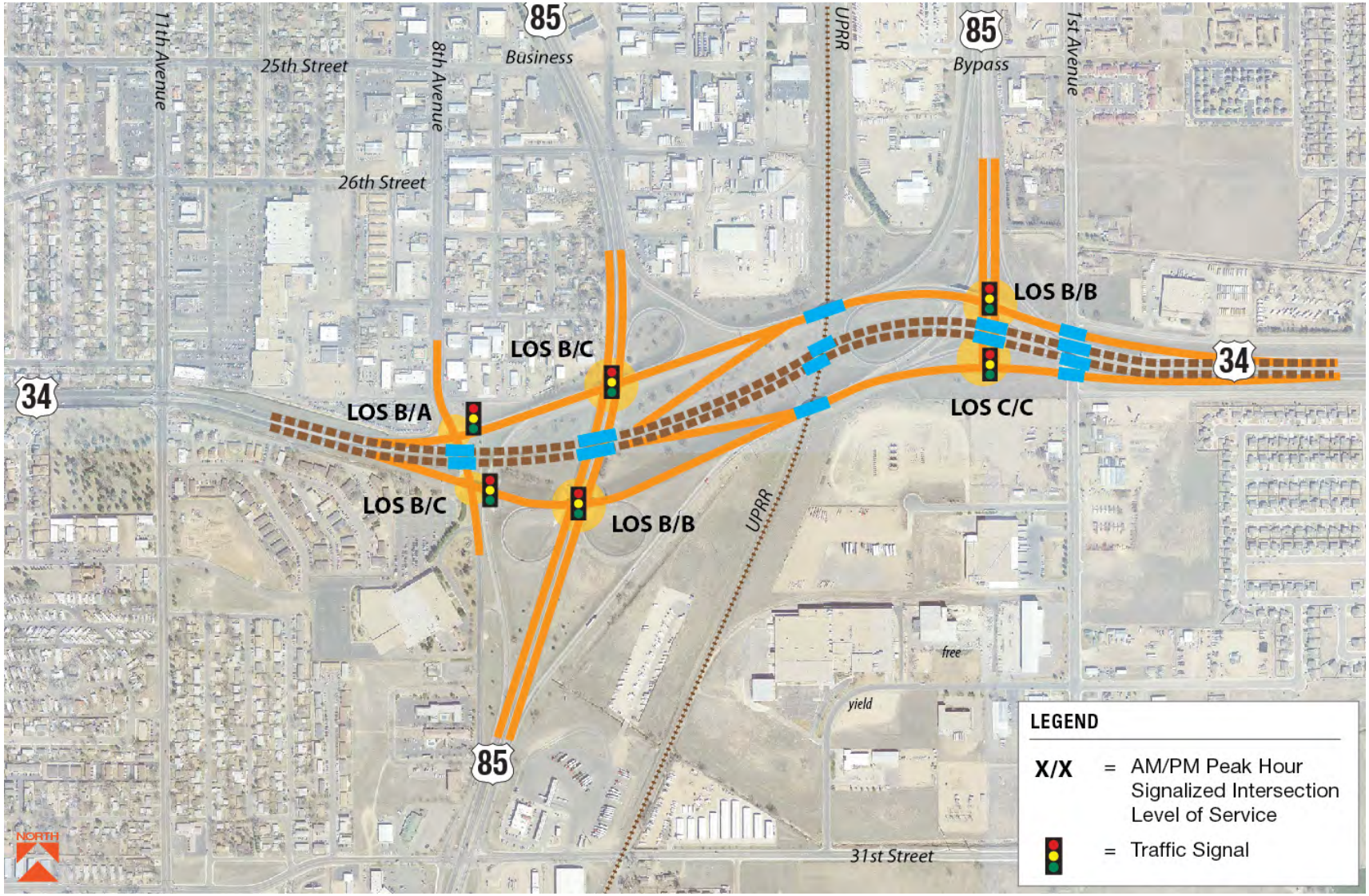
Section 3—Improvements



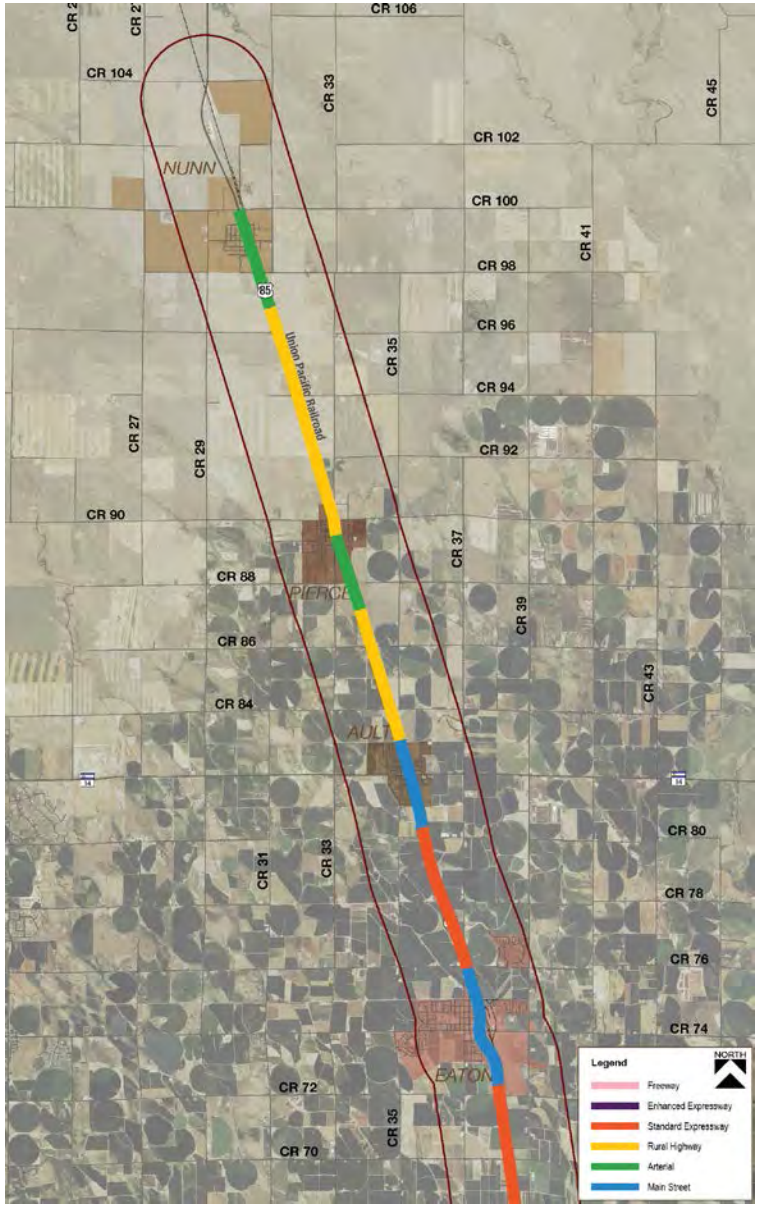
Section 3—US 34/US 85 Interchange



Section 3—US 34/US 85 Interchange

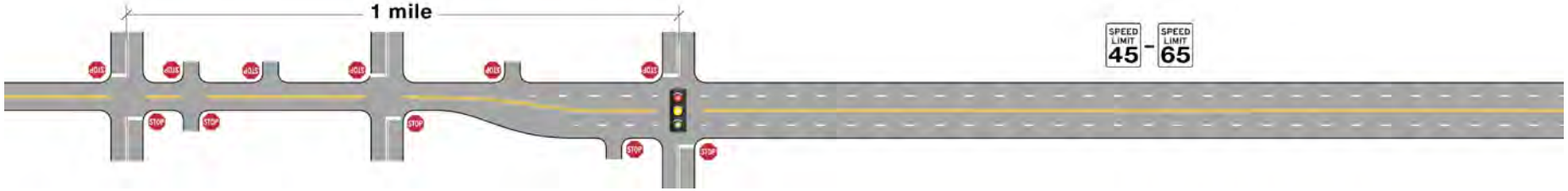


Section 4—Classification

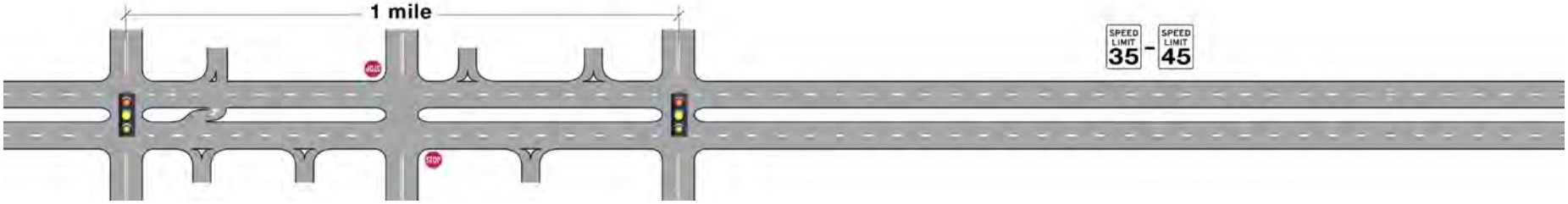


Section 4—Context

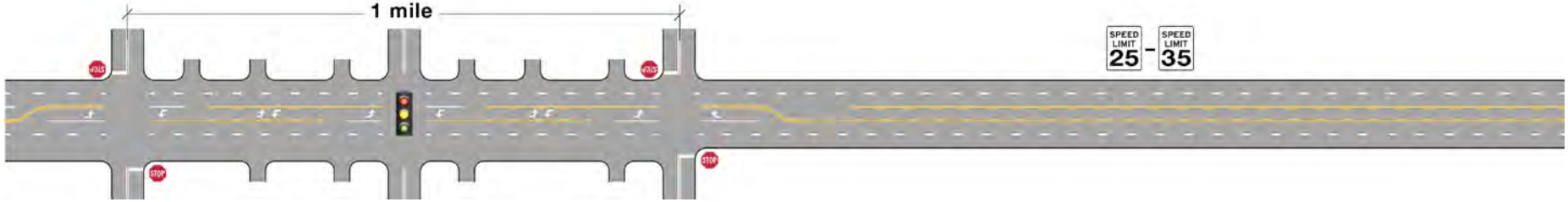
Rural Highway



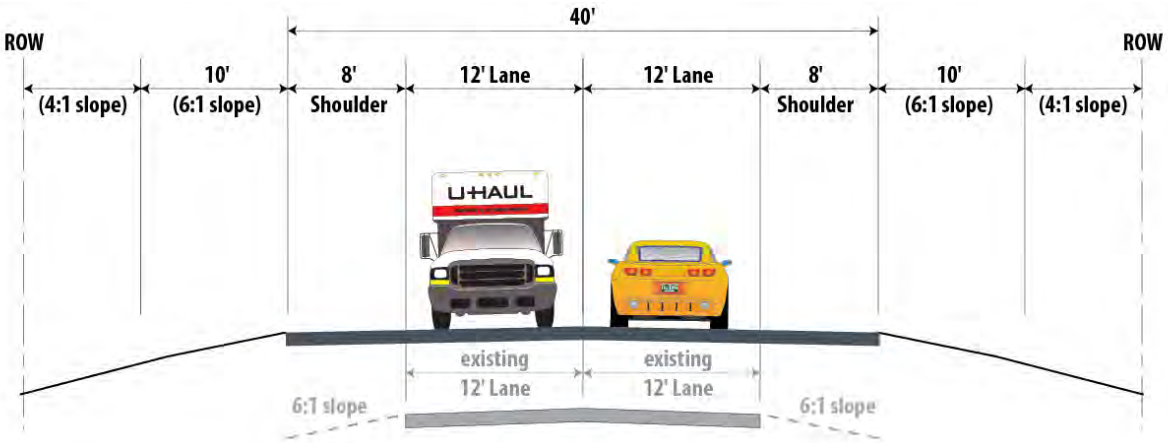
Arterial Roadway



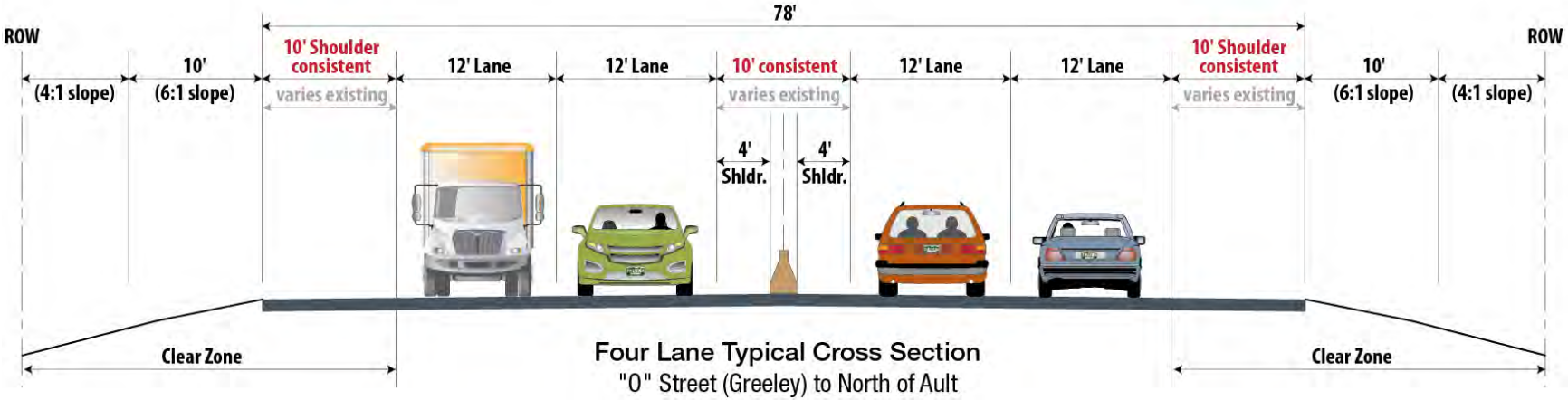
Main Street



Section 4—Typical sections

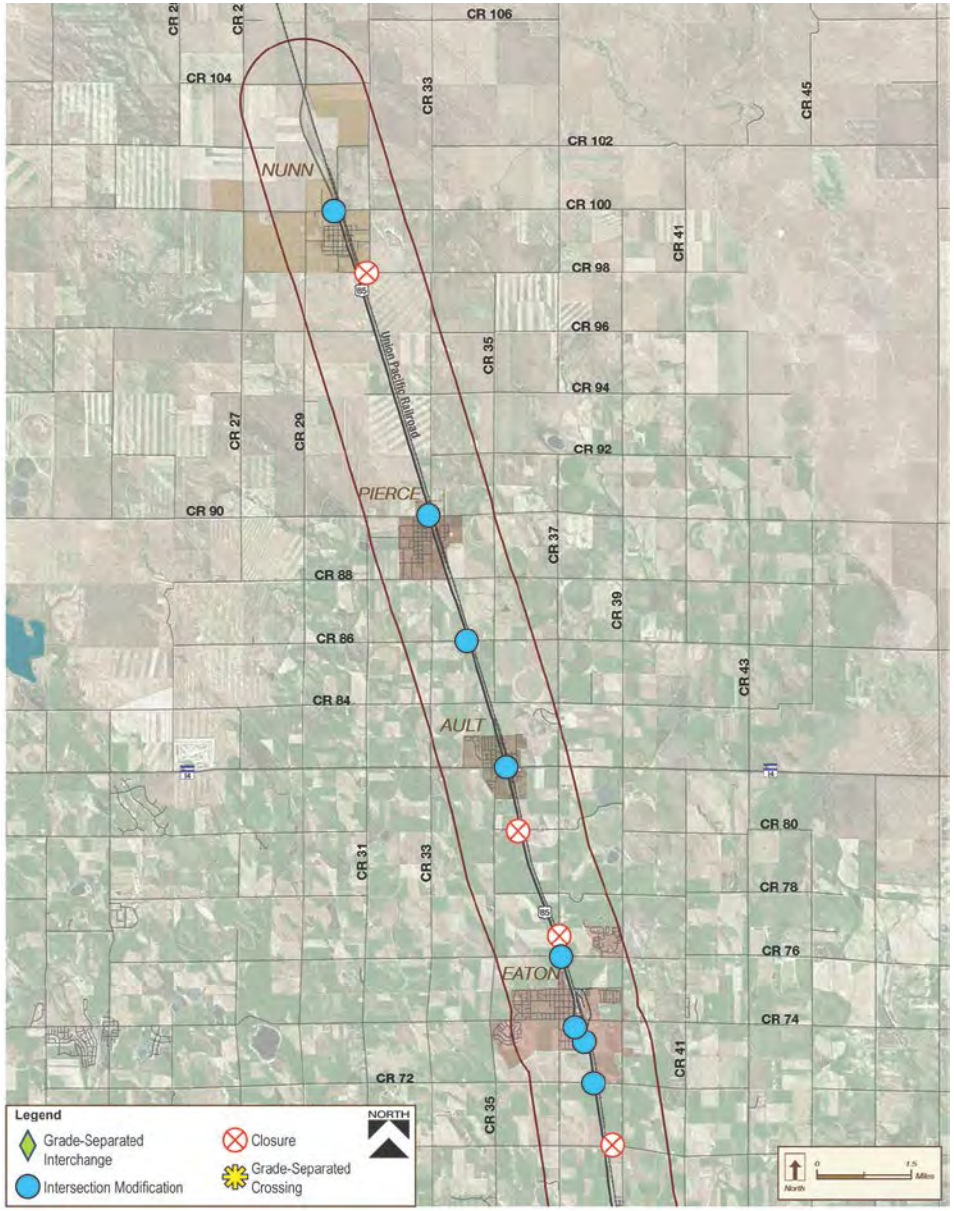


Two Lane Typical Cross Section
North of Ault to WCR 100



Four Lane Typical Cross Section
"O" Street (Greeley) to North of Ault

Section 4—Improvements



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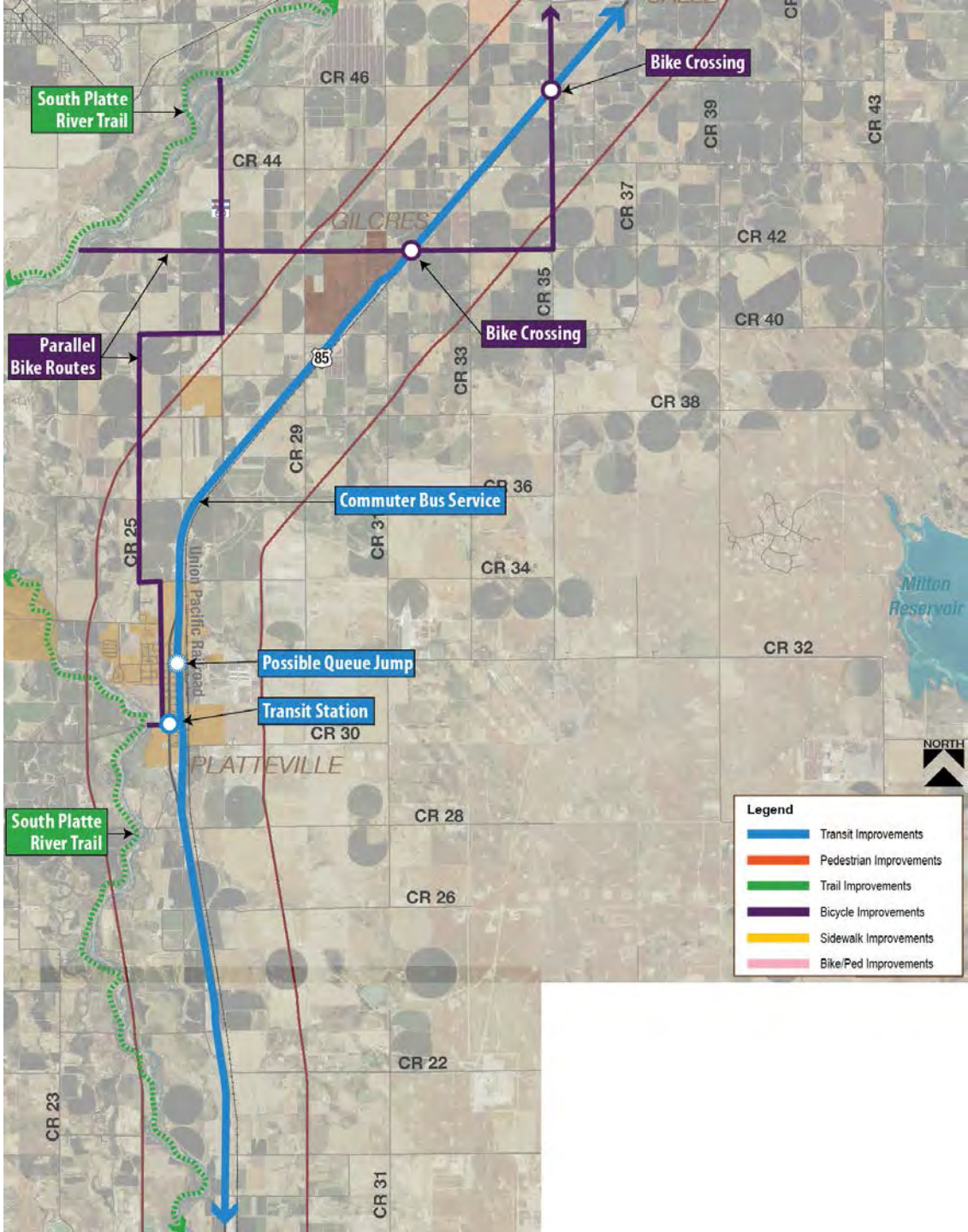
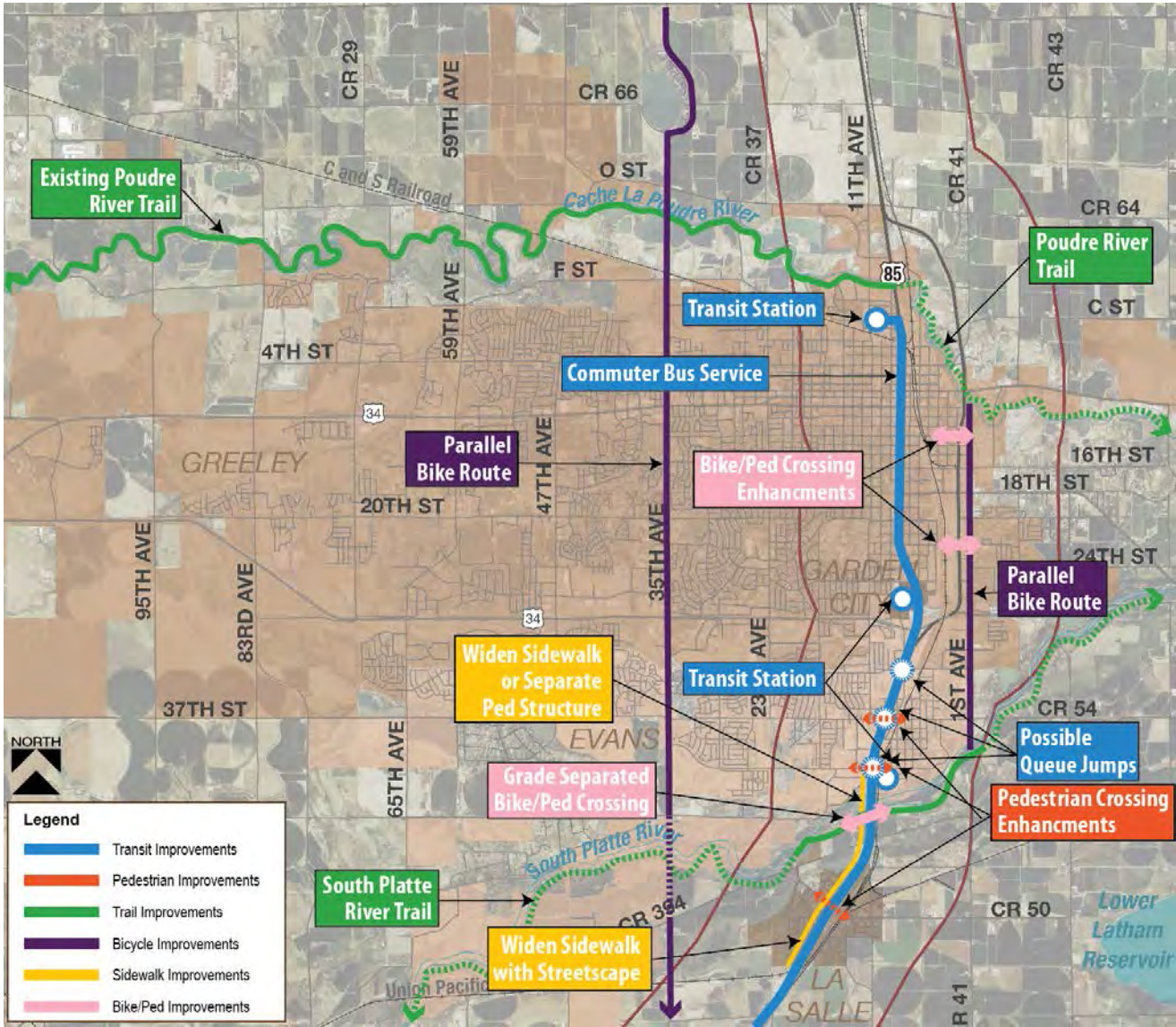
Multi-modal improvement options

Section 1—Multi-modal Improvements

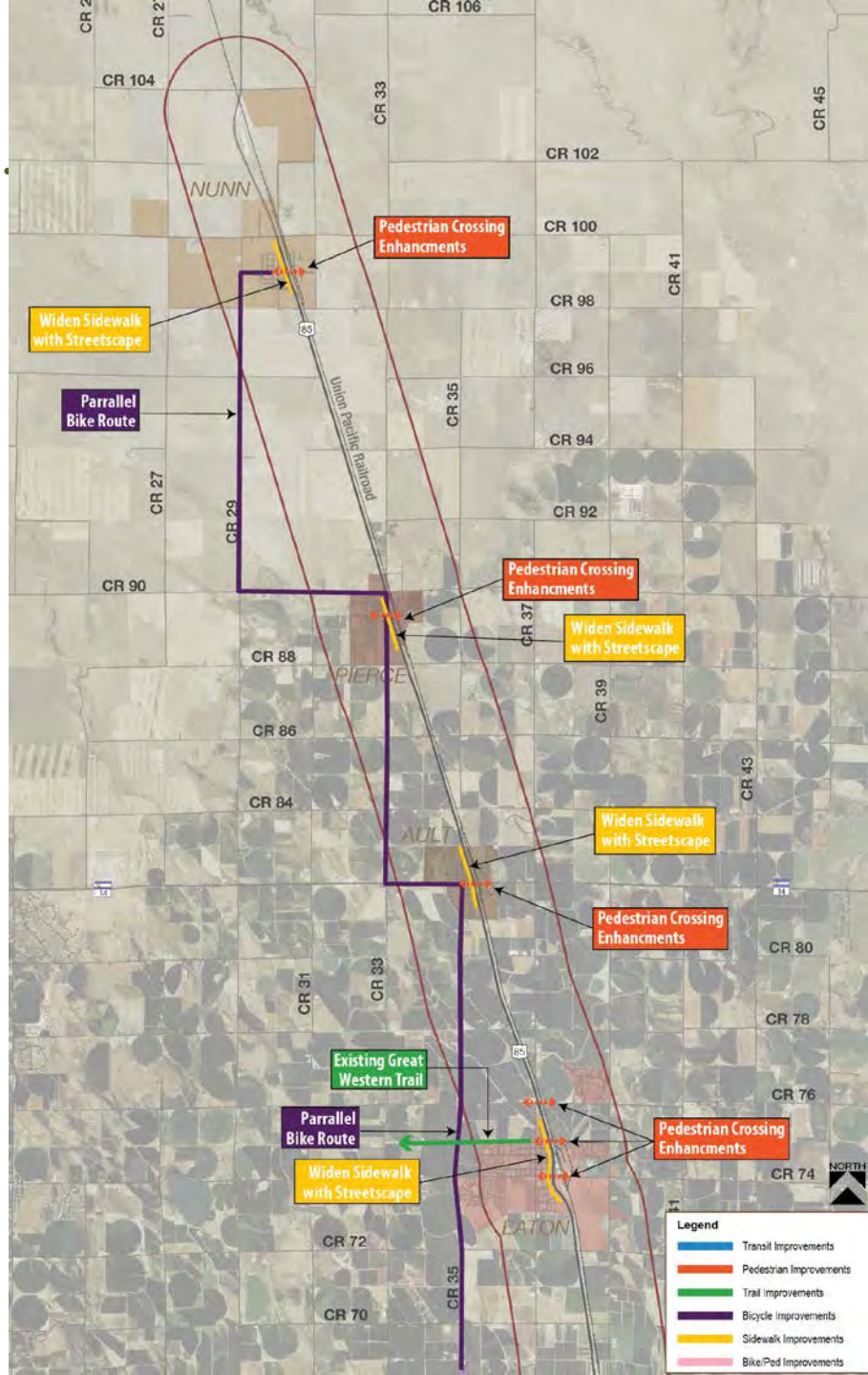
Section 2—Multi-modal Improvements



Section 3—Multi-modal Improvements



Section 4—Multi-modal Improvements



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Next steps

Next steps

- Continue to review this information and provide feedback to project team
- Continue one-on-one meetings
- Coordination with TAC
- Develop cost estimates
- Establish priorities
- Public meetings (after next EC)

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Thanks!

MEETING MINUTES

Executive Committee (EC) Meeting #3

June 11, 2015 | 6:30 PM - 8:00 PM

Weld County Administration Building, Events Center Room

1150 O Street, Greeley, CO 80631

The following is a summary of the presentation and discussion at the US 85 PEL Executive Committee meeting held on June 11, 2015, at the Weld County Administration Building.

Introduction

Chris Fasching (Felsburg Holt and Ullevig) welcomed the group and asked for a round of introductions. He then provided an overview of the meeting's agenda and what the project team has been working on since the last EC meeting, which was held in December.

Status Update

Chris showed where the project team is in the planning process and summarized the recent Technical Advisory Committee (TAC) meetings. The project team recently held four sessions of two meetings each. Chris also mentioned the one-on-one meetings that are currently being scheduled and held with the town boards and councils.

Johnny Olson, Colorado Department of Transportation (CDOT), described the on-going meetings with the Union Pacific Railroad. Barbara Kirkmeyer, Weld County, asked Johnny if it is an open dialog about roadway closures and if the conversations focus on what works for all parties involved. Johnny and Gloria Hice-Idler (CDOT) confirmed that CDOT is advocating for everyone; CDOT is working towards the best possible solution for the counties, communities, and the railroad.

Level 2 Screening Results

- **Freeway Section** from I-76 through Fort Lupton
- **Expressway (Enhanced and Standard)** from Fort Lupton to Eaton
- **Main Street, Standard Expressway, Rural Highway** from north of Eaton to WCR 100
- **Four lanes** from I-76 to Ault
- **Two lanes** from north of Ault to WCR 100

Section 1, Freeway

Section 1 of US 85 will be classified as a freeway. This means that there will be no at-grade accesses and each intersection will be a grade separated interchange. The project team started with the diamond interchange template as the default. The team is also considered the use of a Single Point

Urban Interchange (SPUI) for the more constrained locations. The SPUI would likely be a bit more expensive, but could likely require less land. The freeway section ends north of 14th Street in Fort Lupton.

Chris reviewed the Section 1 improvements by intersection, and focused on 104th Avenue. Chris explained the split interchange and clarified the movements at the interchange. There is a still concern from the group regarding the development on the southeast corner. The group feels that that traffic movements and safety is an issue with the development. The group discussed whether eastbound access onto and off of I-76 was needed. The group agreed that the split configuration makes the most sense. Chris reminded the group that FHWA may be concerned with the split on the interstate.

Chris covered all of the intersections in Section 1. Chris reviewed the options for Weld County Road (WCR) 8 and WCR 10 interchanges. There was discussion on whether swapping these locations for interchanges would be possible. WCR 10 was not included in the Access Control Plan (ACP). WCR 8 is the preferred location for CDOT and Weld County because of the regional connectivity (particularly in the westbound direction), and the existing structure over the Platte River. Mayor Tommy Holton (Fort Lupton), would like to have a right-in, right-out access at WCR 8 and an interchange at WCR 10 because of fire department access. Others felt WCR 8 should be the sole interchange in the area due to its continuity and the fact that it already exists.

Section 2, Enhanced and Standard Expressway

Chris started the Section 2 discussion by explaining the components of a channelized-T intersection. The channelized-T would allow for free-flow movement in one direction, likely in the northbound direction on US 85 (since the railroad would conflict with this on the eastside). There are no structures needed for this type of intersection and therefore, it can be a cheaper alternative.

Chris walked through the improvements and addressed a question about parallel road facilities. There was concern that separating US 85 and the parallel roads may negatively impact the farms and businesses. The way in which the eastside parallel roads may impact the railroad crossings will need to be considered as well. Chris responded that the project team will try to utilize the existing roadbed and maintain accesses for all users to the greatest extent possible.

The group agreed that a signal at CR 42 was necessary for safety. The possibility of a flyover interchange at WCR 44 was discussed. WCR 44 is currently a busy intersection and an important connection to WCR 49. There is development planned for this area, along with WCR 46. This area presents a design challenge for the project team.

Section 3, Enhanced and Standard Expressway

Section 3 will be classified as an expressway, both enhanced and standard. Many intersections will be modified and improved, and some may become grade-separated interchanges. Chris explained how a Texas turnaround roadway operates and the benefits of this type of road. In this case, US 85 would be elevated, and access to businesses would be provided and maintained. In this configuration, one-way parallel roads are present and to make a left-turn, travelers go underneath the elevated US 85 without

having to cross side-street traffic. This increases mobility and maintains/enhances local accesses along the parallel roads. This type of facility has been identified as a possible solution in Greeley. John Morris, Mayor of Evans, said that the Texas turnaround could work for Evans. Chris then discussed the challenges and possible options for improvements at the US 34/US 85 interchange. The Project Team considered eight different configurations, including a large roundabout; only two configurations still remain as options to move forward into a separate feasibility study for the interchange. An interim improvement focused on enhanced signage was also presented and could increase driver expectancy because of the many new signing guidelines.

Section 4

Section 4 will be classified as a mix of standard expressway, main street, rural highway, and arterial. The main street and arterial roadway classification offers the most direct accesses from the highway. Multiple intersections in Section 4 are identified as closures. Chris explained that the improvements in this section are focused on implementing a standard and sometimes wider roadway template and pedestrian improvements. The pedestrian improvements would occur at main cross streets within the towns to improve safety and access of these movements across US 85.

Next Steps

The group discussed future funding. It is difficult to say when and where the money will come from. CDOT has spent about $50 million over the past five years on US 85. There is a need for a plan to be in place for new funding streams.

The following next steps were discussed:

- Chris encouraged the communities and counties to reach out to the project team to schedule a one-on-one meeting and/or a council presentation
- The project team will continue to coordinate with the TAC to develop cost estimates and establish priorities
- A series of public meetings will be held this Autumn after the next EC meeting

Attachments:

- Presentation
- Sign-in sheet

AGENDA

Executive Committee (EC) Meeting #4

February 11, 2016 | 6:30pm to 8:30pm

500 South 4th Avenue, Brighton, Colorado 80601

City Council Study Session Room, 6th Floor

- **Introductions (5 minutes)**

- **Progress Update (15 minutes)**
  - Overview of last EC Meeting
  - One-on-one meetings
  - Sectional TAC Meetings summary
  - Railroad coordination
  - US 85/US 34 Design Charrette

- **Recommended Improvements (30 minutes)**
  - Evaluation process
  - Recommendation highlights
  - Interim improvements
  - RoadX opportunity

- **Prioritization (30 minutes)**
  - Needs-based process
  - Preliminary results

- **Next Steps (10 minutes)**
  - Public meetings
  - Documentation, fact sheets, final report
  - Amendments to the ACP

- **Open House (30 minutes)**

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Executive Committee Meeting 4

February 11, 2016 | 6:30pm to 8:00pm
Brighton City Hall, City Council Study Session Room
500 South 4th Avenue, Brighton, Colorado 80601

	Name / Affiliation	Address, City, Zip Code	Phone	E-Mail Address
1	Terry Blackmore Affiliation: NFRMPO			tblackmore@nfrmpo.org
2	Troy Rankin Affiliation: Louisville			
3	STEVE NELSON Affiliation: PLATTEVILLE			
4	GALINA LEIPHART Affiliation: TSIOUVARAS SUMMERS HOLDER NESS	5690 DTC BLVD, SUITE 345W 80111	303-771-6200	galina.leiphart@tsengineering.com
5	FRED SPARE Affiliation: City of Evans			
6	Robin Kanemoto Affiliation:	CDOT		

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Executive Committee Meeting 4

February 11, 2016 | 6:30pm to 8:00pm
Brighton City Hall, City Council Study Session Room
500 South 4th Avenue, Brighton, Colorado 80601

	Name / Affiliation	Address, City, Zip Code	Phone	E-Mail Address
7	Bonnie J Dunston Affiliation: Platteville Mayor	731 Grand Ave #65 Platteville	970-227-9787	KBTimes2@yahoo.com
8	John Morris Affiliation: Mayor Evans	1107 37th st Evans, CO		jmorris@evans.colorado.gov
9	Gloria Hice-Idler Affiliation: CDOT			
10	Kevin Hock Affiliation: FHU			
11	Joe Smith Affiliation: Brighton			
12	KELLY LEADBETTER Affiliation: FHU			

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Executive Committee Meeting 4

February 11, 2016 | 6:30pm to 8:00pm
Brighton City Hall, City Council Study Session Room
500 South 4th Avenue, Brighton, Colorado 80601

Name / Affiliation	Address, City, Zip Code	Phone	E-Mail Address
13 ALEX PULLEY Affiliation: FHU			
14 CHRIS FASCHING Affiliation: FHU			
15 JAMIE ARCHAMBEAU Affiliation: ATKINS			
16 SEAN CONWAY Affiliation: WELD County Commissioner	1150 O Street Greeley 80631	970-356-4000	sconway@co.weld.co.us
17 Affiliation:			
18 Affiliation:			

COLORADO Department of Transportation

Executive Committee Meeting 4

February 11, 2016 | 6:30pm to 8:00pm
Brighton City Hall, City Council Study Session Room
500 South 4th Avenue, Brighton, Colorado 80601

Name / Affiliation	Address, City, Zip Code	Phone	E-Mail Address
25 MYRON HORA Affiliation: WSP | PARSONS BRINCKERHOFF	555 17 ST DENVER CO	303 390 5875	HORAM@PBWORLD.COM
26 JAN Pawlaughi Affiliation: Adams County			
27 Ray R Bell Affiliation: Brighton			
28 Kurt Kionka Affiliation: CDOT	4670 N Holly St Denver 80216	303-398-6738	Kurt.Kionka@state.co.us
29 Troy Renton Affiliation: Platteville	400 Grand Ave Platteville, CO 80651	970 285 2245	trenton@plattevillegov.org
30 STEVE NELSON Affiliation: PLATTEVILLE	" "	"	

COLORADO Department of Transportation

Executive Committee Meeting 4

February 11, 2016 | 6:30pm to 8:00pm
Brighton City Hall, City Council Study Session Room
500 South 4th Avenue, Brighton, Colorado 80601

Name / Affiliation	Address, City, Zip Code	Phone	E-Mail Address
31 Todd Hodges - Fort Lupton Affiliation:		303-994-3174	thodges@fortlupton.org
32 Alyssa Knutson - Fort Lupton Affiliation:		7204666128	aknutson@fortlupton.org
33 Marleen Oakes La Salle Affiliation:			
34 Claudia Reich LASALLE Affiliation:			
35 Elizabeth Relford Affiliation:			erelford@weldgov.com
36 JIM HANSON Affiliation: ATKINS			

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US 85 Planning and Environmental Linkages Study

Agenda

- Introductions
- Progress update
- Recommended improvements
- Project prioritization
- Next steps
- Open house

Progress Update

- Overview of last Executive Committee meeting
- One-on-one meetings
- TAC meetings
- Railroad coordination
- US 85/US 34 Design Charrette

Alternative Evaluation Process

- Mobility
  - V/C ratio
  - Effect upon regional mobility
- Access
  - Consistency with the Access Control Plan
  - Relationship to local land use
- Safety
  - Reduction of the prominent crash type
  - Anticipated crash reduction

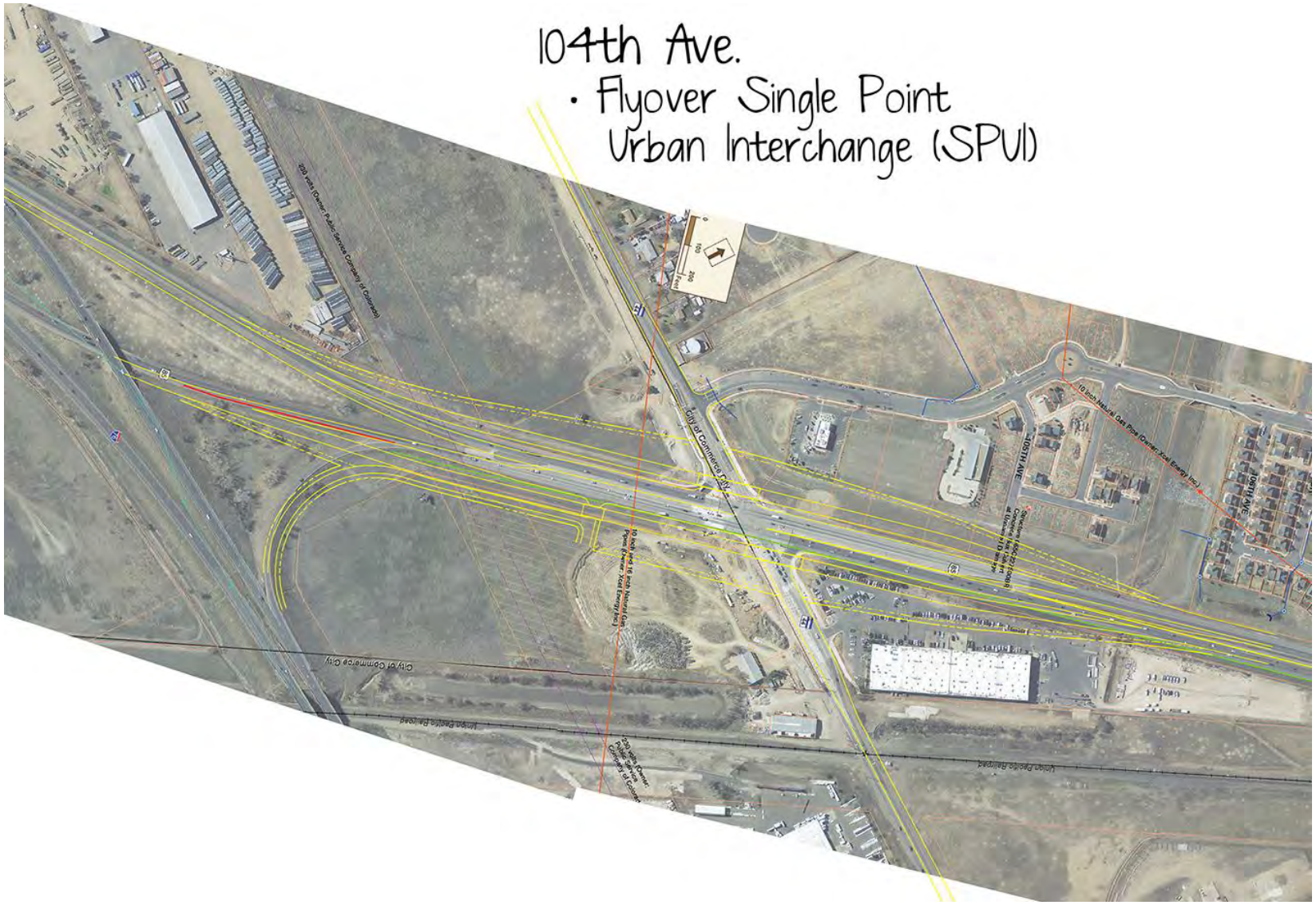
Alternative Evaluation Process

- Railroad
  - Minimize road/railroad operational issues
- Alternate mode
  - Enhancements to biking and walking
  - Support for planned regional transit service
- Natural and cultural environment
  - Impact upon resources such as historic properties and wetlands
- Community
  - Community context
  - Community response

Alternative Evaluation Process

- Three classifications for future NEPA action:
  - **Recommended:** *Alternative has been selected to move forward for additional evaluation and development as need and resources allow for project implementation.*
  - **Feasible:** *Alternative was not selected to move forward for further evaluation based on information available during the study. However, if site conditions or other information arises or changes, this alterative could be reconsidered at a future time.*
  - **Eliminated:** *Alternative has been eliminated from consideration for the corridor and does not require additional analysis in NEPA for the improvement implementation.*

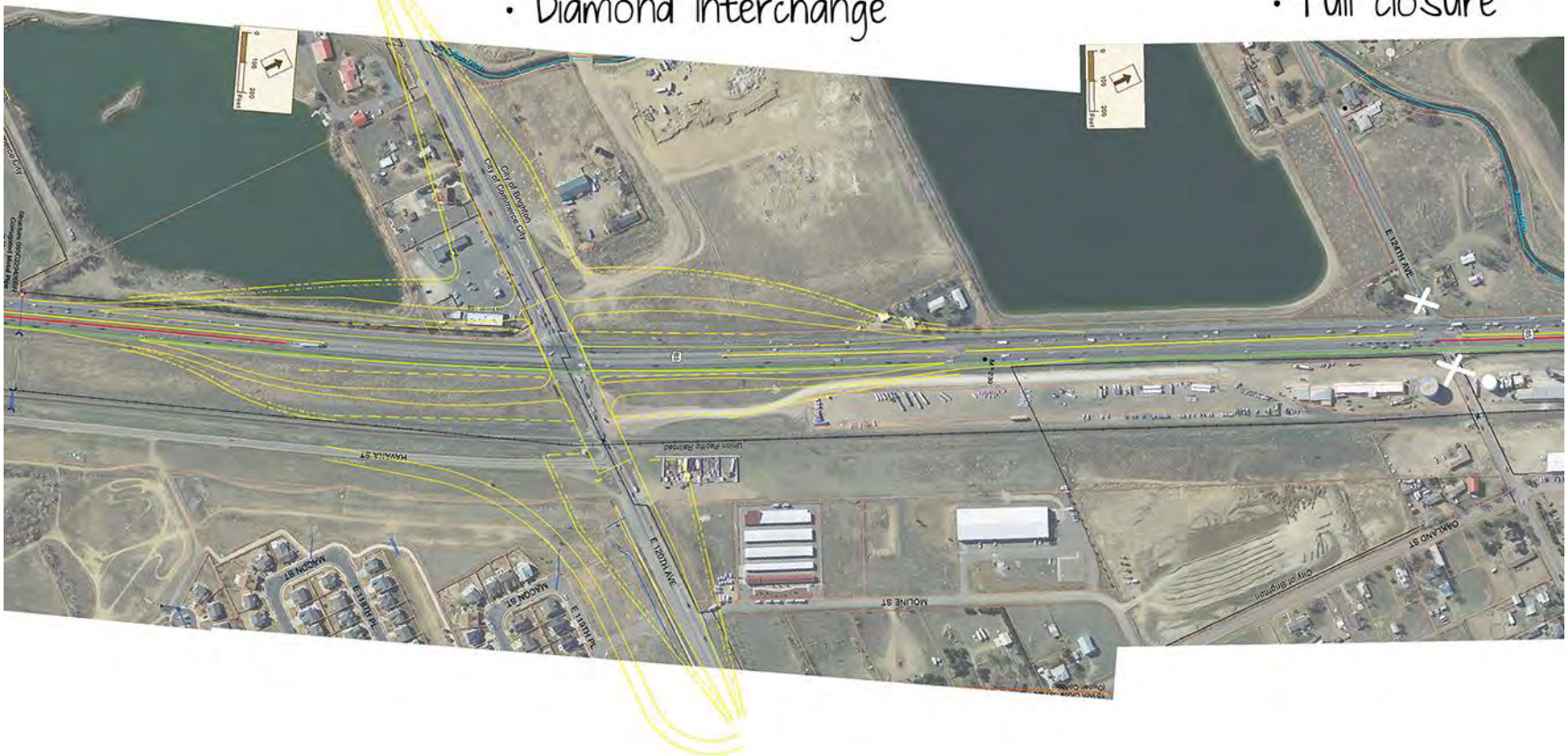
104th Avenue



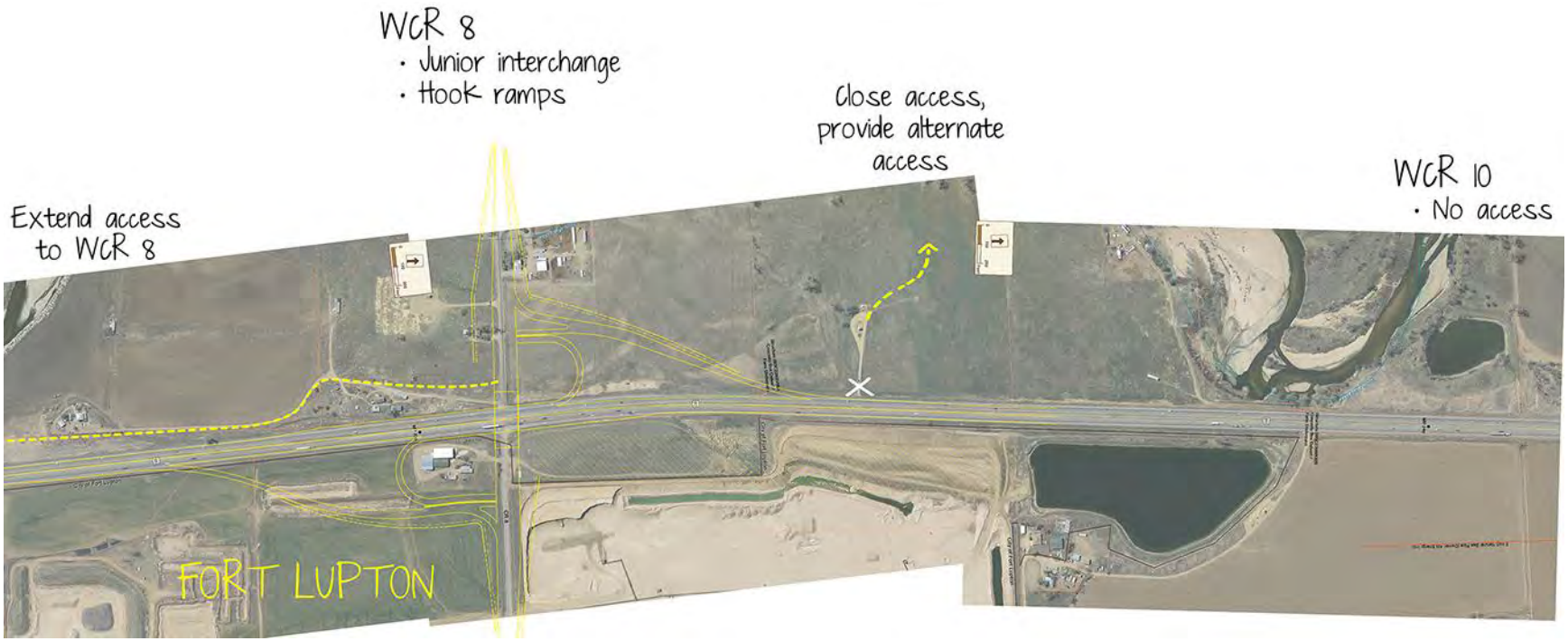
120th, 124th Avenue

120th Ave.
- Diamond Interchange

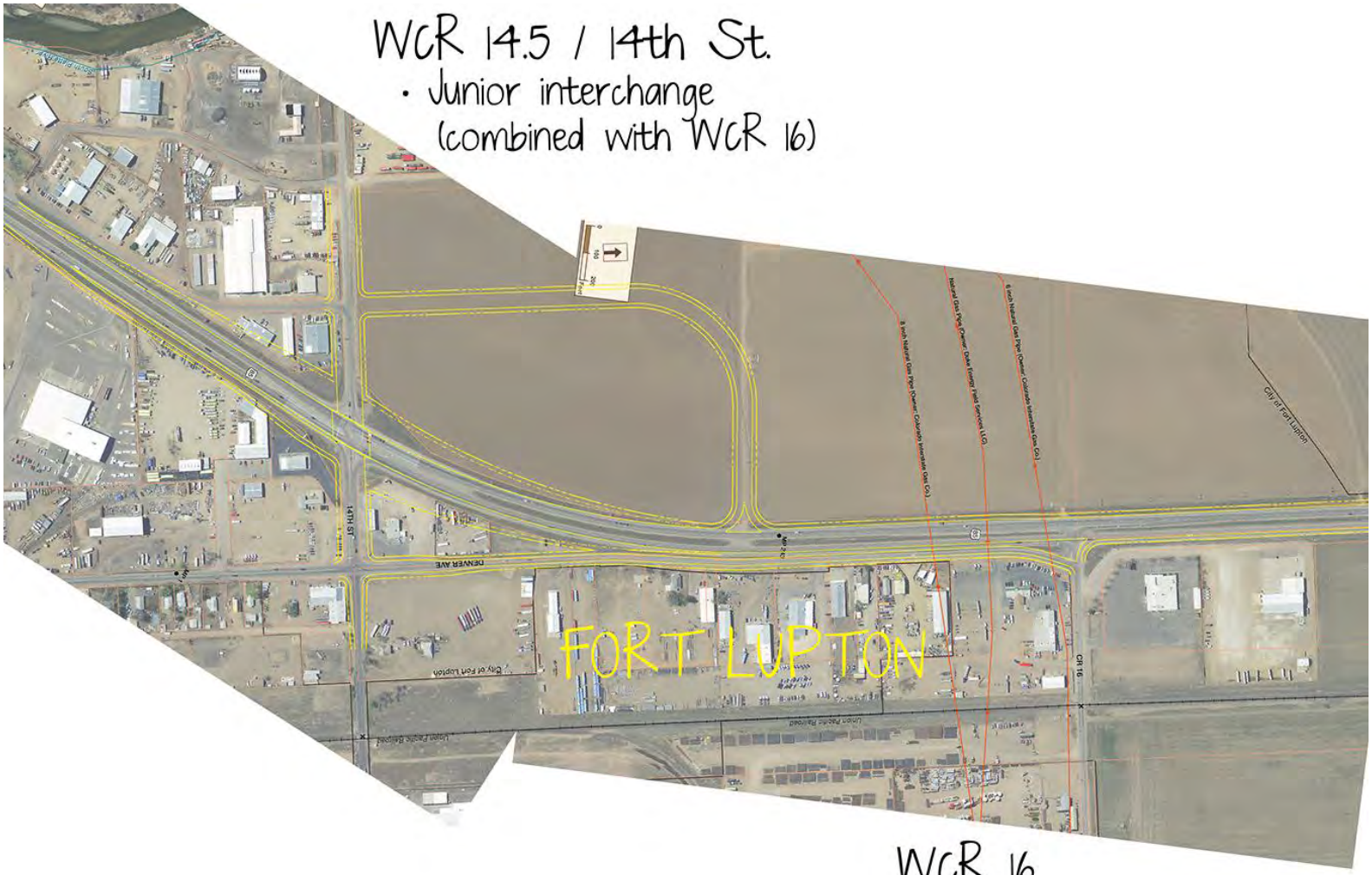
124th Ave.
- Full closure



WCR 8, WCR 10 (Fort Lupton)



WCR 14.5, WCR 16



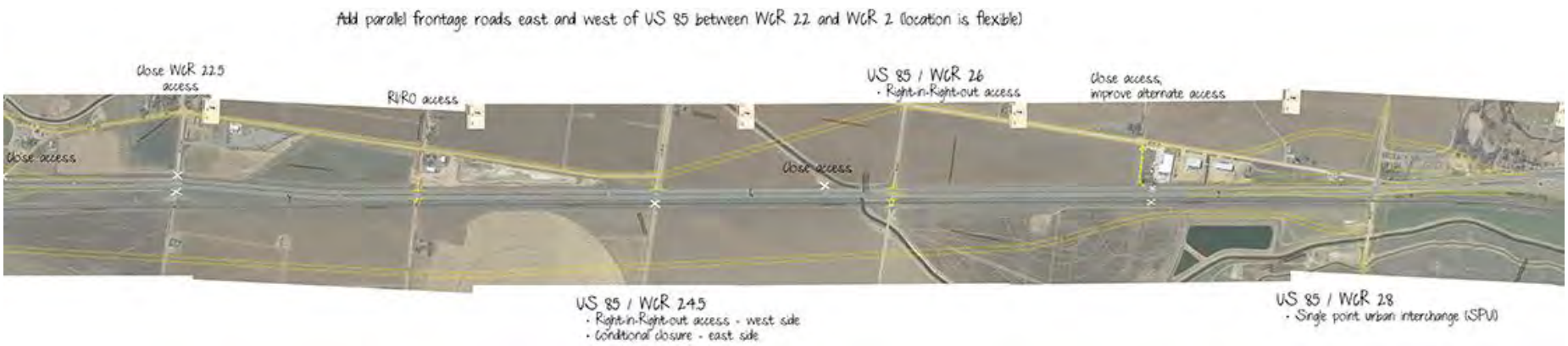
WCR 14.5 / 14th St.

- Junior interchange (combined with WCR 16)

WCR 16

- Right out on east side only

WCR 18 to WCR 28



SH 66 (Platteville)

US 85 / SH 66
Channelized-T
- SB US 85 is grade separated at SH 66

Marion Ave.
- 3/4 access on west side
- Closure on east side

US 85 / WCR 32
- Cul-de-sac frontage roads
- Add lanes

WCR 34

US 85 / WCR 34
Diamond Interchange

WCR 40, Elm Street (Gilcrest)

WCR 40
- Realign frontage road
- Signalize

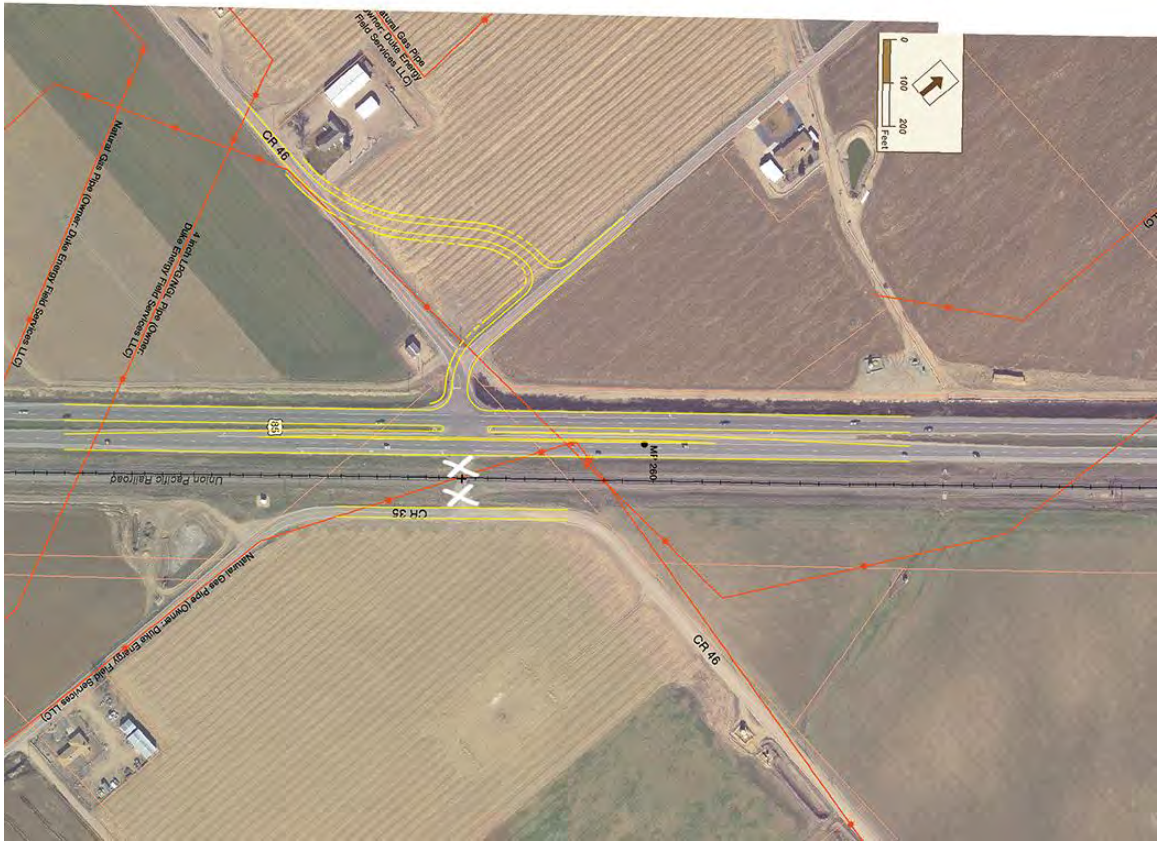
Elm St.
- 3/4 Access

WCR 33, WCR 44 (Peckham)

- Closure at WCR 33
- Signal at WCR 44
- East side connection WCR 33 to WCR 44

WCR 35, WCR 46

- Close WCR 35/46 on east side
- Channelized-T on west side
- Realign WCR 46



1st Avenue to 5th Avenue (LaSalle)

2nd Ave.
- RI/RO

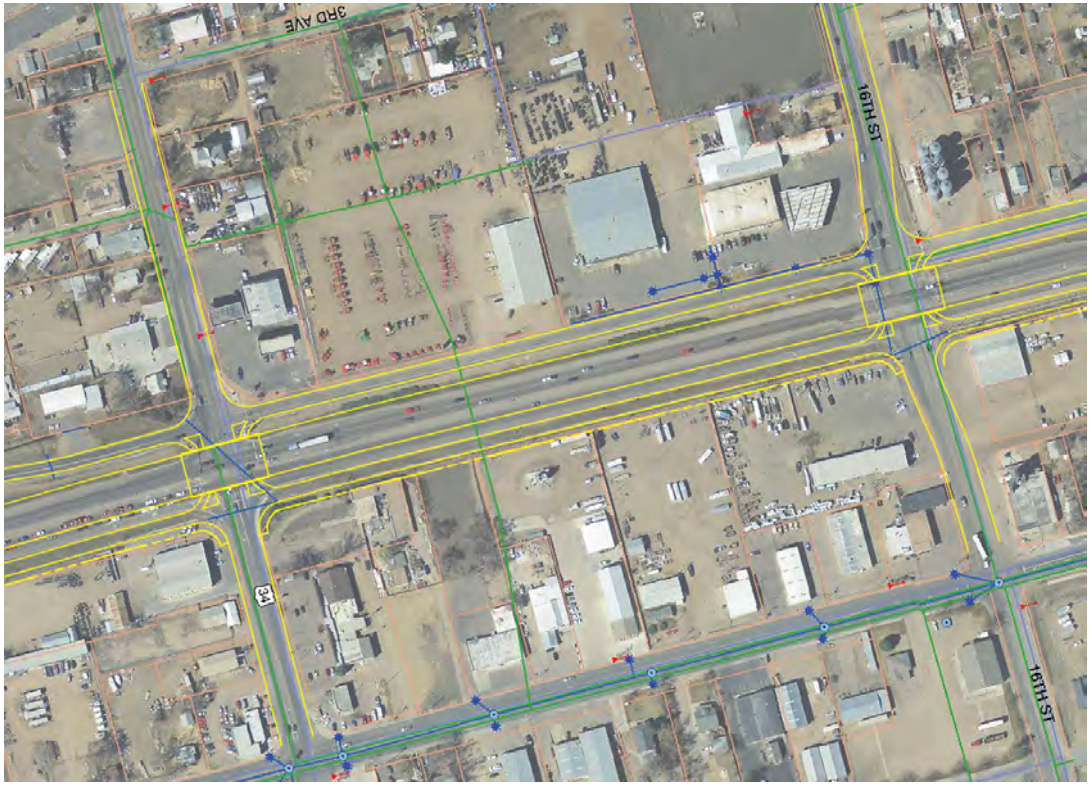
4th Ave.
- RI/RO

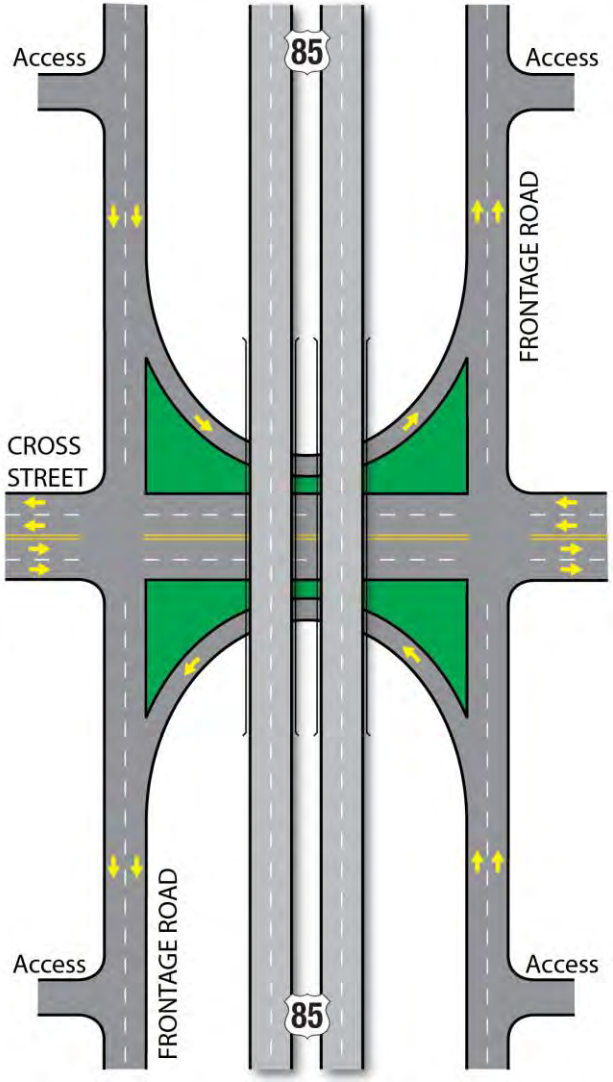
1st Ave.
- Traffic signal
- Add lanes

3rd Ave.
- No change, maintain full movement

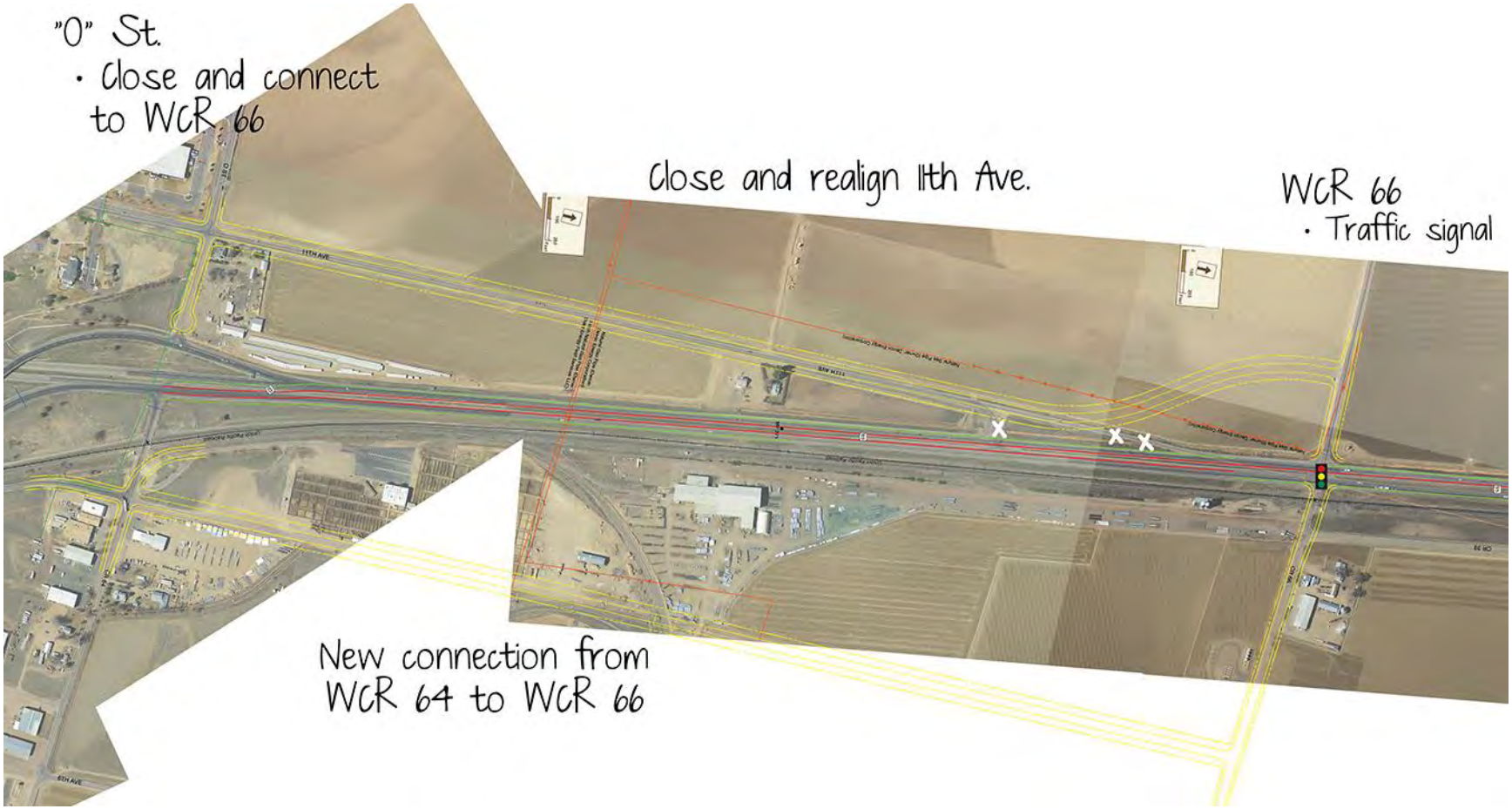
5th Ave.
- No change, maintain full movement

22nd Street to 5th Street (Greeley)

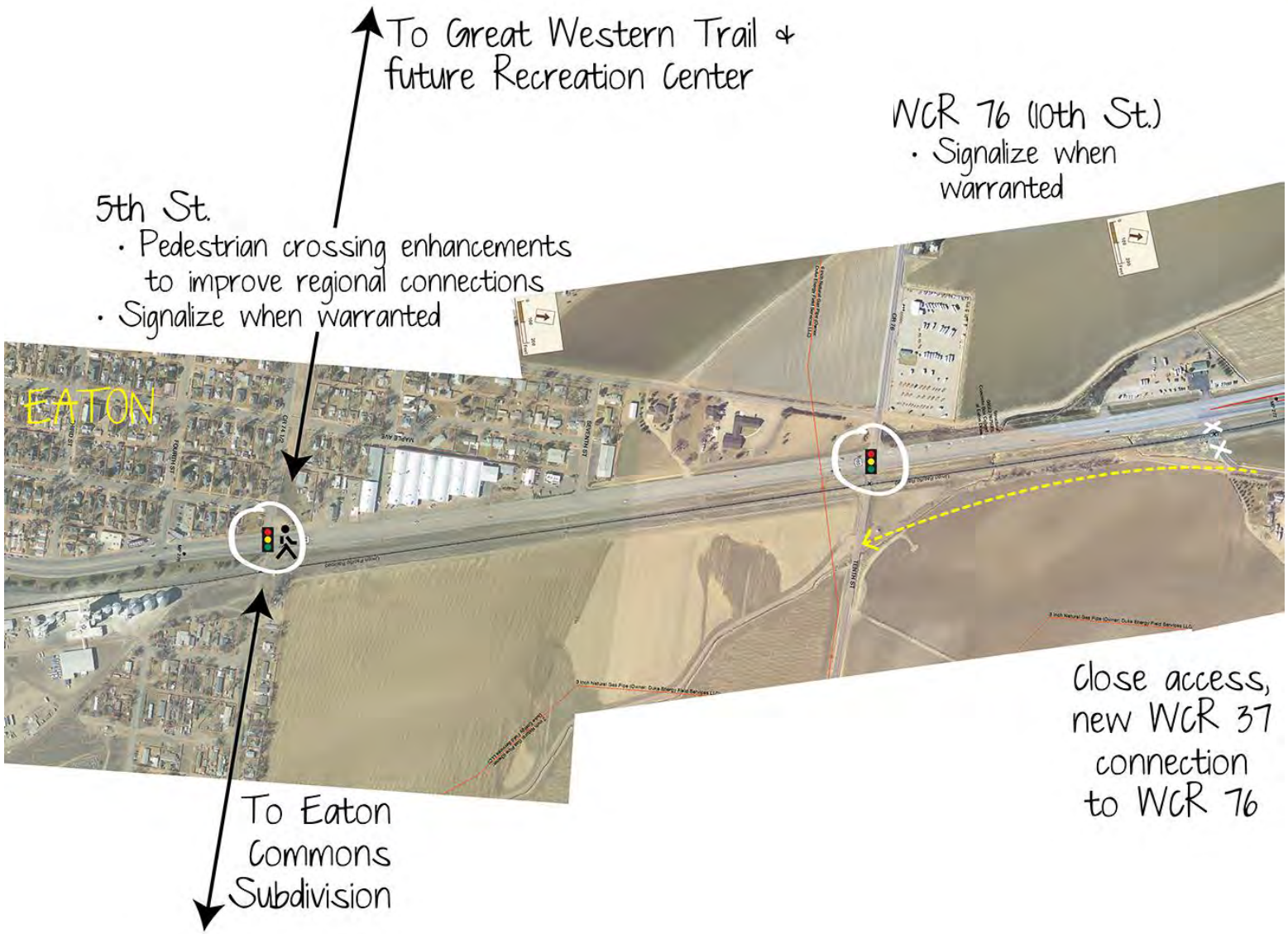




O Street, WCR 66



5th Street, WCR 76, WCR 37 (Eaton)



RoadX Opportunity

- Vision: Crash-free, injury-free, delay-free and technologically-transformed travel in Colorado.
- Focus upon more efficient decision making for vehicles and drivers, such as trucks linking through technology, creating platoons that reduce the cost and time
- 85 was identified as a potential RoadX capstone project
  - Technology presents opportunities as we look at immediate and interim improvements
  - Program may help position the corridor for funding for improvements that incorporate technology

Prioritization

- Needs-based focused on:
  - Mobility
  - Safety
  - Railroad interaction
- Rating scale for each category (1 to 5) by location
- Affords flexibility

Prioritization: Mobility

- Level of service (LOS) based
- Existing and 2035
- AM and PM peak hours
- LOS F = 5, LOS E = 4, LOS D = 3, LOS C = 2, and LOS A and LOS B= 1

Prioritization: Mobility Results

Top Needs:

- WCR 32
- 31st Street
- 104th Avenue
- 112th Avenue
- Bromley Lane*
- 120th Avenue
- 124th Avenue
- WCR 2
- SH 66
- WCR 14.5/14th Street
- 16th Street

**Was recently approved*

Prioritization: Safety

- Crash frequency and rate based
- Property damage only equivalence (PDOE)
  - 1 PDO = 1 PDOE crash
  - 1 injury crash = 8.7 PDOE crashes
  - 1 fatal crash = 161.3 PDOE crashes
- Score 1 to 5 for frequency, 1 to 5 for rate, and average

Prioritization: Safety Results

Top Needs:

- 104th Avenue
- WCR 14.5/14th Street
- 37th Street
- 144th Avenue*
- WCR 100**
- Bromley Lane
- 120th Avenue
- WCR 18
- WCR 44

**Turn restrictions implemented*
***Turn lanes recently added*

Prioritization: Railroad

- Highway/railroad interaction: function of cross-street volume and spacing
- Volume/distance ratio
- Existing, 2035
- Scale 1 to 5 for each and average

Prioritization: Railroad Results

Top Needs:

- Bromley Lane
- 120th Avenue
- SH 392
- WCR 42
- SH 14
- 112th Avenue
- WCR 66
- 124th Avenue
- 104th Avenue

Prioritization

Sum of three categories:

- 104th Avenue
- 120th Avenue
- Bromley Lane
- 124th Avenue
- WCR 14.5/14th Street
- WCR 32
- 37th Street
- 31st Street

Next Steps

- Public meetings
- Develop cost estimates
- Documentation, fact sheets, and final report
- Amendments to the ACP

Open House

- **Section 1: I-76 to WCR 22**
  - *Commerce City, Brighton, Fort Lupton, Adams County, Weld County*
- **Section 2: WCR 22 to 1st Street**
  - *Platteville, Gilcrest, Weld County*
- **Section 3: 1st Street to SH 392**
  - *LaSalle, Evans, Garden City, Greeley, Weld County*
- **Section 4: SH 392 to WCR 100**
  - *Eaton, Ault, Pierce, Nunn, Weld County*

COLORADO
Department of Transportation

Thanks!

MEETING MINUTES

Executive Committee (EC) Meeting #4

February 11, 2016 | 6:30pm to 8:30pm

Brighton City Council Study Session Room, 6th Floor

500 South 4th Avenue, Brighton, Colorado 80601

The following is a summary of the presentation and discussion at the US 85 PEL Executive Committee meeting held on February 11, 2016. A sign-in sheet is attached.

Introductions

Chris Fasching (Felsburg Holt and Ullevig) welcomed the group and asked for a round of introductions. Chris provided an overview of the meeting's agenda. He explained that the meeting's focus is on the areas where major differences exist between the Access Control Plan (ACP) recommendations and the Planning and Environmental Linkages (PEL) draft recommendations.

Progress Update

Alex Pulley (Felsburg Holt and Ullevig) provided a brief update on the project team's progress since the last Executive Committee meeting, which was held in June. At the last meeting, general design concepts were presented at numerous locations. Since then, the project team has refined these concepts to assess feasibility. Tonight's focus is on the draft recommendations that are a result of extensive evaluation.

Alex summarized the one-on-one meetings that were held with town boards and councils this past summer and fall. He also summarized the input the project team received during the recent Technical Advisory Committee (TAC) meetings. Alex also mentioned the on-going coordination with the Union Pacific Railroad and Gloria reminded the group that CDOT continues to meet with the UPRR on a regular basis to discuss US 85 and other corridors that have right-of-way and operational issues.

Recommended Improvements

Evaluation Process

Chris explained that the evaluation process included the following categories: mobility, access, safety, proximity to the railroad, alternative modes, natural and cultural environment, and community input. These criteria are rooted in the purpose and need, which the Executive Committee helped establish. The evaluation results in three possible dispositions: recommended, feasible, and eliminated, which are outcomes established by the Federal Highway Administration (FHWA) and CDOT. The final evaluation will be included in the final report.

Recommendation Highlights

- 104th Avenue: 104th is a very challenging location. Two alternatives have been recommended: a modified SPUI with flyovers to serve the mainline traffic and a split diamond (with I-76). The group expressed concerns about the costs of each alternative.
- 120th Avenue: A diamond interchange is recommended, as well as a diverging diamond interchange (DDI). The diamond interchange shown is from the Environmental Assessment (EA) previously completed for this location. These improvements would elevate 120th Avenue over the railroad.
- 124th Avenue: 124th Avenue will be closed once there is strong connectivity to 120th Avenue and the 120th Avenue interchange is complete. These improvements work together.
- 144th Avenue: the ACP shows an interchange at this location. The PEL draft recommendation is a closure. An overpass with no access to US 85 would be feasible, however, may be cost prohibitive to construct.
- WCR 8: A junior interchange with hook ramps is proposed for this location; the ACP also shows an interchange but a diamond configuration.
- WCR 10: Fort Lupton had previously expressed an interest in having a full movement interchange at this location. However, the draft recommendation of the PEL is to not have any access at this location. Some of the reasons for the recommendation include:
    - Long term plans to do not recognized WCR 10 as being a significant roadway. Fort Lupton's Transportation plan indicates that WCR 10 is planned to be a collector roadway that would extend as far west as Denver Avenue (Business 85). The plan does not show WCR 10 planned at US 85.
    - WCR 8, one mile to the south, is planned to eventually be an interchange. WCR 8 is an arterial roadway per the city's transportation plan, and it currently spans the South Platte River, providing a significant degree of continuity to the region and can serve the surrounding area.
    - The South Platte River is in close proximity to this intersection. A significant amount of flood plain exists around the US 85/WCR 10 area. Flood mitigation to establish an interchange at this location could be significant.
- WCR 14.5, WCR 16: The junior interchange at WCR 14.5 and the right-out only recommended at WCR 16 would work together as a system. The Fort Lupton board supports this idea.
- The project team recommends a parallel roadway system on either side of the highway from WCR 18 to WCR 28 with future interchanges at WCR 18, WCR 22, and WCR 28.
- The group discussed the process by which access is removed from the highway. Gloria explained that CDOT would work with the local land owners and local communities to establish reasonable access to the parallel road system prior to any closure.
- Gloria reminded the group that the local communities would own and maintain the parallel roads. This system will likely not be built until development happened adjacent to the corridor. The developers and community would work together to determine the best possible alignment of these roads.
- SH 66: The PEL draft recommendation is a channelized-T. In the interim, this would be an at-grade improvement, but the ultimate could include a grade-separated channelized-T (southbound US 85 being depressed), depending on the groundwater levels. Platteville supports this recommendations, as it would alleviate traffic at the Main Street intersection.

- WCR 34: the recommendation is for an interchange at this location. This would ultimately become the primary east/west truck route. This location would then be grade-separated from the railroad. The alignment and connection of Front Street on the southeast side is flexible.
- A signal was initially recommended at Elm Street (in Gilcrest) in the ACP, however, it is recommended that this signal be moved to WCR 40. Restricted movements would be implemented at Elm Street.
- The signal at WCR 42 will remain, however, a new eastbound right-turn lane will be added, to alleviate the congestion when a train is crossing.
- Multiple options were evaluated for WCR 33 and WCR 44 in Peckham. Ultimately, a signal is recommended at WCR 44. Chris explained to the group that the predominate crash pattern at this location is broadsides, which a signal would help reduce. This improvement minimizes the impact upon the surrounding community (as compared to a grade-separated interchange).
- Weld County is currently working on the connection between WCR 33 and WCR 44 on the east side of the railroad tracks.
- In LaSalle, every other block will allow full movements. The recommendations for this section of the corridor will allow LaSalle to improve the pedestrian environment through downtown.
- A couplet intersection is recommended at WCR 394/WCR 52. This would correct the existing intersection skew and reduce crashes.
- It is recommended that signals remain at 42nd Street, 37th Street, and 31st Street through Evans as Evans has been proactive in implementing these recommendations per the ACP.
- A Texas-turnaround is recommended along the bypass in Greeley. US 85 would be elevated through this section. Greeley supports this recommended and feels that it is appropriate for the surrounding land use.
- O Street: It recommended that access US 85 to/from O Street be closed, with traffic being redirected to a future signal at WCR 66.
- A signal is recommended at 5th Street in Eaton. In the interim, improvements should be made to enhance pedestrian crossings.
- A signal is recommended at WCR 76, which is consistent with the ACP.
- WCR 37: It is recommended that access to US 85 be closed, and the road redirected to WCR 76. This new connection would be developer driven.

RoadX

Jim Hanson (Atkins), explained some of the applications of CDOT's RoadX initiative, such as adaptive signal timing and truck detection signals. CDOT is actively looking for grant funding for new technologies, and this corridor may be well suited to be a pilot program. The RoadX program will be recognized in the PEL as a possible funding opportunity.

Prioritization

Process

Chris reviewed the prioritization process that the project team used to rank locations. This process is a needs-based approach that does not recommend specific improvements, rather, identifies the locations along the corridor in greatest need of improvement. The three main measures included in the evaluation are: mobility, safety, and railroad interaction.

Preliminary Results

The top tier of needs includes:

- 104th Avenue
- 120th Avenue
- Bromley Lane
- 124th Avenue
- WCR 14.5/14 Street
- WCR 32
- 37th Street
- 31st Street

Improvements have recently been made at numerous locations (such as Bromley Lane and 31st Street), and therefore, these locations may no longer be a top tier need. Chris reminded the group that the process is flexible and can be updated in the future when new information/data becomes available.

Next Steps

The following next steps were discussed:

- The project team will continue to coordinate with the TAC to develop conceptual level cost estimates
- A series of public meetings will be held this Spring, likely at the end of March
- The project team will continue to finalize the report and fact sheets.
- Amendments to the ACP

Open House

Attendees were invited to review the base maps of the corridor.

November 21, 2016

Ms. Gloria Hice-Idler
Project Manager
Colorado Department of Transportation
10601 Hwy 34
Greeley, CO 80634

RE: City of Commerce City's Comments on the draft US 85 Planning and Environmental Linkage Study

Dear Ms. Hice-Idler,

Thank you for the opportunity to comment on the draft US 85 Planning and Environmental Linkage (PEL) Study. US 85 is a major thoroughfare in our community. The City of Commerce City is committed to participating in the planning study in an effort to collaborate with CDOT, other communities along the corridor, and all stakeholders to find solutions that balance critical regional mobility needs while minimizing impacts of the roadway on adjacent neighborhoods.

While the City supports the need for improvements to address safety, we are concerned that the analysis does not adequately address the access needs of Commerce City residents. Instead, it is our opinion that the study places too high of an emphasis on mobility along the corridor, at the expense of mobility across US 85 and within Commerce City. The City acknowledges that moving vehicles and freight in an efficient manner along US 85 is a key priority for CDOT and even for communities to the north; however, the impacts of that goal negatively burden Commerce City by:

- Limiting access choices for businesses and residents
- Increasing noise
- Increasing delay on side streets

Comments on each Commerce City-impacted access point and the study's overall goals are detailed below.

104th Avenue & US 85 intersection - the City does not Support the Recommendations within the PEL

Commerce City concurs with the PEL analysis that an interchange is ultimately needed and desired at this location. Further refinement of the alternatives, to best meet the needs of the City, the County, surrounding property owners, and other stakeholders, is needed before prioritizing this interchange for construction.

This includes evaluating the US 85 corridor from I-76 to 124th Avenue to determine a "system" approach that evaluates & prioritizes improvements as a whole – not piecemeal. The City appreciates CDOT's efforts to date to undertake a 30% design effort and NEPA analysis of this segment of the corridor. Until further analysis is completed, the City will refrain from supporting the recommendations in the draft PEL.

Longs Peak Drive Access - the City does not Support the Recommendations within the PEL

While Commerce City understands the safety issues related to this access onto US 85, there has been no analysis of the impacts this closure could have on the adjacent neighborhood, including:

- Increased, out-of-direction travel
- Increased traffic through residential areas
- Increased traffic volumes at remaining access points to US 85

The City requests these impacts be appropriately documented & evaluated in the study before a final recommendation is made. The City believes that some form of mitigation will be needed before we can support a recommendation for closure.

112th Avenue & US 85 intersection - the City is Neutral on the Recommendations within the PEL

Commerce City concurs with the PEL analysis that an interchange is ultimately desired at this location. However, further refinement of the alternatives to best meet the needs of the City and the surrounding property owners is needed before prioritizing this interchange for construction.

This includes evaluating the US 85 corridor from I-76 to 124th Avenue to determine a "system" approach that evaluates & prioritizes improvements as a whole – not piecemeal. The City appreciates CDOT's efforts to date to undertake a 30% design effort and NEPA analysis of this segment of the corridor. Until further analysis is completed, the City will refrain from support of the recommendations in the draft PEL.

120th Avenue & US 85 intersection - the City Supports the Recommendations within the PEL

Commerce City concurs with the PEL analysis that an interchange is needed and desired at this location. In fact, constructing this intersection is City Council's top priority project. The City supports the alternative that will provide the best access while limiting impacts on neighboring properties. At this time, it appears that that Tight Diamond alternative, which was identified as the Preferred Alternative in the 1999 Environmental Assessment and the Finding of No Significant Impact (FONSI), best meets the needs of the County, the City, the City of Brighton and surrounding property owners & stakeholders. However, the City is supportive of further refinement & analysis of the alternatives to verify this conclusion.

124th Avenue & US 85 intersection - the City does not Support the Recommendations within the PEL

Commerce City does not concur with the PEL analysis that closure of this intersection is the best alternative. The PEL contains no analysis of the impacts of this closure on adjacent neighborhoods.

The City requests that these impacts be appropriately documented & evaluated before a final recommendation is made. The City believes that some form of mitigation will be needed before we can support a recommendation for closure.

The City requests analysis of an additional alternative between 115th Avenue and I-76
The City has identified a potential alternative that would take US 85 "off line" from north of 112th Avenue to I-76 and thus might relieve congestion on US 85, south of 112th Avenue. The attached schematic gives a rough approximation of the alignment with new interchanges to provide access to the new alignment. This could potentially reduce existing US 85, south of 112th Avenue, to a more local roadway and, possibly eliminate the need for interchanges on that portion of US 85 due to the lower traffic volumes.

The City requests CDOT evaluate this alternative in the PEL to determine its viability and merits.

The City requests that any future Environmental Analyses acknowledge Commerce City impacts within the Project Area
While the City recognizes the PEL provides a high-level overview of potential transportation solutions and associated impacts, future environmental analyses must take a closer look at the significant impacts any proposed alternative would have on Commerce City. Specifically, any future environmental analyses and documents need to discuss social, economic, environmental justice, air quality and noise impacts along with associated mitigation for all Commerce City areas.

Thank you to CDOT for a robust process to work with affected communities to find the right solutions for US 85. The PEL is a critical step to reaching a thoughtful conclusion in order to move forward with further analysis and, ultimately, construction.

Commerce City is committed to partnering with CDOT, Adams County, and its neighboring communities to ensure this regional transportation project finds an appropriate balance that benefits both the system users and adjacent property owners.

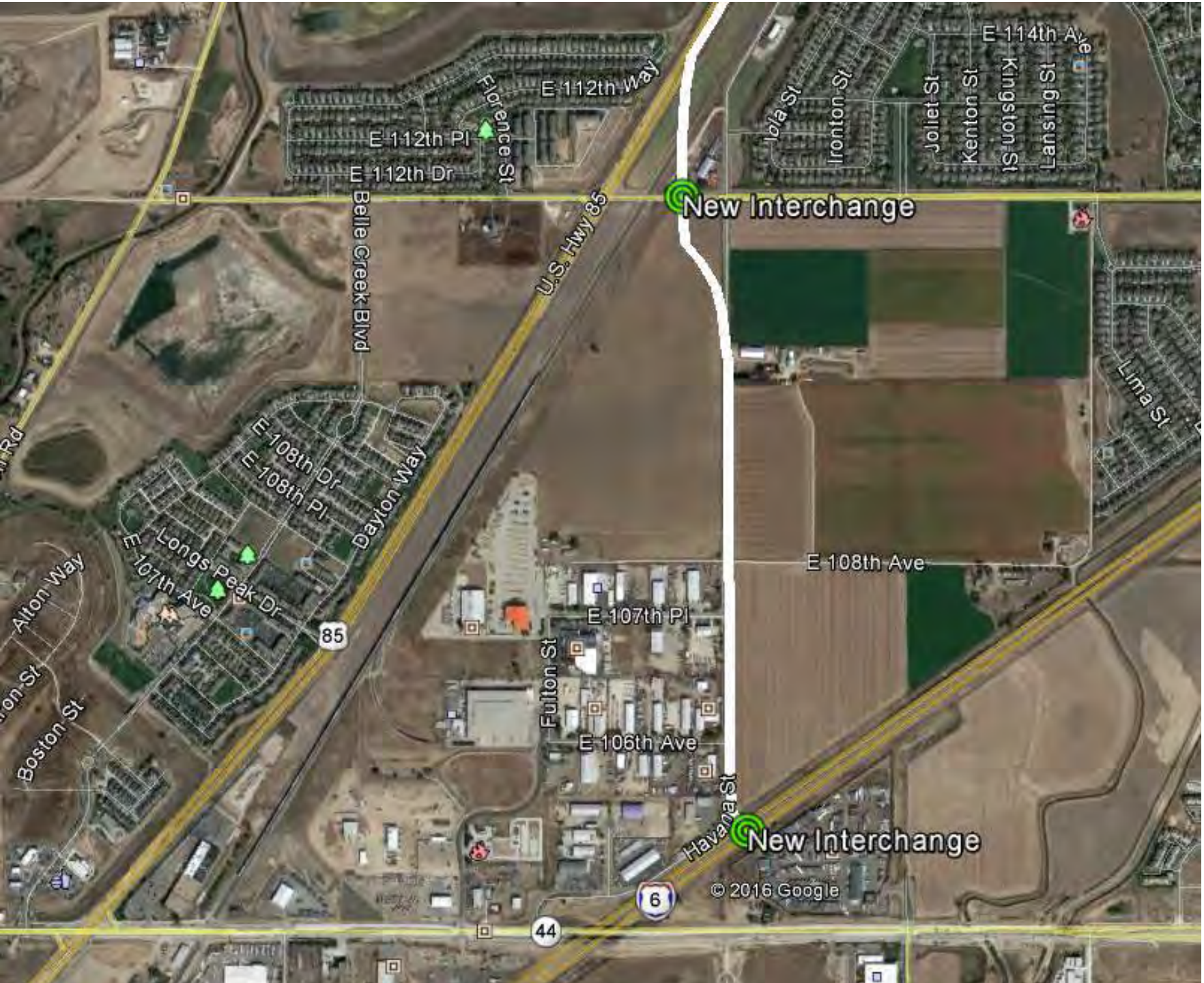
Thank you for your consideration.

Sincerely,

Sean Ford
Mayor

cc: City Council of Commerce City
Board of County Commissioners, Adams County
Colorado Transportation Commissioner Heather Barry
Mayor, City of Brighton
Mayor, City of Thornton
Paul Jesaitis, Region 1 Transportation Director

7887 East 60th Avenue, Commerce City, CO 80022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E 112th Dr
Florence St
Belle Creek Blvd
U.S. Hwy 85
New Interchange
E 114th Ave
Iola St
Ironton St
Joliet St
Kenton St
Kingston St
Lansing St
Lima St
E 108th Dr
E 108th Pl
Dayton Way
Longs Peak Dr
E 107th Ave
Alton Way
Boston St
85
E 108th Ave
E 107th Pl
Fulton St
E 106th Ave
Havana St
New Interchange
© 2016 Google
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Commerce CITY

December 19, 2016

Mr. Mike Lewis
Deputy Executive Director
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, CO 80222

RE: FASTLANE Grant Application - US 85 & 104th Avenue Interchange

Dear Mr. Lewis,

Thank you for the opportunity to discuss CDOT's FASTLANE grant application with City staff on December 1. We understand that the application has been submitted and includes a funding request for an interchange at the existing intersection of US 85 and 104th Avenue. The City Council discussed your request for a letter of support and, after much discussion, decided that we cannot support the grant application.

The primary objective for the City continues to be an area-wide solution that prioritizes an interchange at the intersection of 120th Avenue & US 85. This includes evaluating the US 85 corridor from I-76 to 124th Avenue to determine a "system" approach that evaluates & prioritizes improvements as a whole – not piecemeal. The City appreciates CDOT's efforts to date to undertake a 30% design effort and NEPA analysis of this segment of the corridor.

The City believes stronly that evaluating all area alternatives, through an objective approach, could lead to a systematic solution that aids CDOT in prioritizing improvements in the corridor for future grant applications and, ultimately, results in a solution that works for the adjacent communities and the county as well as CDOT and Union Pacific.

Commerce City is committed to partnering with CDOT, Adams County, and its neighboring communities to find solutions that balance critical regional mobility needs while minimizing impacts of the roadway on adjacent neighborhoods. On-going discussion of these critical issues is needed. Therefore, we would request that CDOT participate in a follow up discussion with the City Council, at the appropriate time, to further clarify our desired outcomes and areas of mutual purpose. Meanwhile, staff will continue to actively participate in the corridor design & environmental clearance efforts.

Thank you for your consideration.

Sincerely,

Mayor Sean Ford

c: City Council of Commerce City
Board of County Commissioners, Adams County
Colorado Transportation Commissioner Heather Barry
Mayor, City of Brighton
Mayor, City of Thornton
Paul Jesaitis, Region 1 Transportation Director

7887 East 60th Avenue, Commerce City, CO 80022

Pinyon Environmental, Inc.

Corporate Headquarters
9100 West Jewell Avenue Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
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May 19, 2014

Colorado Department of Public Health and Environment
Air Pollution Control Division
4300 Cherry Creek Drive South
Denver, Colorado 80246-1530
Attn: Mr. Jim Dileo

Subject: Notification of the US 85 Planning and Environmental Linkages Study, Adams and Weld County, US Highway 85, Colorado

Dear Mr. Dileo:

The Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL). The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements will be prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

As part of the US 85 PEL Study, a Corridor Conditions Report (CCR) is being prepared to document current conditions of the corridor with regard to land use, the transportation system, and environmental resources. The information presented in the CCR will be the basis for developing and evaluating possible transportation improvements within the corridor. Upon completion of the CCR, the report will be forwarded to your agency for your comment, specifically regarding air quality. The anticipated distribution date of the CCR is Late Summer 2014. We will send the CCR to your attention unless contact information is provided regarding a different recipient. This letter is to notify your agency of the study and comment is not requested at this time; however, if you know of particular area or resource of interest, please bring it to my attention.

Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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May 19, 2014

Colorado Department of Public Health and Environment
Hazardous Materials and Waste Management Division
4300 Cherry Creek Drive South
Denver, Colorado 80246-1530
Attn: Mr. Joe Schieffelin

Subject: Notification of the US 85 Planning and Environmental Linkages Study, Adams and Weld County, US Highway 85, Colorado

Dear Mr. Schieffelin:

The Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL). The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements will be prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

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Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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May 19, 2014

Colorado Department of Public Health and Environment
Water Quality Control Division
4300 Cherry Creek Drive South
Denver, Colorado 80246-1530
Attn: Mr. Bret Icenogle

Subject: Notification of the US 85 Planning and Environmental Linkages Study, Adams and Weld County, US Highway 85, Colorado

Dear Mr. Icenogle:

The Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL). The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements will be prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

As part of the US 85 PEL Study, a Corridor Conditions Report (CCR) is being prepared to document current conditions of the corridor with regard to land use, the transportation system, and environmental resources. The information presented in the CCR will be the basis for developing and evaluating possible transportation improvements within the corridor. Upon completion of the CCR, the report will be forwarded to your agency for your comment, specifically regarding water quality. The anticipated distribution date of the CCR is Late Summer 2014. We will send the CCR to your attention unless contact information is provided regarding a different recipient. This letter is to notify your agency of the study and comment is not requested at this time; however, if you know of particular area or resource of interest, please bring it to my attention.

Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

Cc: Jean Cordova, CDOT

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May 20, 2014

Colorado Parks and Wildlife
Northeast Region - Denver
6060 Broadway
Denver, Colorado 80203
Attn: Ms. Jennifer Churchill

Subject: Notification of the US 85 Planning and Environmental Linkages Study, Adams and Weld County, US Highway 85, Colorado

Dear Ms. Churchill:

The Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL). The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements will be prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

As part of the US 85 PEL Study, a Corridor Conditions Report (CCR) is being prepared to document current conditions of the corridor with regard to land use, the transportation system, and environmental resources. The information presented in the CCR will be the basis for developing and evaluating possible transportation improvements within the corridor. Upon completion of the CCR, the report will be forwarded to your agency for your comment, specifically regarding USFWS threatened, endangered, and candidate species. The anticipated distribution date of the CCR is Late Summer 2014. We will send the CCR to your attention unless contact information is provided regarding a different recipient. This letter is to notify your agency of the study and comment is not requested at this time; however, if you know of particular area or resource of interest, please bring it to my attention.

Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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www.pinyon-env.com

May 19, 2014

U.S. EPA Region 8 (8EPR-N)
1595 Wynkoop Street
Denver, Colorado 80202-1129
Attn: Ms. Carol Anderson

Subject: Notification of the US 85 Planning and Environmental Linkages Study, Adams and Weld County, US Highway 85, Colorado

Dear Ms. Anderson:

The Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL). The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements will be prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

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Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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www.pinyon-env.com

May 19, 2014

Colorado Historical Society
1200 Broadway
Denver, Colorado 80203
Attn: Mr. Edward C. Nichols, SHPO

Subject: Notification of the US 85 Planning and Environmental Linkages Study, Adams and Weld County, US Highway 85, Colorado

Dear Mr. Nichols:

The Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL). The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements will be prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

As part of the US 85 PEL Study, a Corridor Conditions Report (CCR) is being prepared to document current conditions of the corridor with regard to land use, the transportation system, and environmental resources. The information presented in the CCR will be the basis for developing and evaluating possible transportation improvements within the corridor. Upon completion of the CCR, the report will be forwarded to your agency for your comment, specifically regarding cultural resources. The anticipated distribution date of the CCR is Late Summer 2014. CDOT will send the CCR to your attention unless contact information is provided regarding a different recipient. This letter is to notify your agency of the study and comment is not requested at this time; however, if you know of particular area or resource of interest, please bring it to my attention.

Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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Date: 5/19/2014
Author: rak
Reviewer: ALK
Review Date: May 6 2014

Pinyon Environmental, Inc.

Corporate Headquarters
9100 West Jewell Avenue Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

May 20, 2014

US Army Corps of Engineers
Denver Regulatory Office
9307 S. Wadsworth Boulevard
Littleton, Colorado 80128
Attn: Mr. Kiel Downing

Subject: Notification of the US 85 Planning and Environmental Linkages Study, Adams and Weld County, US Highway 85, Colorado

Dear Mr. Downing:

The Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL). The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements will be prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

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Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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Pinyon Environmental, Inc.

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www.pinyon-env.com

May 19, 2014

US Fish and Wildlife Service
Colorado Ecological Services Field Office
Denver Federal Center (MS 65412)
P.O Box 25486
Denver, Colorado 80225
Attn: Ms. Susan Linner

Subject: Notification of the US 85 Planning and Environmental Linkages Study, Adams and Weld County, US Highway 85, Colorado

Dear Ms. Linner:

The Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL). The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements will be prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

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Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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Pinyon Environmental, Inc.

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9100 West Jewell Avenue Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

July 22, 2015

Colorado Department of Public Health and Environment
Air Pollution Control Division
4300 Cherry Creek Drive South
Denver, Colorado 80246-1530
Attn: Ms. Ingrid Hewitson

Subject: US 85 Planning and Environmental Linkages Study, Corridor Conditions Report, US Highway 85, Adams and Weld Counties, Colorado

Dear Ms. Hewitson:

As referenced in a notification letter sent to you May 19, 2014, the Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL) Study. The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements are being prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

As part of the US 85 PEL Study, a Corridor Conditions Report (CCR) has been prepared to document current conditions of the corridor with regard to land use, the transportation system, and environmental resources. The information presented in the CCR is the basis for developing and evaluating possible transportation improvements within the corridor. We ask for your review and any comments you may have of the report, specifically regarding air quality. The CCR can be downloaded at the following link: https://pinyonenvironmental.sharefile.com/d-sec5e95081d941a4b. Please email your comments to kullas@pinyon-env.com or mail your comments to the address identified at the top of this letter within three weeks of receiving this letter.

Thank you in advance for your time and participation. Your input early in the transportation planning process is critical for the successful screening of potential improvement projects, and will allow for expedited project clearance when funding becomes available.

Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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Date: 7/22/2015
Author: rak
Reviewer: ALK
Review Date:

Pinyon Environmental, Inc.

Corporate Headquarters
9100 West Jewell Avenue Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

July 22, 2015

Colorado Department of Public Health and Environment
Hazardous Materials and Waste Management Division
4300 Cherry Creek Drive South
Denver, Colorado 80246-1530
Attn: Mr. Joe Schieffelin

Subject: US 85 Planning and Environmental Linkages Study, Corridor Conditions Report, US Highway 85, Adams and Weld Counties, Colorado

Dear Mr. Schieffelin:

As referenced in a notification letter sent to you May 19, 2014, the Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL) Study. The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements are being prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

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Thank you in advance for your time and participation. Your input early in the transportation planning process is critical for the successful screening of potential improvement projects, and will allow for expedited project clearance when funding becomes available.

Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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Pinyon Environmental, Inc.

Corporate Headquarters
9100 West Jewell Avenue Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

July 22, 2015

Colorado Department of Public Health and Environment
Water Quality Control Division
4300 Cherry Creek Drive South
Denver, Colorado 80246-1530
Attn: Mr. Bret Icenogle

Subject: US 85 Planning and Environmental Linkages Study, Corridor Conditions Report, US Highway 85, Adams and Weld Counties, Colorado

Dear Mr. Icenogle:

As referenced in a notification letter sent to you May 19, 2014, the Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL) Study. The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements are being prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

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Thank you in advance for your time and participation. Your input early in the transportation planning process is critical for the successful screening of potential improvement projects, and will allow for expedited project clearance when funding becomes available.

Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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www.pinyon-env.com

July 22, 2015

Colorado Parks and Wildlife
Northeast Region - Denver
6060 Broadway
Denver, Colorado 80203
Attn: Ms. Jennifer Churchill

Subject: US 85 Planning and Environmental Linkages Study, Corridor Conditions Report, US Highway 85, Adams and Weld Counties, Colorado

Dear Ms. Churchill:

As referenced in a notification letter sent to you May 19, 2014, the Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL) Study. The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements are being prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

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Thank you in advance for your time and participation. Your input early in the transportation planning process is critical for the successful screening of potential improvement projects, and will allow for expedited project clearance when funding becomes available.

Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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Pinyon Environmental, Inc.

Corporate Headquarters
9100 West Jewell Avenue Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

July 22, 2015

U.S. EPA Region 8 (8EPR-N)
1595 Wynkoop Street
Denver, Colorado 80202-1129
Attn: Ms. Carol Anderson

Subject: US 85 Planning and Environmental Linkages Study, Corridor Conditions Report, US Highway 85, Adams and Weld Counties, Colorado

Dear Ms. Anderson:

As referenced in a notification letter sent to you May 19, 2014, the Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL) Study. The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements are being prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

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PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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Pinyon Environmental, Inc.

Corporate Headquarters
9100 West Jewell Avenue Lakewood, CO 80232
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www.pinyon-env.com

July 22, 2015

US Army Corps of Engineers
Denver Regulatory Office
9307 S. Wadsworth Boulevard
Littleton, Colorado 80128
Attn: Mr. Kiel Downing

Subject: US 85 Planning and Environmental Linkages Study, Corridor Conditions Report, US Highway 85, Adams and Weld Counties, Colorado

Dear Mr. Downing:

As referenced in a notification letter sent to you May 19, 2014, the Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL) Study. The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements are being prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

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Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

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Robyn Kullas

From: Robyn Kullas
Sent: Wednesday, November 11, 2015 11:29 AM
To: ingrid.hewitson@state.co.us
Subject: RE: US 85 PEL Corridor Conditions Report - Review Request

Hi Ingrid,

I just realized I did receive a response from you regarding this report. I apologize for the repetition. No need to respond.

Thank you,

Robyn

Robyn Kullas
Environmental Scientist
Pinyon Environmental, Inc.
Office: (303) 980-5200
Direct: (720) 536-4170
Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, November 11, 2015 11:18 AM
To: 'ingrid.hewitson@state.co.us' <ingrid.hewitson@state.co.us>
Subject: RE: US 85 PEL Corridor Conditions Report - Review Request

Hi Ingrid,

I just wanted to touch base regarding the US 85 PEL Corridor Conditions Report and confirm you did not have any comments regarding the report. See email below referencing the report and cover letter.

Thanks!

Robyn

Robyn Kullas
Environmental Scientist
Pinyon Environmental, Inc.
Office: (303) 980-5200
Direct: (720) 536-4170
Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, July 22, 2015 10:53 AM
To: 'ingrid.hewitson@state.co.us' <ingrid.hewitson@state.co.us>

Cc: Alex.Pulley <Alex.Pulley@FHUENG.COM>
Subject: US 85 PEL Corridor Conditions Report - Review Request

Hi Ingrid,

Attached is a letter requesting your review and any comments you may have of the US 85 Planning and Environmental Linkages Corridor Conditions Report. The letter includes a link where you can download the report. Please let me know if you have any questions.

Thanks!

Robyn

Robyn Kullas
Environmental Scientist
Pinyon Environmental, Inc.
kullas@pinyon-env.com
Office: (303) 980-5200 Cell: (303) 601-6131
Direct: (720) 536-4170

Follow @PinyonCritter

Pinyon Environmental, Inc.
Corporate Headquarters
9100 West Jewell Avenue
Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

Robyn Kullas

From: Robyn Kullas
Sent: Wednesday, November 11, 2015 11:26 AM
To: Joe Schieffelin (joe.schieffelin@state.co.us)
Subject: RE: US 85 PEL Corridor Conditions Report - Review Request

Hi Joe,

I just wanted to touch base regarding the US 85 PEL Corridor Conditions Report and confirm you did not have any comments regarding the report. See email below referencing the report and cover letter.

Thanks!

Robyn

Robyn Kullas
Environmental Scientist
Pinyon Environmental, Inc.
Office: (303) 980-5200
Direct: (720) 536-4170
Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, July 22, 2015 10:07 AM
To: Joe Schieffelin (joe.schieffelin@state.co.us) <joe.schieffelin@state.co.us>
Cc: Alex.Pulley <Alex.Pulley@FHUENG.COM>
Subject: US 85 PEL Corridor Conditions Report - Review Request

Hi Joe,

Attached is a letter requesting your review and any comments you may have of the US 85 Planning and Environmental Linkages Corridor Conditions Report. The letter includes a link where you can download the report. Please let me know if you have any questions.

Thanks!

Robyn

Robyn Kullas
Environmental Scientist
Follow @PinyonCritter
Pinyon Environmental, Inc.
kullas@pinyon-env.com
Office: (303) 980-5200 Cell: (303) 601-6131
Direct: (720) 536-4170

Pinyon Environmental, Inc.
Corporate Headquarters
9100 West Jewell Avenue
Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

Robyn Kullas

From: Robyn Kullas
Sent: Wednesday, November 11, 2015 11:26 AM
To: Bret Icenogle (bret.icenogle@state.co.us)
Subject: RE: US 85 PEL Corridor Conditions Report - Review Request

Hi Bret,

I just wanted to touch base regarding the US 85 PEL Corridor Conditions Report and confirm you did not have any comments regarding the report. See email below referencing the report and cover letter.

Thanks!

Robyn

Robyn Kullas
Environmental Scientist
Pinyon Environmental, Inc.
Office: (303) 980-5200
Direct: (720) 536-4170
Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, July 22, 2015 10:12 AM
To: Bret Icenogle (bret.icenogle@state.co.us) <bret.icenogle@state.co.us>
Cc: Alex.Pulley <Alex.Pulley@FHUENG.COM>
Subject: US 85 PEL Corridor Conditions Report - Review Request

Hi Bret,

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Thanks!

Robyn

Robyn Kullas
Environmental Scientist
Follow @PinyonCritter
Pinyon Environmental, Inc.
kullas@pinyon-env.com
Office: (303) 980-5200 Cell: (303) 601-6131
Direct: (720) 536-4170

Pinyon Environmental, Inc.
Corporate Headquarters
9100 West Jewell Avenue
Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

Robyn Kullas

From: Hewitson - CDPHE, Ingrid <ingrid.hewitson@state.co.us>
Sent: Wednesday, July 22, 2015 2:21 PM
To: Robyn Kullas
Subject: Re: US 85 PEL Corridor Conditions Report - Review Request

Follow Up Flag: Follow up
Flag Status: Completed

Hi Robyn,

Thank you for forwarding this study information to me. As air quality and related issues are not discussed in this study the Division does not have any comments except to say that we look forward to reviewing the air quality impacts of these projects through the NEPA process once they have been identified and funded. Please let me know if you have any questions or if there is anything else I can assist you with .

Thank you,

Ingrid Hewitson, MPH

Air Quality Planner
State of Colorado, Air Pollution Control Division

COLORADO
Air Pollution Control Division
Department of Public Health & Environment

P: 303.692.6331 | C: 303.868.7317 | F: 303.782-0278
4300 Cherry Creek S. Dr., Denver, CO 80246
email: ingrid.hewitson@state.co.us

On Wed, Jul 22, 2015 at 10:52 AM, Robyn Kullas <Kullas@pinyon-env.com> wrote:

> Hi Ingrid,
>
> Attached is a letter requesting your review and any comments you may have of the US 85 Planning and Environmental Linkages Corridor Conditions Report. The letter includes a link where you can download the report. Please let me know if you have any questions.
>
> Thanks!

Robyn

Robyn Kullas

Environmental Scientist

Follow @PinyonCritter

Pinyon Environmental, Inc.

kullas@pinyon-env.com

Office: (303) 980-5200 Cell: (303) 601-6131

Direct: (720) 536-4170

Pinyon Environmental, Inc.

Corporate Headquarters
9100 West Jewell Avenue
Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

Robyn Kullas

From: Hewitson - CDPHE, Ingrid <ingrid.hewitson@state.co.us>
Sent: Wednesday, November 11, 2015 11:30 AM
To: Robyn Kullas
Subject: Re: US 85 PEL Corridor Conditions Report - Review Request

Ok sounds good. Any future requests related to transportation can go to Paul.

Thanks!

Ingrid Hewitson, MPH

Air Quality Planner
State of Colorado, Air Pollution Control Division

COLORADO
Air Pollution Control Division
Department of Public Health & Environment

P: 303.692.6331 | F: 303.782-0278
4300 Cherry Creek S. Dr., Denver, CO 80246
email: ingrid.hewitson@state.co.us

On Wed, Nov 11, 2015 at 11:28 AM, Robyn Kullas <Kullas@pinyon-env.com> wrote:

> Hi Ingrid,
>
> I just realized I did receive a response from you regarding this report. I apologize for the repetition. No need to respond.
>
> Thank you,
>
> Robyn
>
> Robyn Kullas
>
> Environmental Scientist
>
> **Pinyon Environmental, Inc.**

Office: (303) 980-5200

Direct: (720) 536-4170

Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, November 11, 2015 11:18 AM
To: 'ingrid.hewitson@state.co.us' <ingrid.hewitson@state.co.us>
Subject: RE: US 85 PEL Corridor Conditions Report - Review Request

Hi Ingrid,

I just wanted to touch base regarding the US 85 PEL Corridor Conditions Report and confirm you did not have any comments regarding the report. See email below referencing the report and cover letter.

Thanks!

Robyn

Robyn Kullas

Environmental Scientist

Pinyon Environmental, Inc.

Office: (303) 980-5200

Direct: (720) 536-4170

Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, July 22, 2015 10:53 AM
To: 'ingrid.hewitson@state.co.us' <ingrid.hewitson@state.co.us>
Cc: Alex.Pulley <Alex.Pulley@FHUENG.COM>
Subject: US 85 PEL Corridor Conditions Report - Review Request

Hi Ingrid,

Attached is a letter requesting your review and any comments you may have of the US 85 Planning and Environmental Linkages Corridor Conditions Report. The letter includes a link where you can download the report. Please let me know if you have any questions.

Thanks!

Robyn

Robyn Kullas

Environmental Scientist

Follow @PinyonCritter

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kullas@pinyon-env.com

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9100 West Jewell Avenue
Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

Robyn Kullas

From: Schieffelin - CDPHE, Joe <joe.schieffelin@state.co.us>
Sent: Wednesday, November 11, 2015 11:31 AM
To: Robyn Kullas
Subject: Re: US 85 PEL Corridor Conditions Report - Review Request

I have no comments.

Thanks and sorry for not responding.

Joe

On Wed, Nov 11, 2015 at 11:26 AM, Robyn Kullas <Kullas@pinyon-env.com> wrote:

> Hi Joe,
>
> I just wanted to touch base regarding the US 85 PEL Corridor Conditions Report and confirm you did not have any comments regarding the report. See email below referencing the report and cover letter.
>
> Thanks!
>
> Robyn
>
> Robyn Kullas
>
> Environmental Scientist
>
> **Pinyon Environmental, Inc.**
>
> Office: (303) 980-5200
>
> Direct: (720) 536-4170
>
> Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, July 22, 2015 10:07 AM
To: Joe Schieffelin (joe.schieffelin@state.co.us) <joe.schieffelin@state.co.us>
Cc: Alex.Pulley <Alex.Pulley@FHUENG.COM>
Subject: US 85 PEL Corridor Conditions Report - Review Request

Hi Joe,

Attached is a letter requesting your review and any comments you may have of the US 85 Planning and Environmental Linkages Corridor Conditions Report. The letter includes a link where you can download the report. Please let me know if you have any questions.

Thanks!

Robyn

Robyn Kullas

Environmental Scientist

Follow @PinyonCritter

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kullas@pinyon-env.com

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9100 West Jewell Avenue
Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

Robyn Kullas

From: Icenogle - CDPHE, Bret <bret.icenogle@state.co.us>
Sent: Wednesday, November 11, 2015 11:56 AM
To: Robyn Kullas
Subject: Re: US 85 PEL Corridor Conditions Report - Review Request

Robyn,

The division has a single person that we now route all special comment requests through so I thought this was addressed. I don't know if other programs within CDPHE had reservations, but the Engineering Section within the Water Quality Control Division did not have any comments.

Bret

Bret Icenogle, P.E.
Engineering Section Manager

COLORADO
Water Quality Control Division
Department of Public Health & Environment

P 303.692.3278 | F 303.782.0390
4300 Cherry Creek Drive South, Denver, Colorado 80246
bret.icenogle@state.co.us | www.colorado.gov/cdphe/wqcd

24-hr Environmental Release/Incident Report Line: 1.877.518.5608

On Wed, Nov 11, 2015 at 11:25 AM, Robyn Kullas <Kullas@pinyon-env.com> wrote:

> Hi Bret,
>
> I just wanted to touch base regarding the US 85 PEL Corridor Conditions Report and confirm you did not have any comments regarding the report. See email below referencing the report and cover letter.
>
> Thanks!
>
> Robyn

Robyn Kullas

Environmental Scientist

Pinyon Environmental, Inc.

Office: (303) 980-5200

Direct: (720) 536-4170

Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, July 22, 2015 10:12 AM
To: Bret Icenogle (bret.icenogle@state.co.us) <bret.icenogle@state.co.us>
Cc: Alex.Pulley <Alex.Pulley@FHUENG.COM>
Subject: US 85 PEL Corridor Conditions Report - Review Request

Hi Bret,

Attached is a letter requesting your review and any comments you may have of the US 85 Planning and Environmental Linkages Corridor Conditions Report. The letter includes a link where you can download the report. Please let me know if you have any questions.

Thanks!

Robyn

Robyn Kullas

Environmental Scientist

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kullas@pinyon-env.com

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RECEIVED NOV 2 0 2015

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
DENVER REGULATORY OFFICE, 9307 SOUTH WADSWORTH BOULEVARD
LITTLETON, COLORADO 80128-6901

RE: Section 404 of the Clean Water Act Initial Comments

To whom it concerns:

In accordance with Section 404 of the Clean Water Act, the Corps of Engineers regulates the discharge of dredged or fill material, and any excavation associated with a dredged or fill project, either temporary or permanent, into waters of the United States (WOUS). You should notify this office if the project proposed falls within these regulated activities because the project may require a Department of the Army Section 404 permit.

A WOUS may include ephemeral and/or perennial streams, wetlands, lakes, ponds, drainage ditches and irrigation ditches. A wetland delineation must be conducted, and verified by the Corps of Engineers, using the methods outlined in the *Corps of Engineers Wetlands Delineation Manual (*Environmental Laboratory 1987) and *Regional Supplement to the Corps of Engineers Wetland Delineation Manual:* (using applicable Regional Supplement) to determine wetlands based on the presence of three wetland indicators: hydrophytic vegetation, hydric soils, and wetland hydrology. Wetland delineations must be conducted in the field by a qualified environmental consultant and any aquatic resource boundaries must be identified accordingly. Once the aquatic resources have been identified, only this office can determine if they are WOUS. Please note that development of the upland areas, avoiding stream and wetland resources, does not require authorization from this office.

Nationwide Permits (NWP) authorize common types of fill activities in WOUS that will result in a minimal adverse effect to the environment. Descriptions of the 52 types of nationwide permit activities and their general conditions can be found on our website: http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Colorado.aspx. Some fill activities require notifying the Corps before starting work. Also, some types/sizes of work may require additional information or mitigation.

Regional General Permits (RGP) authorize specific types of fill activities in WOUS that will result in a minimal adverse effect to the environment. Descriptions of the 4 types of regional general permit activities and their general conditions can be found on our website: http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Colorado/RegionalGeneralPermits.aspx. These fill activities require notifying the Corps before starting work, and possibly other local or state agencies. Also, some types/sizes of work may require additional information or mitigation. Please note several of the RGP's are applicant and location specific.

Individual permits may authorize fill activities that are not covered under the NWP or Regional General Permits (RGP's). This permit will be processed through the public interest review procedures, including public notice and receipt of comments. An alternative analysis (AA) must be provided with this permit action. The AA must contain an evaluation of environmental impacts for a range of alternatives. These alternatives should include the preferred action, no action alternative, and other action alternatives that would be the identified project purpose. Other action alternatives should include other practicable (with regards to cost, logistics, and technology) that meet the overall project purpose. The alternatives could include offsite alternatives and alternative designs. When evaluating individual permit applications, the Corps can only issue a permit for the least environmentally damaging practicable alternative (LEDPA). In some cases, the LEDPA may not be the applicant's preferred action. The individual permit application form and form instructions can be found on our website: http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits/ObtainaPermit.aspx.

If the activity requires a Department of the Army permit as a result of any impacts to WOUS or any earth disturbances within that resource, a federal action will occur. For the Corps to make a permit decision, the applicant must provide enough information to demonstrate compliance with Section 106 of the National Historic Preservation Act (NHPA) and Section 7 of the Endangered Species Act (ESA).

The activity must be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to WOUS to the maximum extent practicable at the project site. Mitigation in all its forms (avoiding, minimizing, rectifying, reducing, or compensating for resource losses) will be required to the extent necessary to ensure that the adverse effects to the aquatic environment are minimal. Any loss of an aquatic site may require mitigation. Mitigation requirements will be determined during the Department of the Army permitting review.

If the information that was submitted could impact WOUS, which are jurisdictional resources, this office should be notified. If a section 404 permit is required, work in an aquatic site should be identified by the proponent of the project and be shown on a map identifying the Quarter Section, Township, Range and County, Latitude and Longitude, Decimal Degrees (example 39.55555; -104.55555) and the dimensions of work in each aquatic site.

If there are any questions, please call the Denver Regulatory Office at **303-979-4120.**

Sincerely,

Kiel Downing
Chief, Denver Regulatory Office

Enclosures:
-PCN requirements
-How to request a NWP verification letter

Pre-Construction Notification (PCN) Requirements

(Nationwide Permit General Condition No. 31
from the February 21, 2012 Federal Register)

US Army Corps of Engineers,
Omaha District, Denver Regulatory Office
9307 South Wadsworth Blvd,
Littleton, CO 80128
Phone: (303) 979-4120
Website: http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Colorado.aspx

Contents of Pre-Construction Notification:

The PCN must be in writing and include the following information:

(1) Name, address and telephone numbers of the prospective permittee;

(2) Location of the proposed project;

(3) A description of the proposed project; the project's purpose; direct and indirect adverse environmental effects the project would cause, including the anticipated amount of loss of water of the United States expected to result from the NWP activity, in acres, linear feet, or other appropriate unit of measure; any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity. The description should be sufficiently detailed to allow the district engineer to determine that the adverse effects of the project will be minimal and to determine the need for compensatory mitigation. Sketches should be provided when necessary to show that the activity complies with the terms of the NWP. (Sketches usually clarify the project and when provided results in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed activity (e.g., a conceptual plan), but do not need to be detailed engineering plans);

(4) The PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site. Wetland delineations must be prepared in accordance with the current method required by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many waters of the United States. Furthermore, the 45 day period will not start until the delineation has been submitted to or completed by the Corps, as appropriate;

(5) If the proposed activity will result in the loss of greater than 1/10-acre of wetlands and a PCN is required, the prospective permittee must submit a statement describing how the mitigation requirement will be satisfied, or explaining why the adverse effects are minimal and why compensatory mitigation should not be required. As an alternative, the prospective permittee may submit a conceptual or detailed mitigation plan.

(6) If any listed species or designated critical habitat might be affected or is in the vicinity of the project, or if the project is located in designated critical habitat, for non-Federal applicants the PCN must include the name(s) of those endangered or threatened species that might be affected by the proposed work or utilize the designated critical habitat that may be affected by the proposed work. Federal applicants must provide documentation demonstrating compliance with the Endangered Species Act; and

(7) For an activity that may affect a historic property listed on, determined to be eligible for listing on, or potentially eligible for listing on, the National Register of Historic Places, for non-Federal applicants the PCN must state which historic property may be affected by the proposed work or include a vicinity map indicating the location of the historic property. Federal applicants must provide documentation demonstrating compliance with Section 106 of the National Historic Preservation Act.

How to Request a Nationwide Permit Verification Letter

US Army Corps of Engineers,
Omaha District, Denver Regulatory Office
9307 South Wadsworth Blvd,
Littleton, CO 80128
Phone: (303) 979-4120
Website: http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/Colorado.aspx

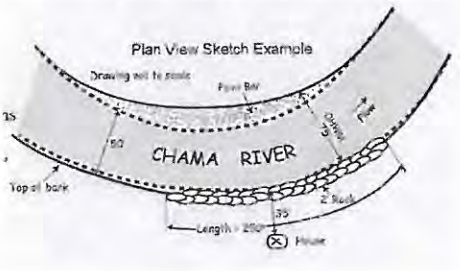
Nationwide permits authorize common types of fill activities in Waters of the US that will result in minimal adverse effects to the environment. Descriptions of the 52 types of Nationwide Permit activities and their general conditions can be found on our website. Some fill activities require notifying the Corps before starting work. Also, some types/sizes of work may require additional information or mitigation. Please call the Corps Denver Regulatory Office (303-979-4120) if you have questions. Upon receipt of your information, we may contact you with questions.

Please provide the following to the Corps:

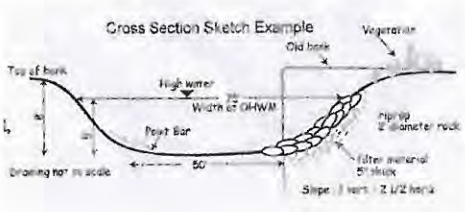
1. Applicant's name, address, phone, email.
2. Agent or Contractor name, address, phone, e-mail (if applicable).
3. Describe your project and its purpose (describe what you are trying to accomplish or what you plan to do to address the problem).
4. Location of work – Section, Township, Range, County and/or Latitude/Longitude coordinates.
5. River, stream, lake, or pond name and footprint of impact (length x width).
6. Describe any wetlands on the site, and describe footprint of impact (if applicable). If no wetlands present, or no wetlands impacted, please state this.
7. Describe the volume (cubic yards) of fill material or excavated material.
8. Attach map and sketches – examples shown here.

Location Map: Photocopy from road or topo map; indicate site location, any landmarks, etc.

Plan View Sketch: "Bird's-eye view"; include all features- distances, length and width; dimensions of features and stream/wetlands.



Cross Section Sketch: "Cut away view"; include heights, widths of structures, channel, wetland, bank slopes, etc.



Any work

Pinyon Environmental, Inc.

Corporate Headquarters
9100 West Jewell Avenue Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

July 22, 2015

US Army Corps of Engineers
Denver Regulatory Office
9307 S. Wadsworth Boulevard
Littleton, Colorado 80128
Attn: Mr. Kiel Downing

Subject: US 85 Planning and Environmental Linkages Study, Corridor Conditions Report, US Highway 85, Adams and Weld Counties, Colorado

Dear Mr. Downing:

As referenced in a notification letter sent to you May 19, 2014, the Colorado Department of Transportation (CDOT) is conducting a study referred to as the US 85 Planning and Environmental Linkages (PEL) Study. The objective of the US 85 PEL Study is to develop a strategic vision for US 85 between Interstate 76 and the Town of Nunn, a corridor approximately 60 miles long. The purpose is to identify the safety and operational needs along US 85 and determine short-term and long-term transportation priorities. The study will consider the US 85 Access Control Plan and determine if aspects of that plan need to be refreshed. The study will encourage collaboration between Transportation Environmental Resource Council (TERC) members including CDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Transportation District (RTD), and other federal, state and local agencies as outlined in the PEL Partnering Agreement dated June 11, 2009. Short-term and long-term improvements are being prioritized through a collaborative process with stakeholders and the public along the corridor. The final product will include a series of projects with a prioritization/implementation plan that will help to obtain funding for improvements along corridor. Additional information regarding the US 85 PEL Study can be found at: http://www.coloradodot.info/projects/us85pel.

As part of the US 85 PEL Study, a Corridor Conditions Report (CCR) has been prepared to document current conditions of the corridor with regard to land use, the transportation system, and environmental resources. The information presented in the CCR is the basis for developing and evaluating possible transportation improvements within the corridor. We ask for your review and any comments you may have of the report, specifically regarding wetlands and waters of the U.S. The CCR can be downloaded at the following link: https://pinyonenvironmental.sharefile.com/d-sec5e95081d941a4b Please email your comments to kullas@pinyon-env.com or mail your comments to the address identified at the top of this letter within three weeks of receipt of this letter.

Thank you in advance for your time and participation. Your input early in the transportation planning process is critical for the successful screening of potential improvement projects, and will allow for expedited project clearance when funding becomes available.

Sincerely,

PINYON ENVIRONMENTAL, INC.

Robyn A. Kullas
Environmental Scientist

File Location: z:\projects\2014\11435401 us 85 pel\resource agencies\ccr agency correspondence\usace_ccr letter_22july15 us 85 pel.docx

Robyn Kullas

From: Churchill - DNR, Jennifer <jennifer.churchill@state.co.us>
Sent: Thursday, July 23, 2015 7:29 AM
To: Robyn Kullas
Cc: Alex.Pulley
Subject: Re: US 85 PEL Corridor Conditions Report - Review Request

Thanks, Robyn--I forwarded to the district wildlife managers and area managers that work this corridor.

If you have any additional questions or concerns, please let me know!

Kind regards,

Jennifer

Jennifer Churchill
Public Information Officer
Northeast Region
P 303.291.7234 | F 303-291.7114 | C 303.829.7143
6060 Broadway, Denver, CO 80216
jennifer.churchill@state.co.us | www.cpw.state.co.us

On Wed, Jul 22, 2015 at 10:17 AM, Robyn Kullas <Kullas@pinyon-env.com> wrote:

> Hi Jennifer,
>
> Attached is a letter requesting your review and any comments you may have of the US 85 Planning and Environmental Linkages Corridor Conditions Report. The letter includes a link where you can download the report. Please let me know if you have any questions.
>
> Thanks!
>
> Robyn
>
> Robyn Kullas

Environmental Scientist

Follow @PinyonCritter

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kullas@pinyon-env.com

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Direct: (720) 536-4170

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9100 West Jewell Avenue
Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

Robyn Kullas

From: Anderson, Carol <Anderson.Carol@epa.gov>
Sent: Tuesday, November 17, 2015 3:54 PM
To: Robyn Kullas
Subject: US 85 PEL Corridor Conditions Report

Follow Up Flag: Follow up
Flag Status: Completed

Hi Robyn,

Thanks for letting me have a few days to look at this PEL report. This is the first time that I have had the time to look at one. I reviewed the report, but did not look closely at the maps.

My comments are minor.

1. Pg 5-20, l 54: There is a typo. It should read Quantity not Quality.
2. Pg 5-20, l 86: Suggest adding water quality to this list.

Please say hello to Lauren.

Thanks,

Carol

Carol M. Anderson
NEPA Compliance and Review Program
US Environmental Protection Agency, Region 8
EPR/N
1595 Wynkoop Street
Denver, CO 80202-1129
303-312-6058
anderson.carol@epa.gov

Robyn Kullas

From: Robyn Kullas
Sent: Wednesday, November 11, 2015 11:20 AM
To: Kiel Downing (kiel.g.downing@usace.army.mil)
Subject: RE: US 85 PEL Corridor Conditions Report - Review Request

Hi Kiel,

I just wanted to touch base regarding the US 85 PEL Corridor Conditions Report and confirm you did not have any comments regarding the report. See email below referencing the report and cover letter.

Thanks!

Robyn

Robyn Kullas
Environmental Scientist
Pinyon Environmental, Inc.
Office: (303) 980-5200
Direct: (720) 536-4170
Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, July 22, 2015 10:37 AM
To: Kiel Downing (kiel.g.downing@usace.army.mil) <kiel.g.downing@usace.army.mil>
Cc: Alex.Pulley <Alex.Pulley@FHUENG.COM>
Subject: US 85 PEL Corridor Conditions Report - Review Request

Hi Kiel,

Attached is a letter requesting your review and any comments you may have of the US 85 Planning and Environmental Linkages Corridor Conditions Report. The letter includes a link where you can download the report. Please let me know if you have any questions.

Thanks!

Robyn

Robyn Kullas
Environmental Scientist
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Robyn Kullas

From: Robyn Kullas
Sent: Wednesday, November 11, 2015 11:25 AM
To: Jennifer Churchill (jennifer.churchill@state.co.us)
Subject: RE: US 85 PEL Corridor Conditions Report - Review Request

Hi Jennifer,

I just wanted to touch base regarding the US 85 PEL Corridor Conditions Report and confirm you did not have any comments regarding the report. See email below referencing the report and cover letter.

Thanks!

Robyn

Robyn Kullas
Environmental Scientist
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Direct: (720) 536-4170
Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, July 22, 2015 10:17 AM
To: Jennifer Churchill (jennifer.churchill@state.co.us) <jennifer.churchill@state.co.us>
Cc: Alex.Pulley <Alex.Pulley@FHUENG.COM>
Subject: US 85 PEL Corridor Conditions Report - Review Request

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Robyn

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www.pinyon-env.com

Robyn Kullas

From: Robyn Kullas
Sent: Wednesday, November 11, 2015 11:24 AM
To: Carol Anderson (anderson.carol@epamail.epa.gov)
Subject: RE: US 85 PEL Corridor Conditions Report - Review Request

Hi Carol,

I just wanted to touch base regarding the US 85 PEL Corridor Conditions Report and confirm you did not have any comments regarding the report. See email below referencing the report and cover letter.

Thanks!

Robyn

Robyn Kullas
Environmental Scientist
Pinyon Environmental, Inc.
Office: (303) 980-5200
Direct: (720) 536-4170
Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, July 22, 2015 10:21 AM
To: Carol Anderson (anderson.carol@epamail.epa.gov) <anderson.carol@epamail.epa.gov>
Cc: Alex.Pulley <Alex.Pulley@FHUENG.COM>
Subject: US 85 PEL Corridor Conditions Report - Review Request

Hi Carol,

Attached is a letter requesting your review and any comments you may have of the US 85 Planning and Environmental Linkages Corridor Conditions Report. The letter includes a link where you can download the report. Please let me know if you have any questions.

Thanks!

Robyn

Robyn Kullas
Environmental Scientist
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kullas@pinyon-env.com
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www.pinyon-env.com

Robyn Kullas

From: Robyn Kullas
Sent: Wednesday, November 11, 2015 11:23 AM
To: Troy Halouska (troy.halouska@state.co.us)
Subject: RE: US 85 PEL - SHPO and USFWS correspondence

Hi Troy,

Just checking to see if you got any responses back from SHPO or USFWS regarding the July notification of the US 85 PEL Corridor Conditions Report.

Hope all is well.

Thanks,

Robyn

Robyn Kullas
Environmental Scientist
Pinyon Environmental, Inc.
Office: (303) 980-5200
Direct: (720) 536-4170
Cell: (303) 601-6131

From: Robyn Kullas
Sent: Wednesday, July 22, 2015 10:33 AM
To: Troy Halouska (troy.halouska@state.co.us) <troy.halouska@state.co.us>
Subject: US 85 PEL - SHPO and USFWS correspondence

Hi Troy,

Attached are draft correspondence letters for SHPO and USFWS from CDOT requesting review of the US 85 PEL Corridor Conditions Report. There's a link in the letters where the report can be downloaded. Can you let me know if you have any revisions to these letters before sending them on?

Thanks!

Robyn

Robyn Kullas
Environmental Scientist
Follow @PinyonCritter
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kullas@pinyon-env.com
Office: (303) 980-5200 Cell: (303) 601-6131
Direct: (720) 536-4170

Pinyon Environmental, Inc.
Corporate Headquarters
9100 West Jewell Avenue
Lakewood, CO 80232
TEL 303 980 5200 FAX 303 980 0089
www.pinyon-env.com

US 85 Planning and Environmental Linkages Study - Agency Correspondence Record for PEL and Corridor Conditions Report

Agency Name	1st Outreach: Letter Notification of PEL	Agency Comments	2nd Outreach: Letter Requesting Comment on CCR	Agency Comments	3rd Outreach: Email Reminder of CCR	Agency Comments
CDPHE – Air Pollution Control Division	05/19/2014	No Comments	07/22/2015	Look forward to reviewing air quality impacts during NEPA process.	11/11/2015	Any future requests related to transportation can go to Paul Lee (paul.lee@state.co.us).
CDPHE – Hazardous Materials and Waste Management Division	05/19/2014	No Comments	07/22/2015	No Comments	11/11/2015	No Comments
CDPHE – Water Quality Control Division	05/19/2014	No Comments	07/22/2015	No Comments	11/11/2015	No Comments
CPW – Northwest Region Denver	05/20/2014	No Comments	07/22/2015	CCR has been forwarded to District Wildlife and Area Managers	11/11/2015	No Comments
US EPA Region 8	05/19/2014	No Comments	07/22/2015	No Comments	11/11/2015	Pg 5-20, l 54: It should read Quantity not Quality. Pg 5-20, l 86: Suggest adding water quality to this list. *(Comments addressed in final CCR.)*
Colorado Historical Society – SHPO	05/19/2014	No Comments	*07/22/2015	No Comments	11/11/2015	No Comments
USACE - Denver Regulatory Office	05/20/2014	No Comments	07/22/2015	No Comments	11/11/2015	Notify this office (Corps of Engineers, Omaha District) if the project proposed falls within Section 404 of The Clean Water Act regulated activities because the project may require a Department of Army Section 404 Permit.

USFWS – Colorado Ecological Services Office	05/19/2014	No Comments	*07/22/2015	No Comments	11/11/2015	No Comments

* = Date submitted to CDOT for review and submittal to agency.
CCR = Corridor Conditions Report
CDOT = Department of Transportation
CDPHE – Colorado Department of Public Health and Environment
CPW = Colorado Parks and Wildlife
EPA = Environmental Protection Agency
PEL = Planning and Environmental Linkages
SHPO = State Historic Preservation Officer
USACE = United States Army Corps of Engineers
USFWS = United States Fish and Wildlife Service

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INTRODUCTION

This document shall serve as the Agency Coordination and Public Outreach Plan for the US 85 Planning Environmental Linkage (PEL) study from I-76 to Nunn, which CDOT is managing. This document describes the agency coordination and public outreach intent, initiatives, responsibilities and tasks that will be carried out as part of the study. It defines the various roles, responsibilities, issues and guidelines for the inclusion of a successful outreach effort.

This outreach plan will be a living document for the duration of the planning process. Revisions to this document or to the coordination and outreach strategy may be required as the project progresses. As needed, revisions will be made and distributed to all project team members. Changes in the coordination and outreach plan will also be directly communicated to the involved parties.

Purpose and Intent of Outreach Plan

The intent of this PEL study is to define a vision for the future of the US 85 corridor, identify environmental and resource concerns and opportunities in the corridor, and use this information to develop alternatives to address the vision. The goal is to determine the safety and operational needs along US 85 and identify the long-term and short-term transportation needs of the corridor. The study will prioritize short-term and long-term improvements through a collaborative process with stakeholders along the corridor.

Understanding the ideas, perspectives and needs of the stakeholders in the corridor is critical for making broadly supported decisions in the PEL study. The overall goal of agency coordination and public outreach is to provide ongoing, accessible, and distinct opportunities for participating local agencies and the general public to become engaged and inform the study. With this goal serving as the foundation, this Agency Coordination and Public Outreach Plan describe how CDOT will provide multiple opportunities for involvement during the PEL to inform its decision making. It identifies specific public involvement activities and establishes time frames for them to be carried out.

The objective of this plan is to work with and gain support of stakeholders in understanding current corridor conditions and identifying a range of improvements for the corridor. The public involvement approach connects stakeholder input to the study's decision-making process by facilitating communication between stakeholders and project decision-makers. The corridor stakeholders include but are not limited to the Federal Highway Administration (FHWA), the Denver Regional Council of Governments (DRCOG), the North Front Range Metropolitan Planning Organization (NFRMPO), the Upper Front Range Transportation Planning Region (UFR TPR), the Union Pacific Railroad, the corridor's local government agencies and the general public. The local government agencies involved in the study include:

- Adams County
- Weld County
- Town of Ault
- City of Brighton
- City of Commerce City
- Town of Eaton
- City of Evans
- City of Fort Lupton
- Town of Garden City
- Town of Gilcrest
- City of Greeley
- Town of LaSalle
- Town of Nunn
- Town of Pierce
- Town of Platteville

This plan was developed with input from the stakeholder kickoff meeting and will be refined in response to input from the stakeholder interviews on how to work and communicate effectively with the corridor stakeholders. By implementing the methods described in this plan, stakeholders will be engaged throughout the study.

Guiding Principles

Several principles will guide how coordination and outreach for the PEL will occur. The Project Team will:

- Establish expectations for the level of participation throughout the PEL
- Provide multiple ways of participating in the study process that are accessible to different stakeholders or segments of the public
- Identify and confirm issues that need to be addressed through analysis and discussion with the Technical Advisory Committee (TAC), the Executive Committee (EC) and public
- Link input received during the study to the decision-making process and document/record how that was accomplished
- Provide accessible information and address questions about the study in a timely manner
- Work with key community members to facilitate outreach to their respective agencies, local jurisdictions, organizations, associations, constituents and the public
- Maintain ongoing open two-way communication channels with stakeholders and the public
- Provide flexibility to be responsive to the corridor stakeholders and change or adapt the public involvement approach as needed within the scope of the project and resource constraints

Desired Outcomes

The desired outcome of the coordination and outreach effort is: (a) stakeholder input contributing to the study's information base, findings, and recommendations; (b) stakeholders that are well-informed about the study; (c) meaningful input by the TAC, EC, and the public that helps CDOT make sound and publicly supported decisions; (d) an understanding and documentation about what decisions were made during the study and the rationale for them; and (e) an understanding about how the PEL study will move forward and how stakeholders will be involved.

Roles and Responsibilities

Project Management Team (PMT)

The PMT will develop, review, and distribute information that will serve as a basis for TAC, EC, and public input on key decisions that will be made by CDOT. The PMT will meet or converse via conference call with computer screen-sharing on a bi-weekly to monthly basis to discuss project management, project progress, and to prepare for meetings with the local agencies and the public. At a minimum, the PMT will hold a conference call on the Friday prior to TAC meetings in preparation for the TAC meetings. FHU will schedule PMT meetings, distribute the agenda and provide meeting minutes for PMT meetings.

The Project Management Team includes:

Myron Hora	CDOT Region 4 Acting RTD
Gloria Hice-Idler	CDOT Region 4 Project Manager
Troy Haluska	CDOT EPB PEL Manager
Aaron Greco	CDOT Office of Government Relations
Chris Fasching	FHU Project Manager
Alex Pulley	FHU Deputy Project Manager/Environmental Task Lead

Jenny Young	FHU Public Involvement Task Lead
Jim Hanson	Atkins Traffic Engineering Task Lead
Andrew Holton	Atkins Design Task Lead

Technical Advisory Committee (TAC)

CDOT will work closely with other agencies and the corridor's local communities. Coordination will largely occur through the TAC which is made up of staff from the corridor's local agencies, FHWA, NFRMPO, UFR TPR, and DRCOG. The TAC will guide the PEL study process and serve as a sounding board for the technical aspects of the project. All project analyses, evaluations, and recommendations will be vetted through the TAC prior to being presented to the public, elected officials, or posted on the project website.

The TAC will meet approximately monthly with the Project Team to provide technical input. FHU will develop a TAC Work Plan which outlines when the TAC will meet and what will be addressed at each meeting. TAC meetings will be scheduled at different locations along the corridor; **a standing TAC meeting will be scheduled for 1:00 PM on the Tuesday preceding the second Thursday of the month**; the PMT may choose to cancel a monthly TAC meeting the week in advance.

TAC members will serve as the primary point of communication and provider of information to their respective communities or organizations and will communicate to the PMT when and how to involve their respective elected officials in the study for recommendation making purposes.

Understanding that some of the smaller communities along the corridor do not have the technical staff to serve on the TAC, the project team will coordinate with each community individually to plan for how best to communicate with and regularly involve them in the planning process.

Executive Committee (EC)

The Executive Committee (EC) is composed of one elected official from each of the communities and counties along the corridor. The EC will provide policy-level guidance on the study process and the EC members will represent the interests of their communities. This group will meet at key milestones and decision points in the project (approximately once per quarter) when the project team needs the input and support of the elected officials to proceed. **EC meetings will be held during the existing time slot for the US 85 Coalition meetings – the second Thursday of the month at 6:30 PM, with the inclusion of Adams County and Commerce City**. These meetings will rotate locations along the corridor, including in Adams County, and will focus solely on the US 85 PEL.

Since the US 85 Coalition meets monthly and includes many of the EC members, the project team (either the CDOT Project Manager or members of the consultant team) will provide regular updates at the US 85 Coalition meetings. The information discussed at the preceding TAC meeting will be presented for informational purposes only; no decisions regarding the PEL study will be made at these meetings.

Decision Making and Consensus Building

Decision Making

The TAC and EC will participate in issue identification and collaborative problem solving during regularly scheduled meetings and throughout the study. Neither the TAC nor the EC will have a decision-making role beyond their jurisdictional authorities; participation in issue identification and collaborative problem solving during TAC and EC meetings does not transfer authority in decision making. The primary function of the TAC and EC is to collaborate with CDOT and FHWA on the decision

making process. CDOT and FHWA will make final decisions in all aspects of the study after listening to and considering the TAC and EC recommendations.

Consensus Building

A consensus-building process will be used for key decisions or addressing disagreements that may arise. Consensus is an agreement built by identifying and exploring all parties' interests and satisfying these interests to the greatest extent possible. Consensus is reached when all parties agree that major interests have been taken into consideration and addressed in a satisfactory manner.

Consensus is a process where a group makes a decision (without voting) that parties can support or accept. Consensus is not the same thing as unanimity and does not mean that all parties will be equally supportive of decisions. Consensus means that all parties accept that "this is the best decision that can be made at the time." Consensus is built by identifying and exploring the goals, interests and needs of parties, then putting together a package of options which satisfies these interests and leads to developing agreements to the greatest extent possible.

Public Outreach Activities

This section describes the various outreach activities their frequency.

Stakeholder Interviews

At the start of the project, individual interviews will be conducted with all stakeholders to understand the interests, goals and desired outcomes for the US 85 PEL. An interview template will be prepared prior to conducting interviews and results will inform both this Public Outreach Plan and the agenda for the Visioning Workshop. Individual reports as well as an overall summary will be developed to document the interviews. The following table identifies the stakeholders who will be interviewed.

The questions that will be posed at the stakeholder interviews follow. This list of questions will be distributed to the stakeholders prior to the meetings.

- What words would you use to describe US 85 today?
- How would you categorize the role of US 85 through your community?
- What are your top concerns regarding travel on US 85?
- What immediate and future transportation needs should be addressed through this study?
- What specific alternatives, options or solutions need to be considered or studied and why?
- What criteria would you use to compare alternatives or actions?
- What do you think the priority projects should be?
- What are the most important outcomes of the PEL study?
- What plans or studies have been done in or around your community that pertain to US 85?
- Do you have any recent data, such as traffic counts that might be useful in the study?
- What is the best way for the project team to communicate with you? Do you have a staff member or other representative who can attend TAC meetings?
- Do you have suggestions on ways to reach your community members? Do you have an email distribution list that you would like to share with us?

Visioning Workshop

A Visioning Workshop will take place in Spring 2014 with TAC and EC members to define a vision for the corridor and confirm the goals and desired outcomes of the study. The agenda of the Visioning Workshop will be informed from information gathered during the Stakeholder Interviews and will be reviewed with the TAC prior the workshop.

One on One Resource Agency Meetings

CDOT, FHU, and Pinion Environmental will hold three individual resource agency scoping meetings with the Colorado State Historic Preservation Office (SHPO), the US Army corps of Engineers (USACE) and the US Fish and Wildlife Service (USFWS)/Colorado Parks and Wildlife (CPW) for the development of the Corridor Conditions Assessment Report.

The Project Team will contact the following Resource Agencies to determine if a specific meeting is desired: US Environmental Protection Agency (USEPA) and Colorado Department of Public Health and Environment (CDPHE). These meetings are expected to occur in Spring 2014. FHU will produce and distribute meeting summaries (reviewed by CDOT) to TAC members and provide the opportunity to offer corrections to the minutes.

Corridor-wide Public Meetings

Two rounds of corridor-wide public meetings will occur. Each round will include a meeting in the south, central, and northern sections of the corridor. One round will be held at the beginning of the study to educate the public on the PEL process and to collect input on corridor conditions and the alternatives to be considered. The second round of public meetings will be held toward the end of the study to provide input on the draft recommendations and prioritization of improvements. Before each public meeting, FHU will coordinate with CDOT to notify the public of the workshops; this will include media outreach, e-mail, mail notifications such as a flyer or postcard, and announcements at pre-existing meetings with project partners. FHU will produce and distribute meeting summaries (reviewed by CDOT and FHU) to the TAC members and provide the opportunity to offer corrections to the summaries.

Ongoing Public Outreach

Ongoing public outreach will consist of the following activities that are intended to provide multiple ways of participating in the study process and provide access to it by different segments of the public. They are also intended to link public involvement to study decision making and to focus outreach on the issues. FHU will document the public outreach tools utilized over the course of the project with the specific-information distributed and dates distributed.

Project Web Page

A dedicated web page will be hosted on the CDOT website to provide updated information about the study and enable ongoing communication. The web page will include study information, presentation materials and summaries from the TAC, EC, and public meetings, summaries of public input, and meeting announcements. The web page will also enable the public to sign up for the project's mailing list and submit comments. The Project Team will develop content for the web page which will be managed by CDOT's Office of Public Information.

Media Outreach and Advisories

The Project Team will support CDOT's Office of Public Information in the development of project-related media outreach and advisories. This will be done to publicize public meetings, inform the

public or address issues. The content will be supplied (upon request) by the Project Team (pending Project Manager review) and will be distributed by CDOT's Office of Public Information.

Social Media Outreach

Social media specific to this study will be developed consistent with CDOT's outreach efforts. This may include the Project Team providing content for the social media channels in use by CDOT's Office of Public Information.

Points of Contact

In an effort to maintain open communication channels between the study and all stakeholders, the project will have several points of contact for the TAC members, elected officials of cooperating agencies and the general public. Stakeholders can contact the following individuals with comments or questions.

- Gloria Hice-Idler
  CDOT Project Manager
  970-350-2148
  gloria.hice-idler@state.co.us
- Chris Fasching
  FHU Project Manager
  303-721-1440
  chris.fasching@fhueng.com
- Alex Pulley
  FHU Deputy Project Manager
  303-721-1440
  alex.pulley@fhueng.com
- Jenny Young
  FHU Public Involvement Task Leader
  303-721-1440
  jenny.young@fhueng.com

E-mail, Mailing List and Contact Database

The project will use a contact database to communicate directly with the public throughout the study. The contact lists used for previous studies or provided by local agencies will be incorporated into a database, updated and managed by FHU. FHU will continually update this database with contacts that request to be put on the mailing list through the web page, that attend public meetings, that contact Project Team members or that are forwarded by other means. FHU will send direct communications through this database to provide notification of all public meetings and update the public on important study developments. Direct communication will be conducted electronically by e-mail to be efficient and cost effective; otherwise, communications will be sent by US mail where necessary. At the conclusion of the study, FHU will turn over the database contact records and information to the CDOT Project Manager.

Use of Existing Communication Channels, Meetings and Small Group Outreach

The Project Team members will conduct briefings of elected officials or meet with key stakeholder groups in smaller settings to update them on the PEL and address issues when necessary. This includes examples such as presenting to city councils during their regularly scheduled meetings or meeting with impacted property owners to address a segment issues. The PMT will be available to meet with key stakeholder groups as budgetary resources allow.

Issue Tracking

The Project Team will track issues and compile public input from several sources: public meetings, project website, letters, e-mail correspondence, and telephone conversations. FHU will monitor public comments submitted through the web page, respond or coordinate the project team around a response if needed. FHU will log comments into its database. There will be a tracking form that monitors top

issues of the stakeholders submitting comments. All comments will be turned over to the CDOT Project Manager at the conclusion of the project with the records from the contact database.

DRAFT AGENDA

Technical Advisory Committee (TAC) Meeting #2

April 8, 2014 1:00 PM - 3:00 PM

City of Evans

1100 37th Street, Evans, CO

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1. **Inventory update**
   - Traffic counts and traffic operations
   - Safety (crash history and trends)
2. **No Action projects**
3. **Travel demand forecasts**
4. **Summary of Stakeholder Interviews**
5. **Preliminary discussion on Purpose and Need**
6. **Upcoming Events**
   - Visioning Workshop - May 8th at Fort Lupton Recreation Center
   - Public Meetings - mid/late June

COLORADO Department of Transportation

Technical Advisory Committee Meeting 2

April 8, 2014 1:00 PM – 3:00 PM
Evans City Hall - City Council Chambers
1100 37th Street., Evans, CO

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1	Nate Vander Broek Affiliation: NFRMPO	419 Canyon Fort Collins, CO		nvanderbroek@nfrmpo.org
2	Todd Hodges Affiliation: Fort Lupton		303 994-3774	thodges@fortlupton.org
3	Troy Rankin Affiliation: Town of Platteville	400 Grand Ave Platteville, CO 80651	970 785-2245	trankin@platteville.co.us
4	Erik Brooke Affiliation: Greeley	1001 9th Ave Greeley	970-350-9357	
5	Markos Atamo Affiliation: CDOT R1	4670 Holly St Denver CO 80216	303-398-6783	markos.atamo@state.co.us
6	Jeff Schreier Affiliation: Eaton	223 first St Eaton, CO 80615	970-454-3338	jeff@eatonco.org

COLORADO Department of Transportation

Technical Advisory Committee Meeting 2

April 8, 2014 1:00 PM – 3:00 PM
Evans City Hall - City Council Chambers
1100 37th Street., Evans, CO

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
7	Troy Halouska Affiliation: CDOT HQ	4201 E Arkansas Ave Denver, CO 80220	3.757.9794	troy.halouska@state.co.us
7	Joe Smith Affiliation: CITY OF BRIGHTON	500 S. 4TH Ave Brighton CO 80601	3 655 2037	jsmith@brightonco.gov
7	Jeanne Shreve Affiliation: Adams Cty	4430 S. Adams Cty Pkwy 	7-523 684	
7	Alex Pulley Affiliation: FHU	6300 S. Syracuse Way St. 600 Centennial	303 721-1440	alex.pulley@fhueng.com
11	Jim Hanson Affiliation: Atkins	4601 DTC Blvd. Suite 700 Denver, CO 80237	303-221-7275	jim.hanson@atkinsglobal.com
12	Jamie Archambeau Affiliation:	4601 DTC Blvd Suite 700 Denver, CO 80237	303-221-7275	jamie.archambeau@atkinsglobal.com

COLORADO Department of Transportation

Technical Advisory Committee Meeting 2

April 8, 2014 1:00 PM – 3:00 PM
Evans City Hall - City Council Chambers
1100 37th Street., Evans, CO

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
13	Donna Harmelink Affiliation: FHWA-Division	12300 Dakota St Lakewood Co	720 963 3021	Donna.harmelink@dot.gov
14	Tim Tuttle Affiliation: Weld County	1111 H Street Greeley CO	970-304 6496	ttuttle@weldgov.com
15	Gloria Hice-Idler Affiliation: CDOT	1420 2nd St Greeley CO 80631	(970) 350-2148	gloria.hice-idler@state.co.us
16	Carol Parr Affiliation: CDOT	1420 2nd St Greeley CO 80631	970 350 2170	carol.parr@state.co.us
17	Jeff Nelson Affiliation:	304 8TH St P.O.Box 128 Gilcrest CO 80623	970 737-2426	nelnelcont@gmail.com
18	Daren Sterling Affiliation: Commerce City	8602 Rosemary St Commerce City CO 80022	303/289-8175	dsterling@c3gov.com

COLORADO Department of Transportation

Technical Advisory Committee Meeting 2

April 8, 2014 1:00 PM – 3:00 PM
Evans City Hall - City Council Chambers
1100 37th Street., Evans, CO

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
19	Elizabeth Relford	1111 H. Street Greeley, CO 80632	970 - 304 - 6496 x 3748	evelford@weldgov.com
Affiliation:	Weld County			
20	BREA PAFFORD, PLANNER	~~5690~~ 5690 Webster St Arvada CO 80002	303 - 547 - 0072	brea@mccoodevelopment.com
Affiliation:	TOWN OF GILCREST (McCool Development Solutions)			
21				
Affiliation:				
22				
Affiliation:				
23				
Affiliation:				
24				
Affiliation:				

COLORADO Department of Transportation

Technical Advisory Committee Meeting 2

April 8, 2014 1:00 PM – 3:00 PM
Evans City Hall - City Council Chambers
1100 37th Street., Evans, CO

	NAME / AFFILIATION	ADDRESS, CITY, ZIP CODE	PHONE:	E-MAIL ADDRESS
25	Karen Schneiders Affiliation: CDOT	1420 2nd St Greeley CO 80631	970/350-2172	Karen.Schneiders@state.co.us
26	Danny Herrmann Affiliation: CDOT	2000 S. Holly St. Denver, CO 80222	757-9946	danny.herrmann@state.co.us
27	Affiliation:			
28	Affiliation:			
29	Affiliation:			
30	Affiliation:			

COLORADO Department of Transportation

Technical Advisory Committee Meeting 2

April 8, 2014 1:00 PM – 3:00 PM
Evans City Hall - City Council Chambers
1100 37th Street., Evans, CO

	NAME AFFILIATION	ADDRESS, CITY, ZIP CODE	PHONE:	E-MAIL ADDRESS
31	CAMERON PARROTT	1100 37th STREET EVANS, CO. 80620	(970) 475-1113	cparrott@evanscolorado.gov
Affiliation:	CITY OF EVANS			
32				
Affiliation:				
33				
Affiliation:				
34				
Affiliation:				
35				
Affiliation:				
36				
Affiliation:				

COLORADO
Department of Transportation

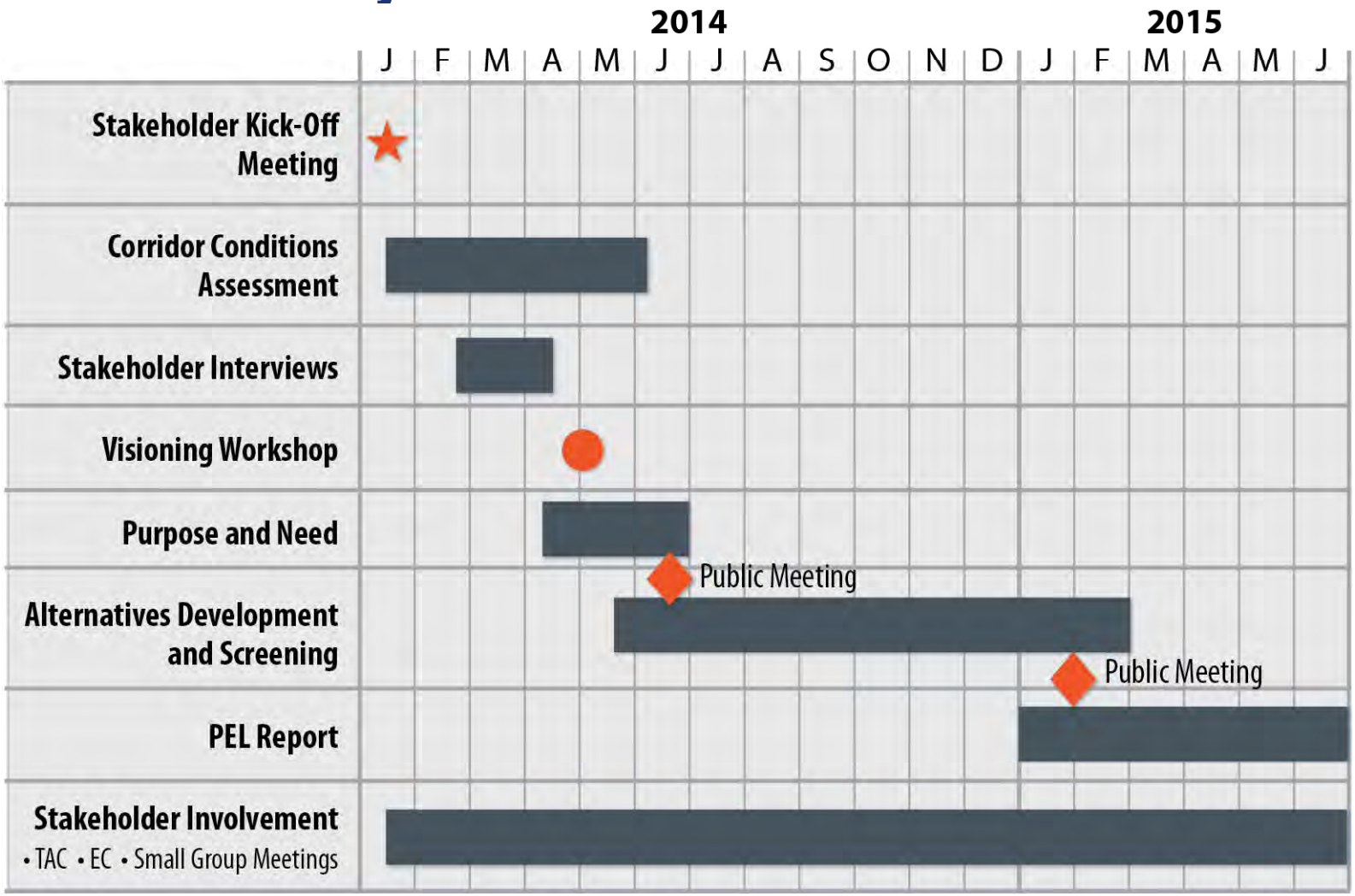
US 85 Planning and Environmental Linkages Study

April 8, 2014 Technical Advisory (TAC) Meeting #2

Agenda

- **Inventory update**
  - Traffic counts and traffic operations
  - Safety (crash history and trends)
- **No Action projects**
- **Travel demand forecasts**
- **Summary of Stakeholder Interviews**
- **Preliminary discussion on Purpose and Need**
- **Upcoming Events**
  - Visioning Workshop – May 8th at Fort Lupton Recreation Center
  - Public Meetings – mid/late June

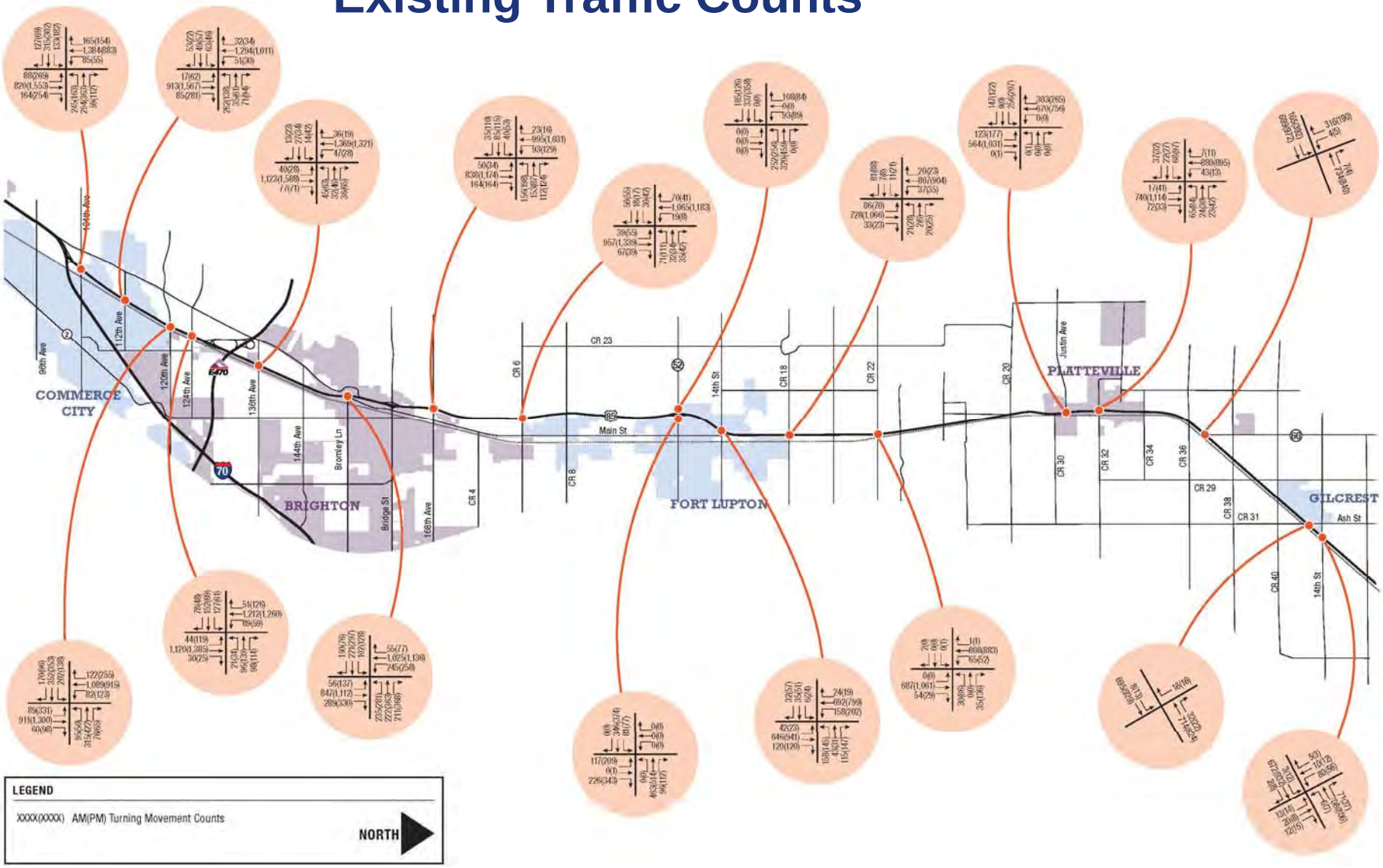
Project Schedule



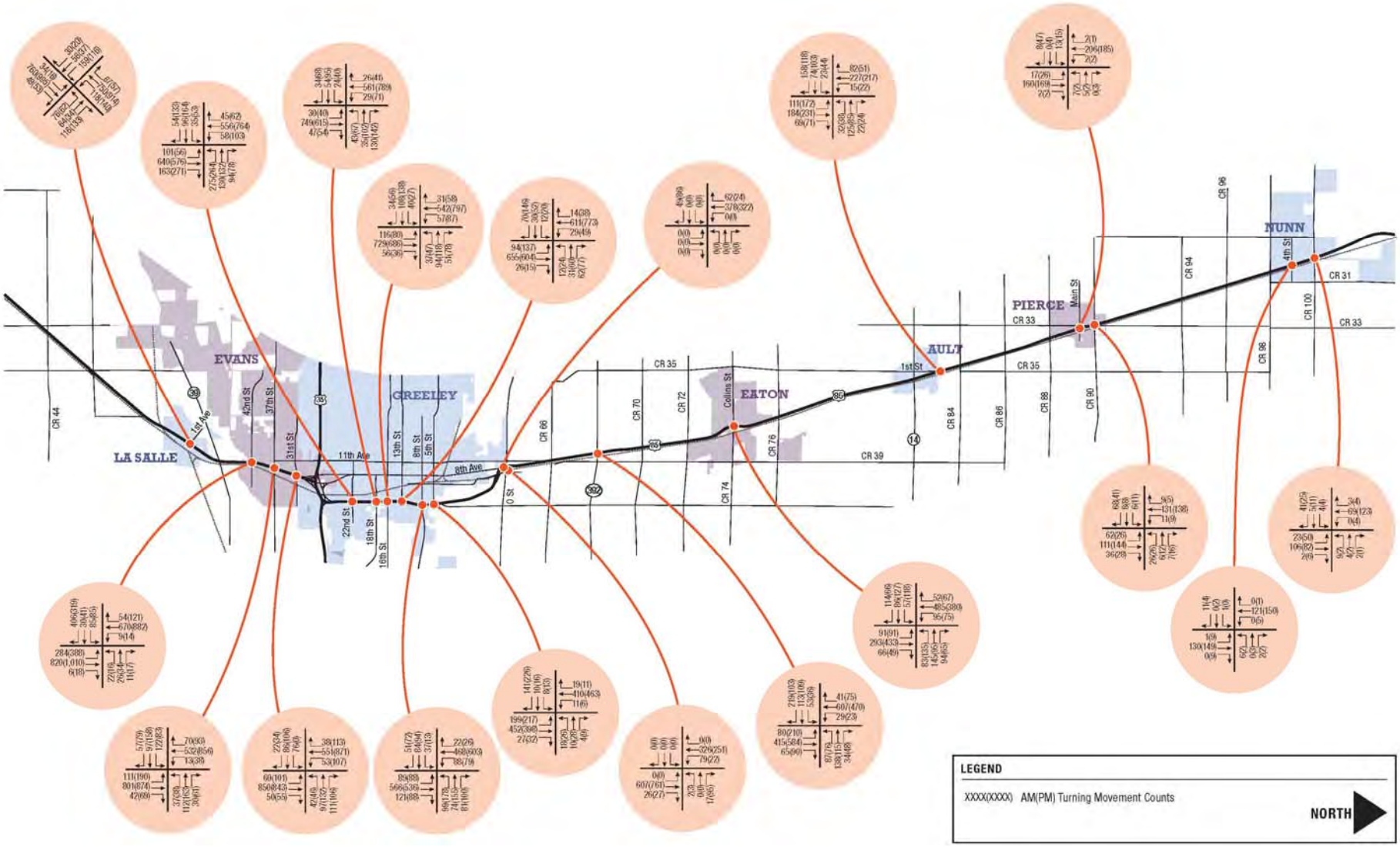
COLORADO
Department of Transportation

Inventory Update

Existing Traffic Counts



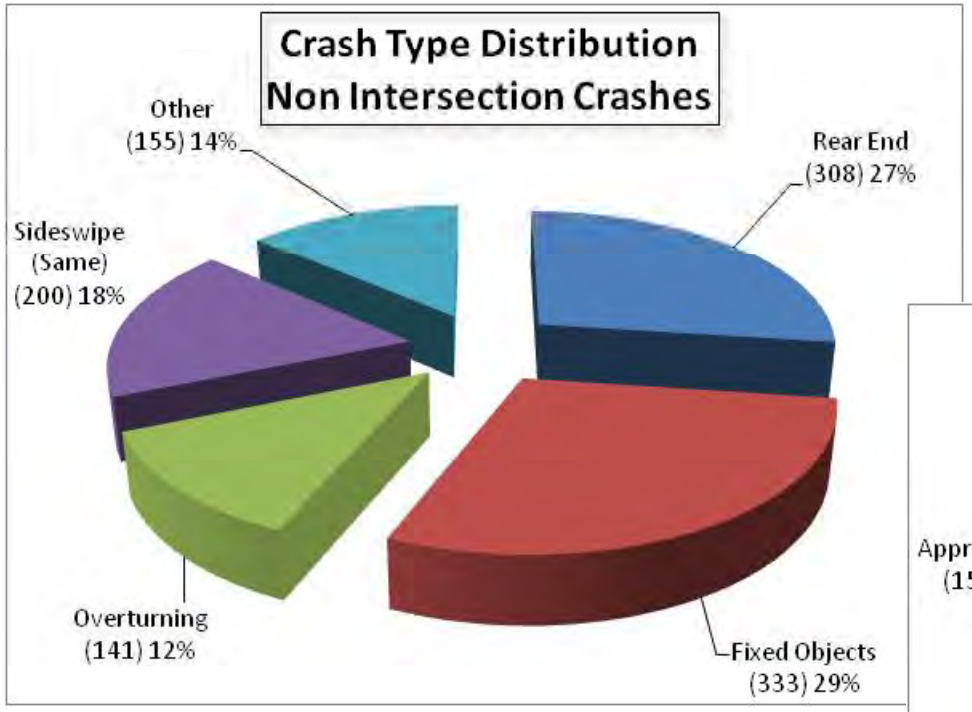
Existing Traffic Counts

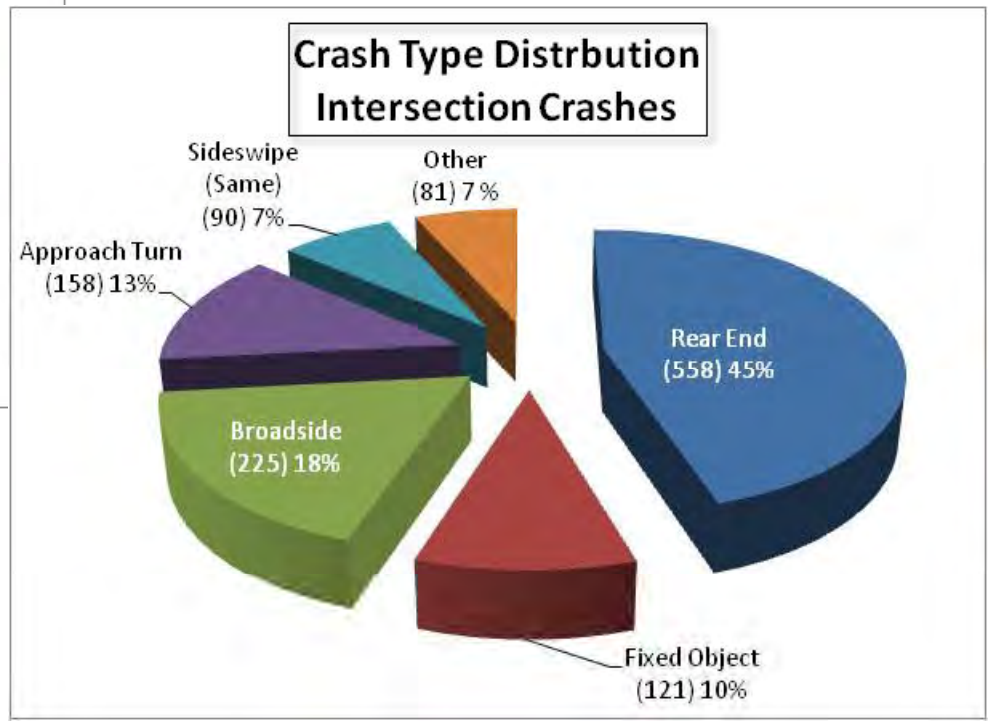


Safety Summary

- 2370 Total Crashes in 5 years (2008 – 2012)
  - Crashes involving Fatalities – 23 (1%)
  - Injury Crashes – 675 (28%)
  - Property Damage Only Crashes – 1672 (71%)
- Intersection Crashes – 1233 (52%)
- Non-Intersection Crashes – 1137 (48%)
- Adverse Road/Weather Conditions (15%)

Summary of Crash Types





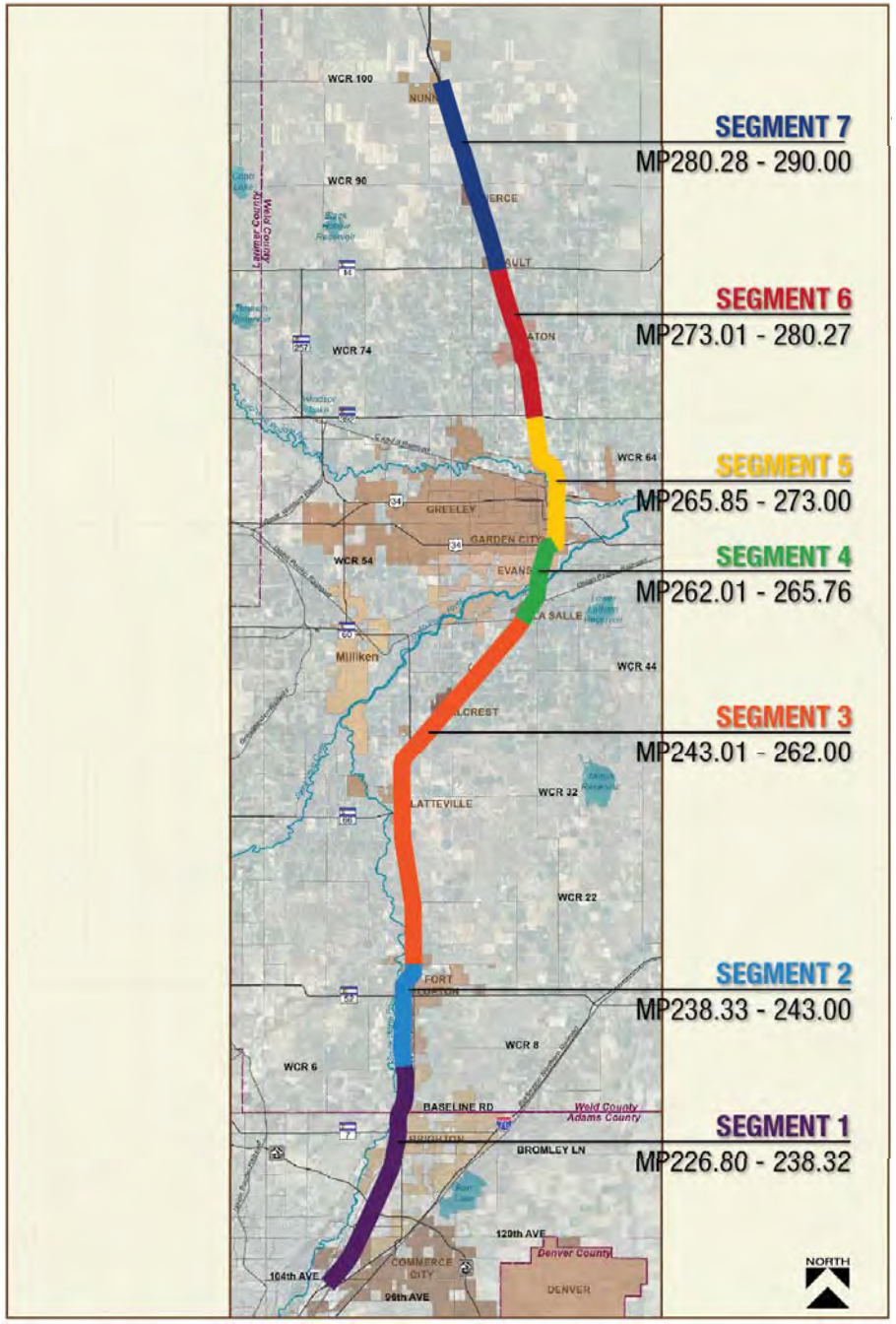
Safety Performance Segment Map

Urban Segments

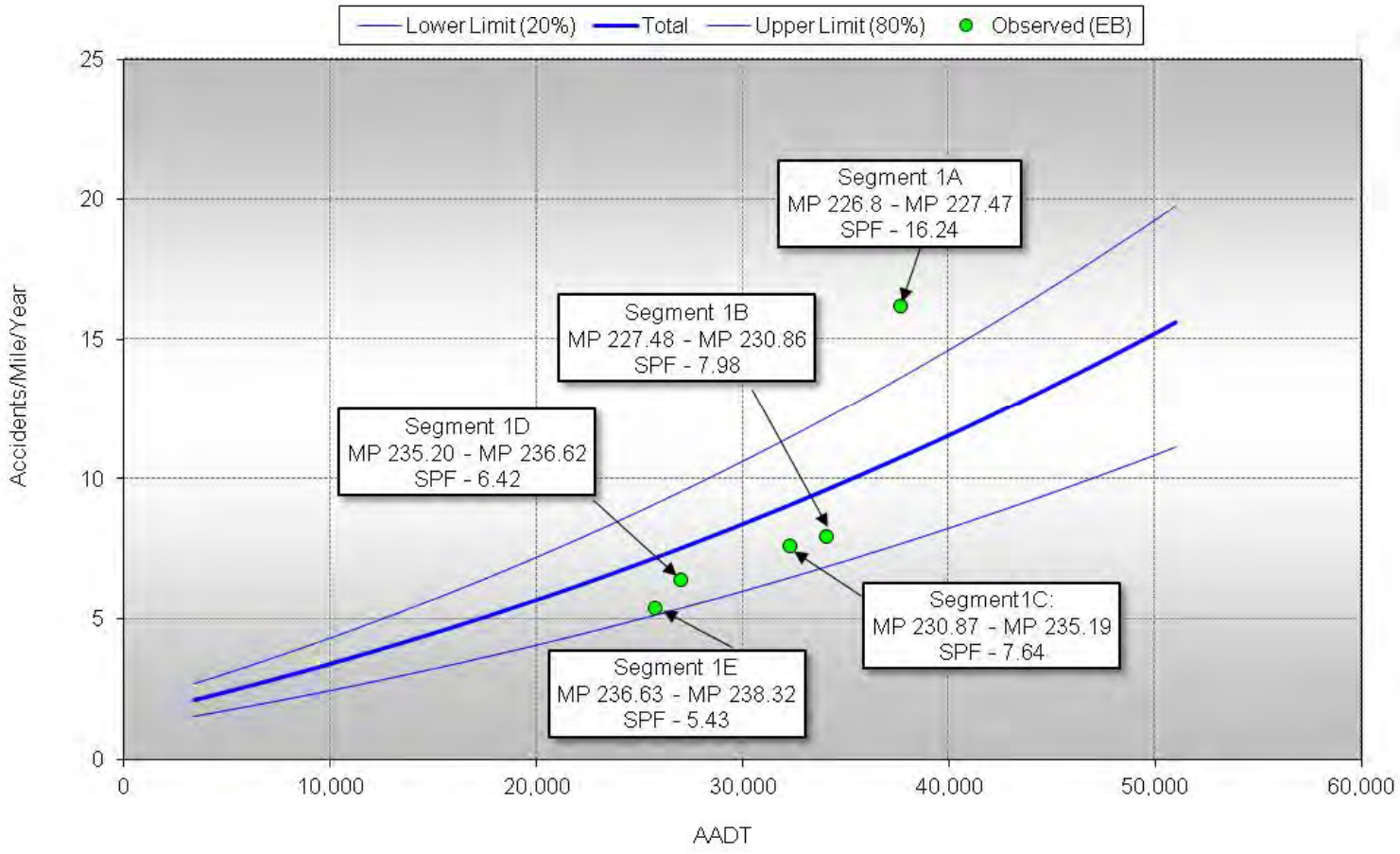
- Segment 1
- Segment 2
- Segment 4
- Segment 5

Rural Segments

- Segment 3
- Segment 6
- Segment 7

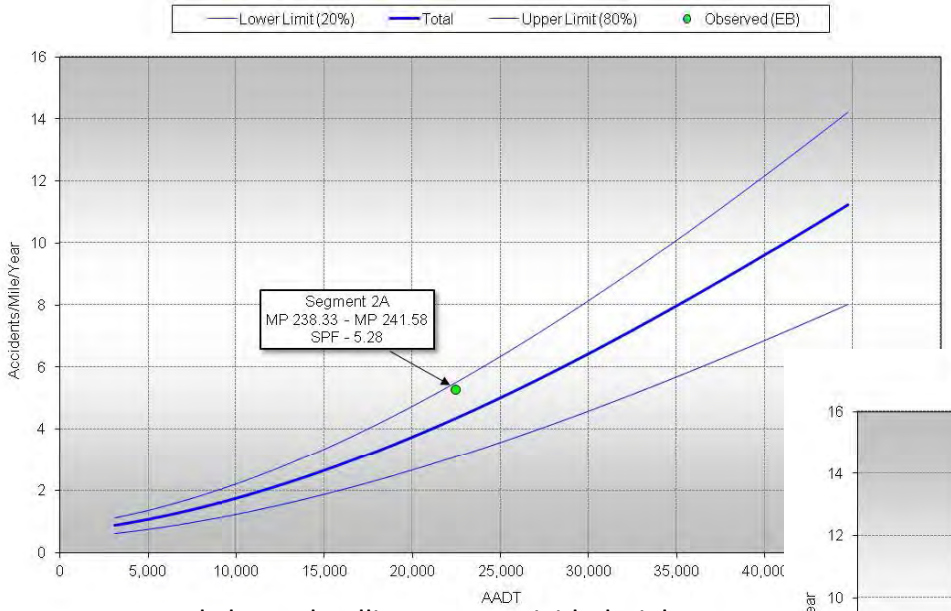


Safety Performance – Segment 1

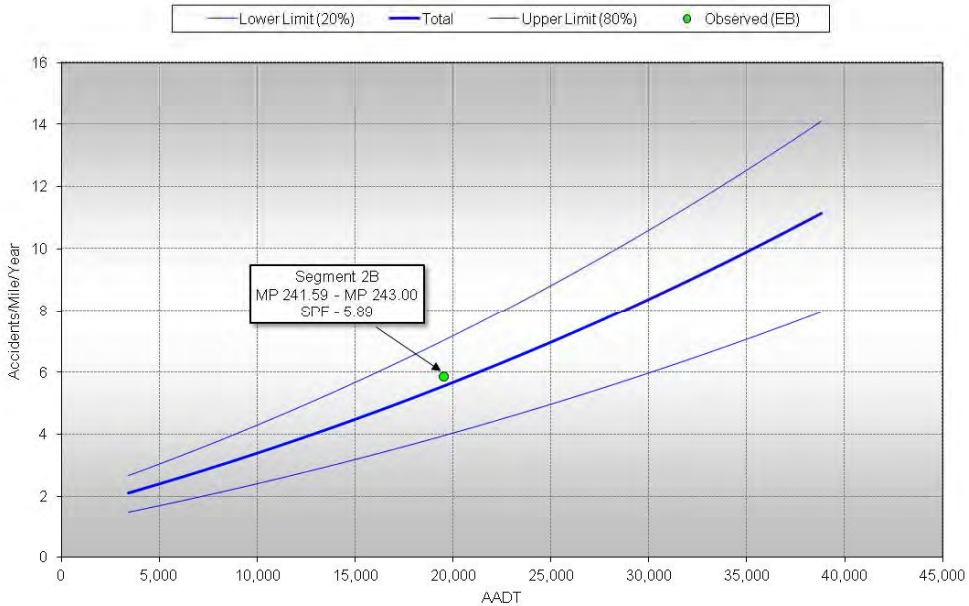


Urban Flat Rolling Mountainous 4-Lane Divided Freeway

Safety Performance – Segment 2

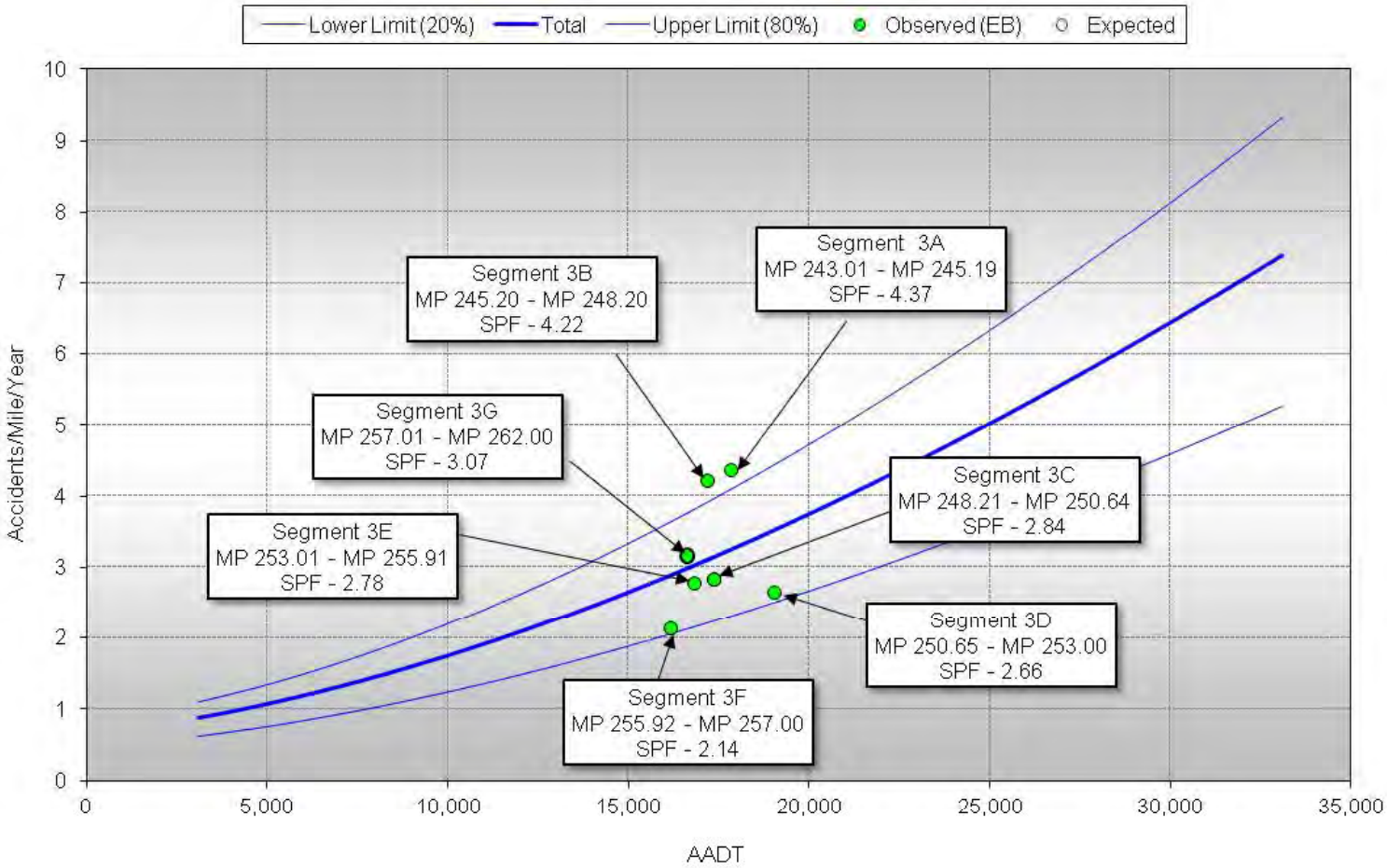


Rural Flat and Rolling 4-Lane Divided Highway



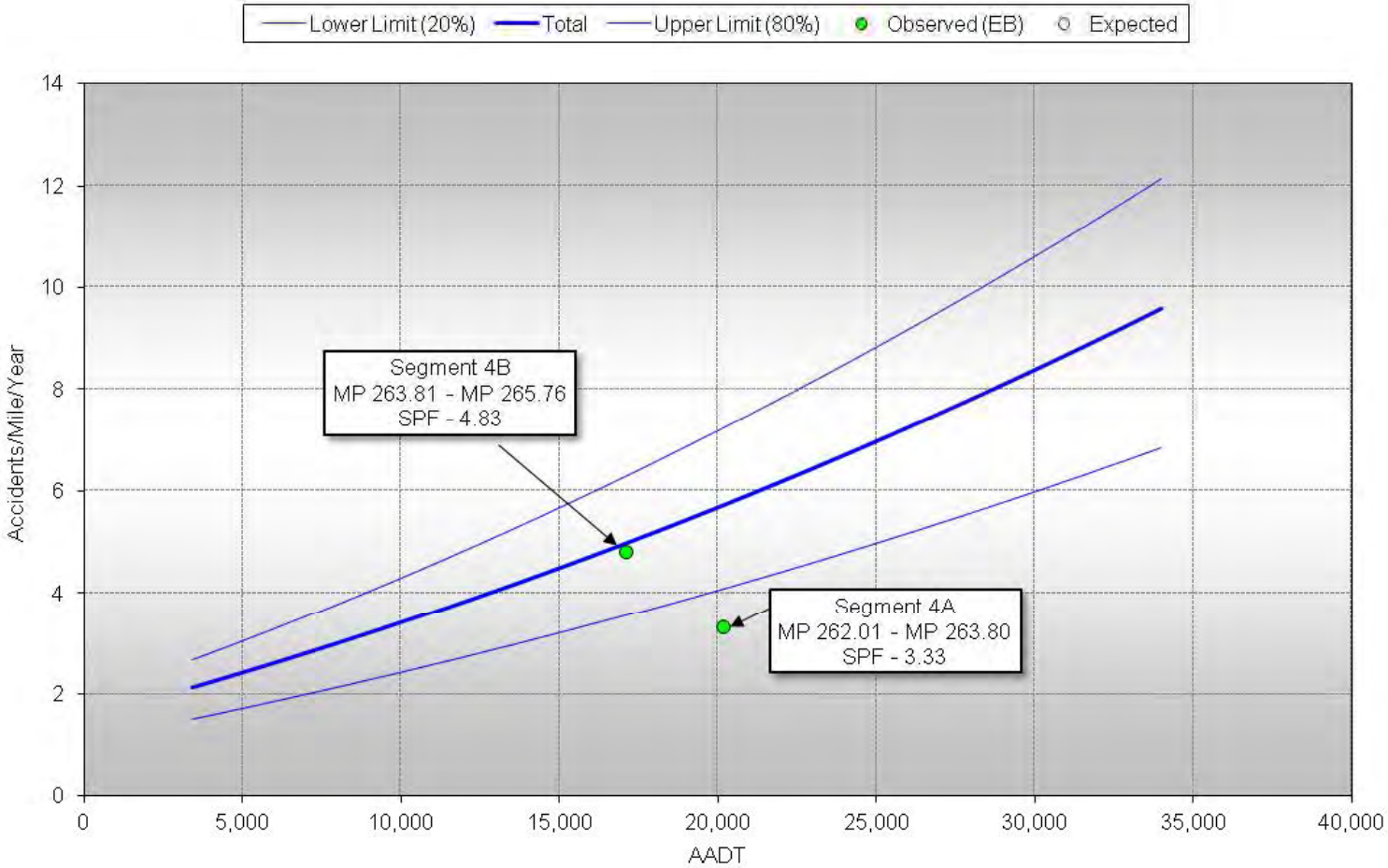
Urban Flat Rolling Mountainous 4-Lane Divided Freeway

Safety Performance – Segment 3



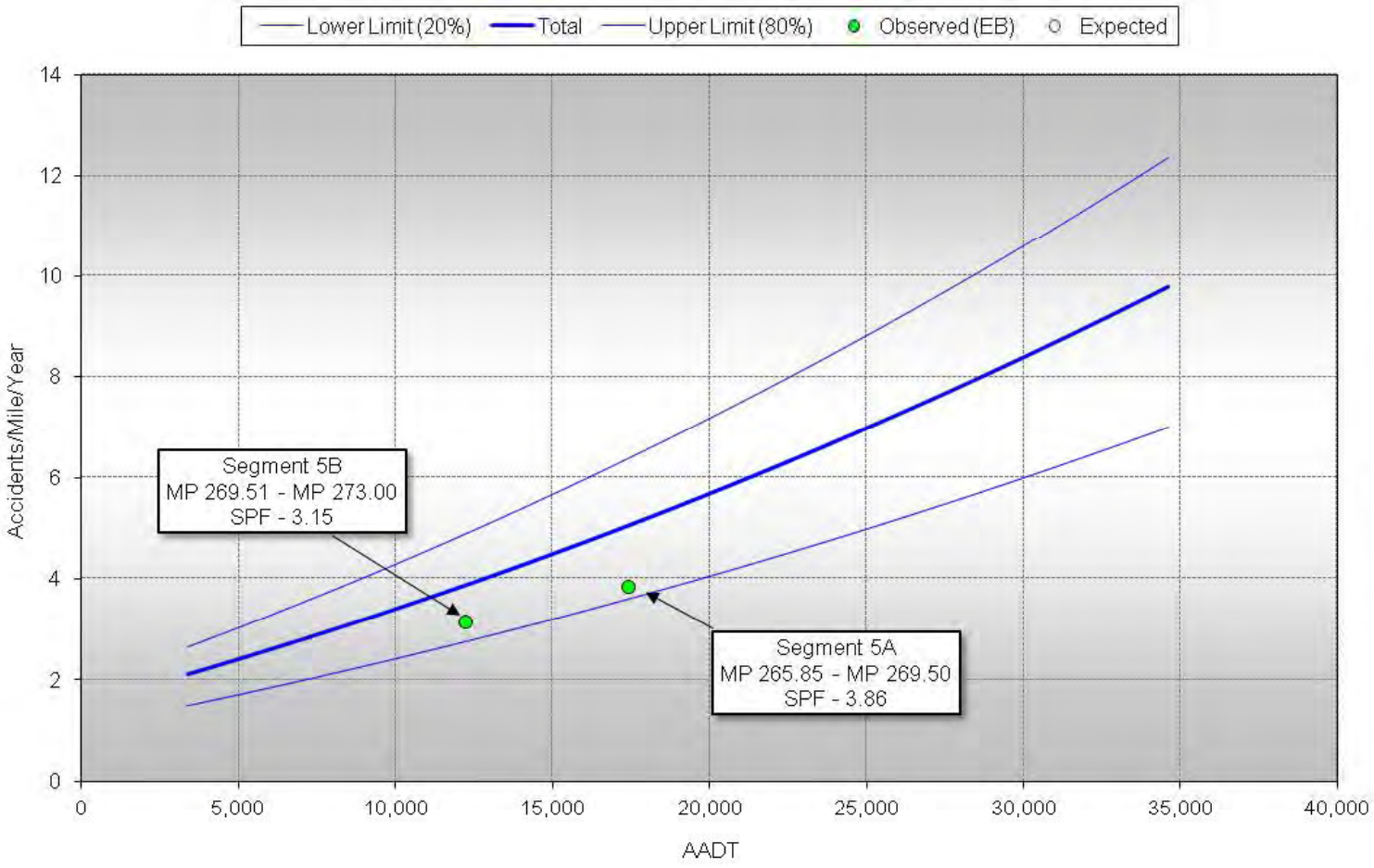
Rural Flat and Rolling 4-Lane Divided Highway

Safety Performance – Segment 4



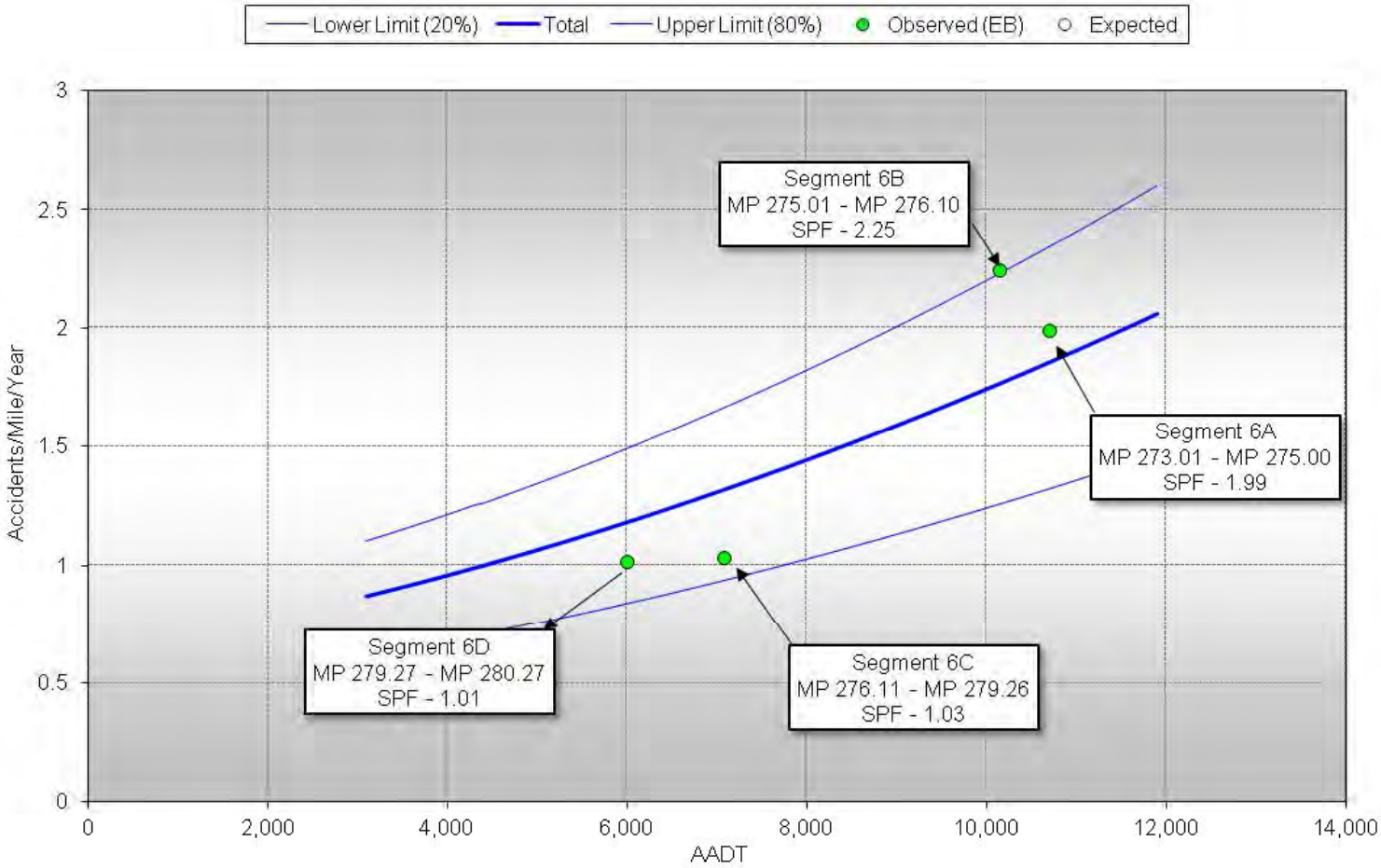
Urban Flat Rolling Mountainous 4-Lane Divided Freeway

Safety Performance – Segment 5



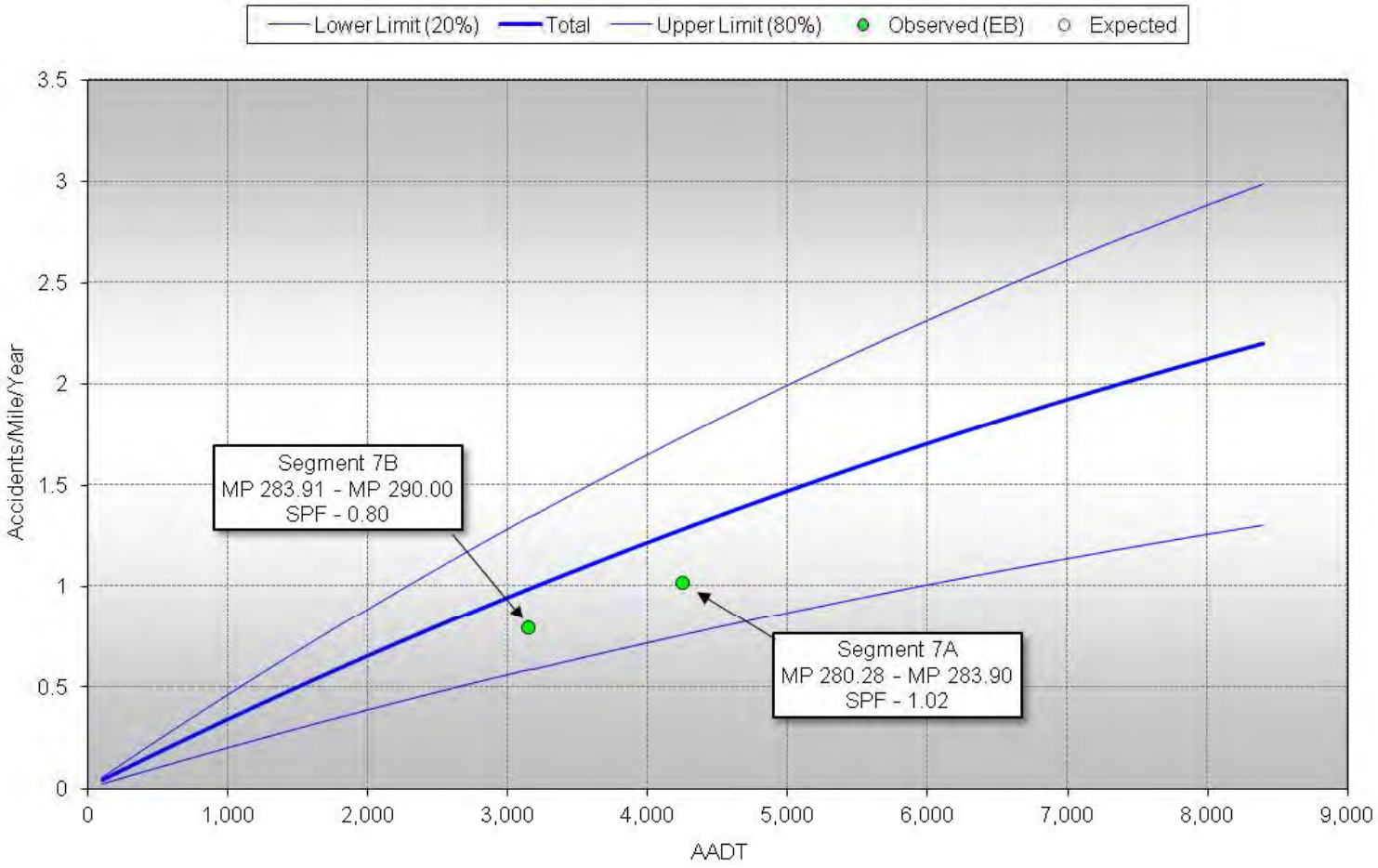
Urban Flat Rolling Mountainous 4-Lane Divided Freeway

Safety Performance – Segment 6



Rural Flat and Rolling 4-Lane Divided Highway

Safety Performance – Segment 7



Rural Flat and Rolling 2-Lane Highway

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No Action Projects

No Action Alternative / Projects

- Used as a comparison to proposed improvements
- Projects with committed funding that are slated to occur, regardless of outcome of PEL

- No Action Alternative includes projects with dedicated funding <u>on</u> US 85:
  - TIPs & STIP
  - NFRMPO; DRCOG; UFR; CDOT

- Other projects on US 85, evaluated in PEL

- Modeling will account for <u>all</u> Fiscally Constrained projects <u>off</u> US 85

Draft No Action Projects

ID	Project Name	Project Description	Source
SR45218	US 85 MP 236-242	Surface Treatment Pool	DRCOG / CDOT
SST6803.073	Commerce City to Denver CBD Regional Bus Service	Regional Bus Service	DRCOG
SR46601	US 85 and WCR 6	Region 4 Bridge Off-System Pool	DRCOG
SNF5788.030	US 85 Access Control at 37th St (Evans)	Implementation of Access Control at the intersection of US 85 and 37th Street	NFRMPO
SNF5788.031	US 85 Access Control at 31st St (Evans)	Implementation of Access Control at the intersection of US 85 and 31st Street	NFRMPO
SR45218.124	US85 Bypass & 13th St (Greeley)	Surface treatment of the intersection of US Hwy 85 Bypass and 13th Street in Greeley	NFRMPO
SR45218.105	US 85: Ault to Wyo state line	Bridge On-System-TC Directed; FASTER-Safety Projects; Surface Treatment; Surface Treatment Pool Staging Program	CDOT
SR45218.148	US 85 Nunn to Carr 288-300	Surface Treatment; Surface Treatment Pool Staging Program	CDOT
SR45001.009	US 85 Bypass Signals 22nd St - 5th St (Greeley)(4-13) MP 266-268.5	Regional Priority Program	CDOT
SR46606.021	US 85, URF Intersection Improvements Various Locations	FASTER Safety Allocation Staging Program; FASTER- Safety Projects	CDOT
SR47005.004	Ft Lupton Park & Ride US 85 - WCR 14.5	FASTER Transit Staging Program; Transit and Rail Statewide Grants	CDOT

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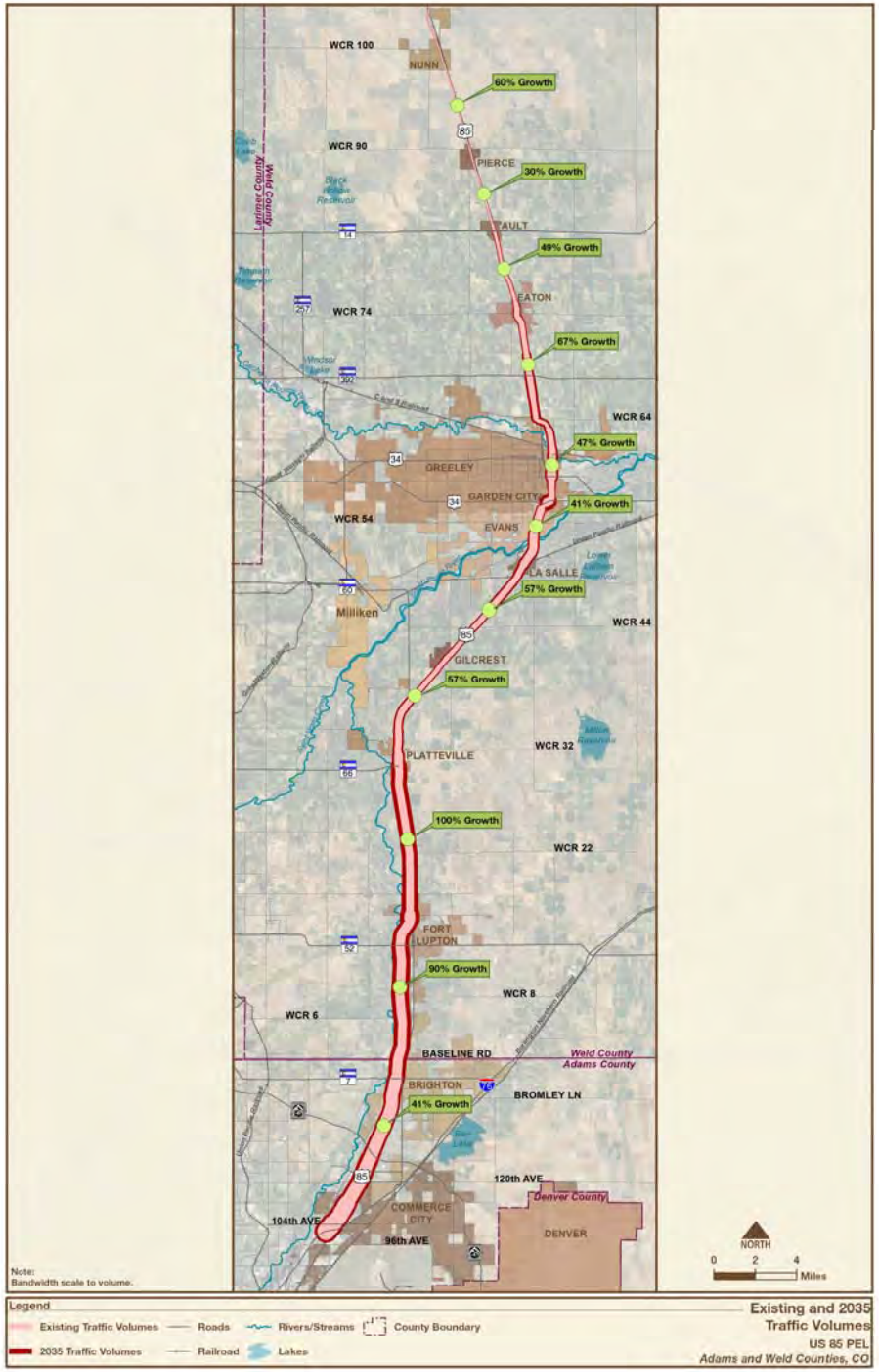
Travel Demand Forecasts

Travel Demand Forecasting Process

- DRCOG and NFRMPO 2035 Regional models
- Some refinements to land use forecasts (within 10%)
- Reconcile two models in overlap area
- Use 2040 models as a check
- Calibrate forecasts based on current counts
- Account for oil and gas traffic
- Develop turning movement counts for operational analysis

PRELIMINARY Traffic Forecasts



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Summary of Stakeholder Interviews

Status of Stakeholder Interviews: Local Agencies

Completed:

- Adams County
- Ault
- Brighton
- Commerce City
- Eaton
- Fort Lupton
- Gilcrest
- Greeley
- LaSalle
- Milliken
- Nunn
- Pierce
- Platteville
- Weld County

To be Completed:

- Evans
- Garden City
- Kersey

Status of Stakeholder Interviews: State, Regional, Federal Agencies

Completed:

- CDOT Region 1
- CDOT EPB
- DRCOG
- FHWA
- NFRMPO

To be Completed:

- CDOT Region 4
- RTD

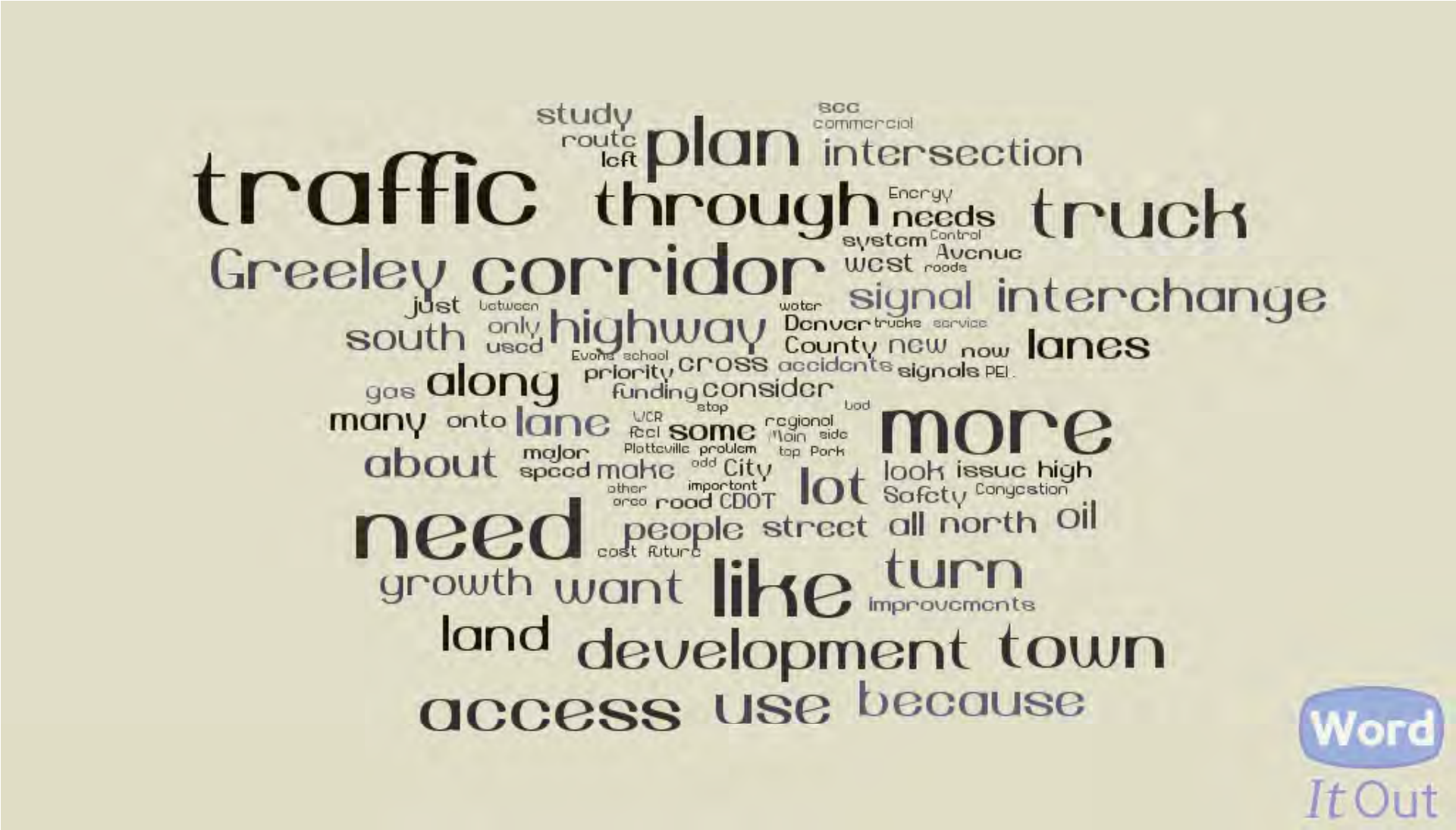
Status of Stakeholder Interviews: Other Stakeholders

Completed:

- Brighton Chamber of Commerce
- Evans Chamber of Commerce
- Michael Bennett's office
- Mark Udall's office

To be Completed:

- Union Pacific Railroad
- Northern CO Health Alliance
- Cory Gardner's office
- Kathy Gilliland
- Heather Barry
- Access and Ability
- NFR Mobility Council
- Adams County Human Services
- Colorado Motor Carriers Association
- Weld County Natural Gas Coalition
- Other Chambers of Commerce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signal
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water
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Denver
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service
County
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lanes
Evans
school
priority
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accidents
signals
PEL
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Word
It Out

Interview Themes: Corridor's Role Today

- Main Street
- Regional Highway
- Farm to Market
- Alternative route to I-25 (incident/emergency management)
- Opportunity for economic development

Interview Themes: Corridor Problems

- Safety – intersection configurations, inadequate turn lanes, lack of shoulders
- Maintenance
- Congestion/congested intersections – southern portion of corridor and through Evans/Greeley
- Increased heavy truck activity on highway and on cross-streets accessing US 85 (most notably oil and gas)
- Concern about speeds through Town
- Unattractive entrance to community
- Trains block crossings
- Concern about too many amendments to Access Control Plan

Interview Themes: Potential Solutions

- Parallel routes and supporting local street system to provide travel options; local street system that complements US 85
- Specific intersection improvements – predominately related to improving safety
- Interchanges
- Define ROW footprint/parameters for implementation
- Improve mobility and provide reliable travel times
- Transit – Greeley to Denver and Human Services
- Managed Lanes – consider various options

Interview Themes: Potential Solutions

- Safer pedestrian crossings to better connect community
- Aesthetics – beautify the street with parkway, lighting, signing
- Signing guidelines that allow for community identity
- Consider high tech solutions (e.g., ITS, fiber optics, adaptive signal timing)
- Consider unique configurations (e.g., CFI, DDI, SPUI)

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Preliminary Discussion of Purpose & Need

Purpose & Need Statement

Specifies the *underlying* purpose and need to which the agency is preparing an action

Developing a purpose and need statement is essentially the *foundation* of NEPA and the decision-making process

Used in the PEL to screen alternatives for addressing the needs

- Allows for screening to be utilized in NEPA

Purpose & Need Statement Guidance

- Should be a statement of the transportation problem (not a statement of a solution);
- Should be based on articulated transportation planning factors;
- Should be specific enough so range of alternatives developed will offer real potential solutions;
- Must not be so specific as to "reverse engineer" a solution
- May reflect other priorities and limitations in the area, such as environmental resources, growth management, land use planning, and economic development

PEL Questionnaire

- 13 questions about methodology, coordination, purpose and need, alternatives, environmental resources/impacts, assumptions
- Identifies key components of a successful PEL
- Asks questions to guide project team
- Is a deliverable at the end of the PEL (attachment to PEL Document)
- Completed / Visited throughout PEL Process

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Upcoming Events

Visioning Workshop

- Thursday, May 8th 6:30 – 8:30 PM
- Fort Lupton Recreation Center
  203 S. Harrison Avenue in Fort Lupton
- Please RSVP (and encourage your elected officials)!

Visioning Workshop: Preliminary Agenda

- Presentation (1/2 hour)
  - Project Overview
  - Corridor Conditions
  - Desired Outcomes of Visioning Workshop
- Visioning Session (1 hour)
  - Small groups (6-8 people, randomly grouped)
  - Build off what we learned through stakeholder interviews
  - Individual visioning exercise, followed by small group discussion and collaboration on:
    - Vision
    - Problems
    - Solutions
- Report Back (1/2 hour)
  - Each small group describes their agreed upon vision, critical problems and highest priority solutions
  - Possible individual follow-up/priorities

Public Meetings

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US 85 Planning and Environmental Linkages Study

PUBLIC MEETINGS

The Colorado Department of Transportation (CDOT) is conducting a study to establish a vision for the US 85 corridor from I-76 to the Town of Nunn. Please join us at our upcoming meetings to provide input on the transportation problems and potential solutions for this corridor.

Save the Dates!

June 17, 2014 Tuesday
4:00 - 7:00pm
The Armory at Brighton Cultural Center
300 Strong St. Brighton, CO 80601

June 18, 2014 Wednesday
4:00 - 7:00pm
Ault-Pierce Fire Station #2
601 2nd St. Pierce, CO 80648

June 24, 2014 Tuesday
4:00 - 7:00pm
Greeley Ice Haus
900 8th Ave. Greeley, CO 80631

Public Meeting Format:
The public meetings will be an open house format where you can drop by anytime to discuss the study with the CDOT Project Team, learn about the US 85 corridor's current conditions and provide input for creating a vision for the future.

To learn more about the US 85 PEL Study, please visit the project website at **www.coloradodot.info/projects/us85pel** or call the US 85 Public Involvement Team at 970.350.2148.

Requests for communication assistance or reasonable accommodations for special needs can be made by contacting the Public Involvement Team prior to the meeting: 970.350.2148.
Se puede hacer las solicitudes de traducción o de otras necesidades especiales por poniéndose en contacto con el equipo de la participación pública: 970.350.2148.

Next TAC Meeting

- After Visioning Workshop and before Public Meetings
- May 20th – 1:00 to 3:00 pm
  - *Need volunteer for location*

MEETING MINUTES

Technical Advisory Committee (TAC) Meeting #2

April 8, 2014 1:00 PM - 3:00 PM

City of Evans (1100 37th Street)

Introductions

Alex Pulley (FHU) introduced himself as the Consultant Deputy Project Manager. Alex asked everyone to introduce themselves and the community they represent, then provided a brief overview of the afternoon's agenda and the project schedule.

Inventory Update

Traffic Counts and Traffic Operations

Jamie Archambeau (Atkins) provided an overview of the traffic counts that have been completed to date. The traffic counts are almost finished and the Synchro model is now being built; the project team expects to have the remaining daily traffic counts and vehicle classification counts within the next week. Existing traffic counts show the PM peak has a more even directional split than in the AM peak.

- There was a suggestion to add stop sign vs. signal to the turning movement count graphics
- There was a request to conduct traffic counts at the CR 8 intersection
- There was a question about the possibility of reflecting the operations of the UPRR – the project team will look into this and will discuss operations with the UPRR

Safety

Dave Hattan (FHU) provided a summary of the safety analysis to date. In the five year period between the beginning of 2008 through the end of 2012, there were 2,370 crashes, of those, 23 were fatal, 675 resulted in injury, and the rest included property damage. There were slightly more crashes at intersections than non-intersections. Weather and road conditions were relatively minor factors as about 15 percent of the crashes occurred under these adverse conditions. Further detail showed accidents at non-intersections were mostly with fixed objects, rear ends, overturning and running off the road, and side swipes (same direction). Accidents occurring at intersections were mostly with rear ends, broadsides, side swipes (same direction), fixed objects, and turning in intersections.

To date, the project team has evaluated the crash patterns along the corridor segments (between intersections) using safety performance function (SPF) graphs, which have been developed by CDOT. The SPF graphs can be used to identify road segments that have a higher than expected crash frequency and/or severity based on the performance of roads with similar characteristics (urban vs. rural, functional classification, number of lanes, traffic volumes). The analysis identified a few

segments of the corridor where the number of number of crashes was higher than expected – indicating the potential for measures to improve safety.

When the project team has the remaining traffic count data, a similar analysis will be completed for the intersection crashes.

- There was a suggestion to look specifically at the effect the cable rail in the median has had on the corridor crash rates. The cable rail was installed within the last 2 years. It would be helpful to understand how beneficial the cable rail has been and how much it has reduced cars from going into on-coming traffic.
- It was also suggested that truck involvement in crashes be analyzed.

No Action Alternative

Alex Pulley (FHU) explained how a No Action Alternative will be used in the PEL process. It is a NEPA requirement used as a point of comparison for other alternatives. The No Action alternative includes those projects with committed funding that are slated to occur, regardless of the outcome of the PEL. The project team has referenced the Denver Regional Council of Governments (DRCOG) and North Front Range Metropolitan Planning Organization (NFRMPO) Transportation Improvement Programs (TIPs) and the Statewide Transportation Improvement Program (STIP) to identify projects to include in the No Action Alternative. Alex presented a draft list of the projects.

- The Evans park and ride (US 85/42nd Avenue) is a joint project with the Fort Lupton park and ride (US 85/SH 52) – both should be referred to as carpool lots since no transit service is currently provided.
- The 13th Street project in Greeley is complete
- The US 85 adaptive signal system project does not yet have a defined funding stream – refer to funding as RAMP
- There are several projects that are under construction (Nunn bridge, Bromley Lane project) and will impact the operation of the corridor. These (and any other projects that are under construction during or after the data collection phase) should be included in the No Action.
- Find out if there are any UPRR projects that should be included in the No Action

Travel Demand Forecasts

Jenny Young (FHU) described the process that will be used to forecast travel demand along US 85. Two models (DRCOG and NFRMPO 2035 Regional model) are being used, but are in the process of being updated to 2040. The plan is to use the DRCOG and NFRMPO 2035 model, refine to land use forecasts along the US 85 corridor, but keep the refinements within 10% (based on guidance from FHWA). There is a model overlap area in the Platteville area where the project team will need to reconcile differences between the NFRMPO and DRCOG models. When the 2040 models are available, we will use them as a check against the 2035 model results. We will account for heavy vehicle traffic using field observations and a post-processing methodology.

The preliminary travel demand forecasts (using the raw results from the regional models) show the highest growth rates in the section of US 85 between Brighton and Platteville (90 – 100% growth).

Remaining sections of the corridor are forecast to experience traffic growth in the range of 40 to 60 percent.

- One TAC member indicated that the forecasts seem high, given the fact that VMT nationwide has been decreasing; the project team will look into the historic traffic growth on US 85 as a point of comparison.
- Other TAC members indicated that the general patterns shown on the preliminary forecasts seem to make sense.
- It would be helpful to have the existing and forecasted numbers alongside the percentages for perspective.

Stakeholder Involvement Plan

Jenny Young (FHU) provided the status of the stakeholder interviews (one-on-one discussions with each community/agency). As of the TAC meeting, the team had conducted most of the interviews. Jenny presented an overview of the trends heard during the stakeholder interviews related to:

- The role of the corridor today
- Corridor problems
- Potential solutions
- Desired outcomes

Purpose and Need

The Purpose and Need statement provides the underlying purpose and need for preparing the action. It needs to be specific, but balanced. It is the foundation of the NEPA process and the decision making process and should state the transportation problem. Alternatives that are developed will be eliminated if they don't meet the Purpose and Need. It could reflect the characteristics of the area (i.e. environmental resources, land use, growth, and economic development).

PEL Questionnaire

FHWA guidance on the PEL process with 13 questions on methodology, purpose and need, coordination, alternative development, environmental resources and impact, and any assumptions. It identifies components of the PEL and the questions to guide the project team. It is used throughout the PEL process and is in fact already in use. It will be in the appendix of the PEL document

Upcoming Events

Vision Workshop–TAC and elected officials
May 8, 6:30 to 8:30 PM
Fort Lupton Recreation Center (203 S. Harrison Ave., Fort Lupton)

Public Meetings–3 meeting with all showing the same material

- June 17, 4:00 to 7:00 PM
  Brighton Armory at Brighton Cultural Center (300 Strong St., Brighton, CO)
- June 18, 4:00 to 7:00 PM
  Ault-Pierce Fire Station #2 (601 2nd St. Pierce, CO)
- June 24, 4:00 to 7:00 PM
  Greeley Ice Haus (900 8th Ave., Greeley, CO)

Next TAC Meetings

- Tuesday, May 20th at 1:00 PM at the Gilcrest Fire Station (14679 CR 42)

Attachments:

US 85 PEL TAC powerpoint presentation

Meeting handouts

Sign-in sheets

AGENDA

Technical Advisory Committee (TAC) Meeting #4

August 12, 2014 1:00 PM - 3:00 PM

City of Brighton

500 S. 4th Street, Brighton, CO

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1. **Summary of Public Meetings**
2. **Refined Purpose & Need**
3. **Corridor Segmentation**
4. **Alternatives Screening Process and List of Alternatives**
5. **Preliminary Level 1 Screening Results**
6. **Level 2A Screening Criteria**
7. **Next TAC and EC meetings**

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Technical Advisory Committee Meeting 4

August 12, 2014 1:00 PM – 3:00 PM
6th Floor Council Chambers
500 S. 4th St., Brighton, CO

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1	Chris Fasching Affiliation: FHU		3-721-1440	
2	Alex Pulley Affiliation: FHU		303-721-1440	alex.pulley@fhueng.com
3	Jenny Young Affiliation: FHU		3/721-1440	jenny.young@fhueng.com
4	MYRON HORA Affiliation: CDOT		970 350 2263	MYRON.HORA@STATE.CO.US
5	Ed Roberts Affiliation: Commerce City		303-289-8172	eroberts@c3gov.com (for Mdandrea@c3gov.com)
6	Kimberly Dall Affiliation: Brighton		303 655 2112	Kdall@brightonco.gov

COLORADO Department of Transportation

Technical Advisory Committee Meeting 4

August 12, 2014 1:00 PM – 3:00 PM
6th Floor Council Chambers
500 S. 4th St., Brighton, CO

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
7 Troy Rankin Affiliation: Town of Hatchville	900 Grand Ave Hatchville, Co 80651	970 785 2245	trankin@hatchvillegov.org
7 Todd Hodges Affiliation: City of Fort Lupton		303 994 3174	thodges@fortlupton.org
7 Gloria Hice-Idler Affiliation: CDOT RH		970.350.2148	gloria.hice-idler@state.co.us
7 Danny Herrmann Affiliation: CDOT R1		3/757-9946	danny.herrmann@state.co.us
11 Steve Cook Affiliation: DRCOG		3/480/6749	scook@drcog.org
12 Nate Vander Broek Affiliation: NFRMPO		970-416-2309	nvanderbroek@nfrmpo.org

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Technical Advisory Committee Meeting 4

August 12, 2014 1:00 PM – 3:00 PM
6th Floor Council Chambers
500 S. 4th St., Brighton, CO

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
13	Eric Bracke Affiliation: Greeley		(970) 350-9357	eric.bracke@greeleygov.com
14	Jeff Schreier Affiliation: Eaton		970-454-3338	Jeff@eatonco.org
15	Markos Atamo Affiliation: CDOT-R1		(303) 398-6873	markos.atamo@state.co.us
16	Alyssa Knutson Affiliation: Fort Lupton		720.466.6128	aknutson@fortlupton.org
17	Ashley L. Bushay Affiliation: CDOT R1		303.757.9397	ashley.bushay@state.co.us
18	Troy Halouska Affiliation: CDOT - EPB		303-757-9794	troy.halouska@state.co.us

COLORADO Department of Transportation

Technical Advisory Committee Meeting 4

August 12, 2014 1:00 PM – 3:00 PM
6th Floor Council Chambers
500 S. 4th St., Brighton, CO

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
19 Jamie Archambeau Affiliation: Atkins		303-221-7275	jamie.archambeau@atkinsglobal.com
20 Elizabeth Relford Affiliation: Weld County			
21 Dawn Anderson Affiliation: Evans		970-475-1160	danderson@evanscolorado.gov
22 Monica Pavlik (by phone) Affiliation: FHWA			
23 Affiliation:			
24 Affiliation:			

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US 85 Planning and Environmental Linkages Study

August 12, 2014 Technical Advisory (TAC) Meeting #4

Brighton, CO

Agenda

- Summary of Public Meetings
- Refined Purpose & Need
- Corridor Segmentation
- Alternatives Screening Process and List of Alternatives
- Preliminary Level 1 Screening Results
- Level 2A Screening Criteria
- Next TAC and EC meetings

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Summary of Public Meetings

Public Meeting Overview

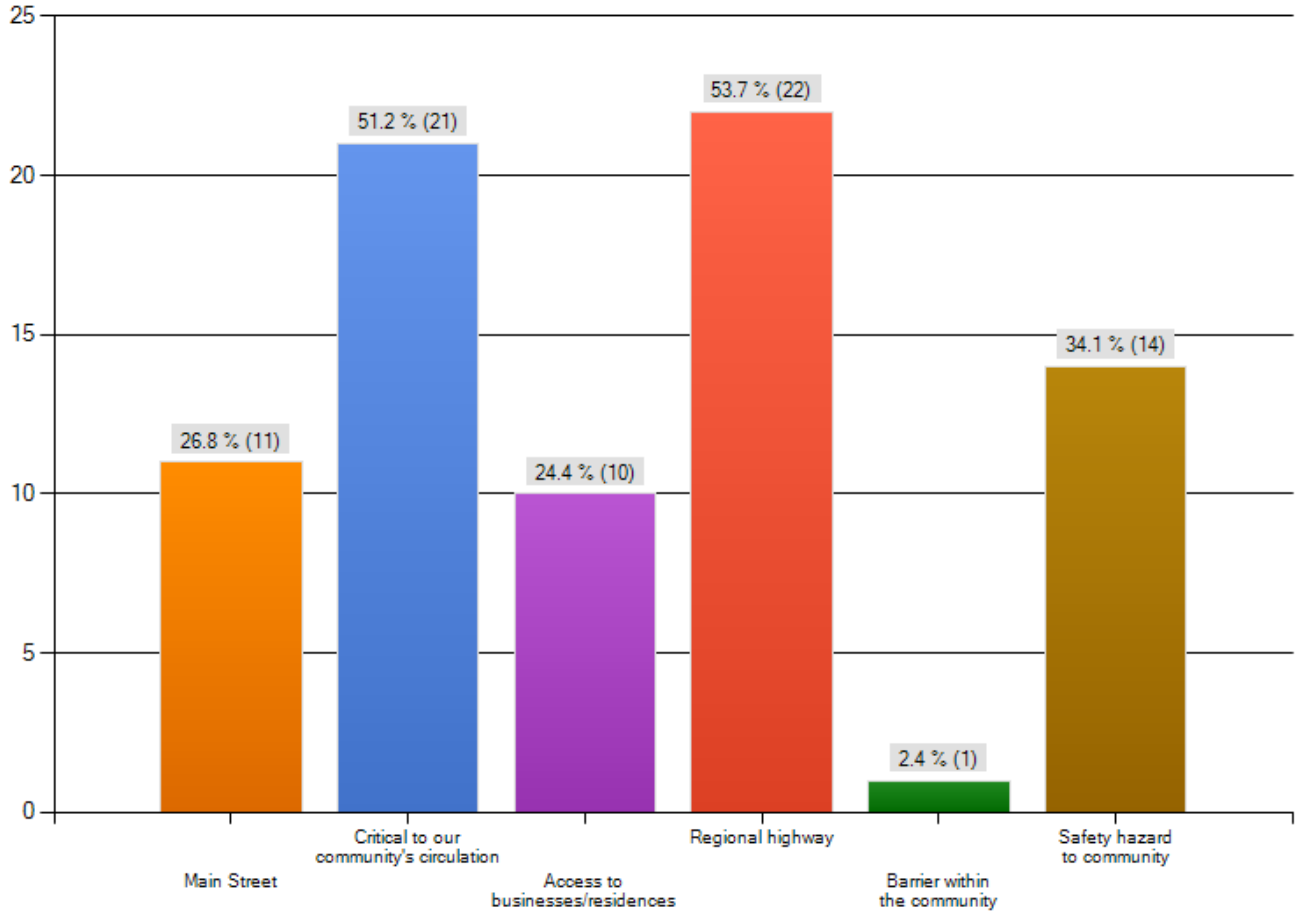
- Three public meetings
  - Brighton (June 17th)
  - Pierce (June 18th)
  - Greeley (June 24th)
- Total of 83 attendees
- Meeting content
  - Introduction and welcome
  - Inventory and analysis
  - Purpose and Need
  - Community Input

Questionnaire Results

- 44 Questionnaires completed
  - 31 at the public meetings
  - 13 on CDOT's website

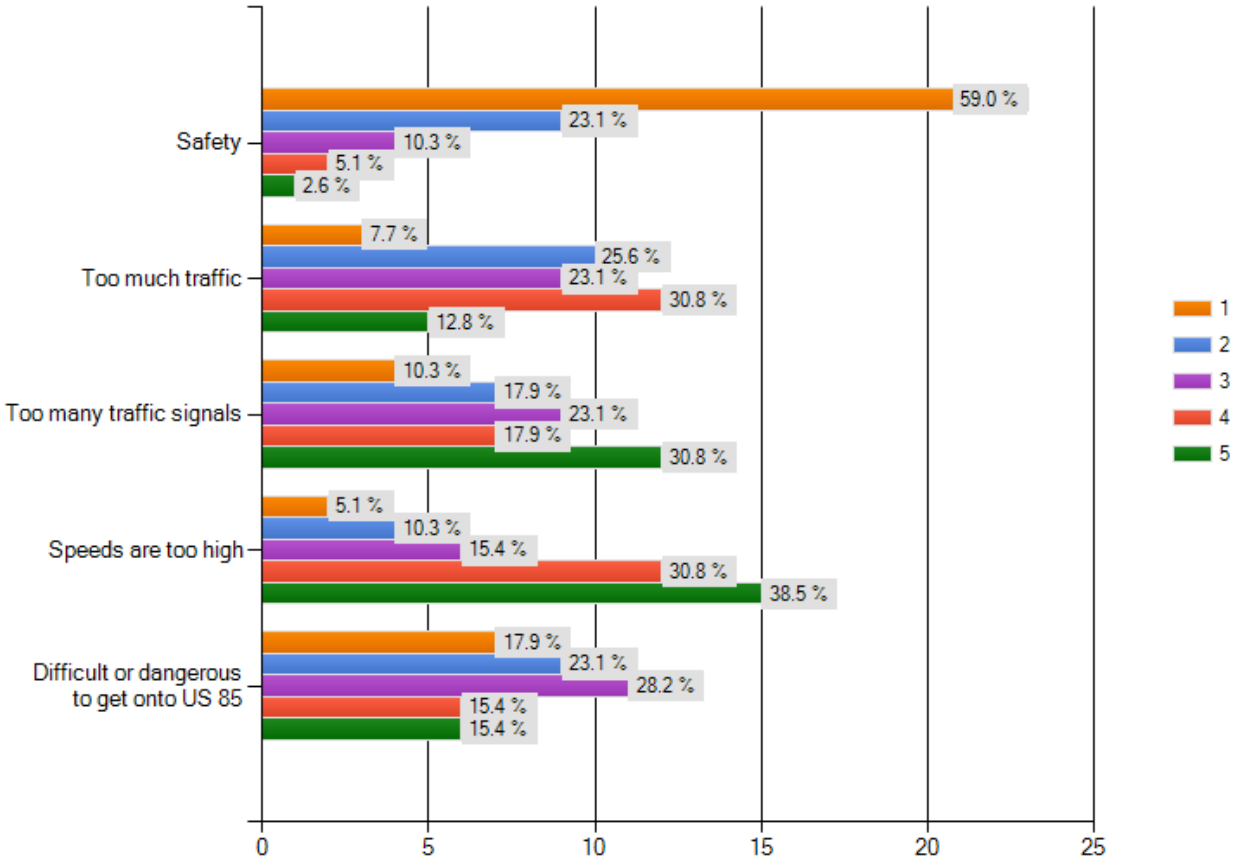
Questionnaire Results (cont.)

How would you characterize the role of US 85 through your community? (Select the two that you think are most fitting)



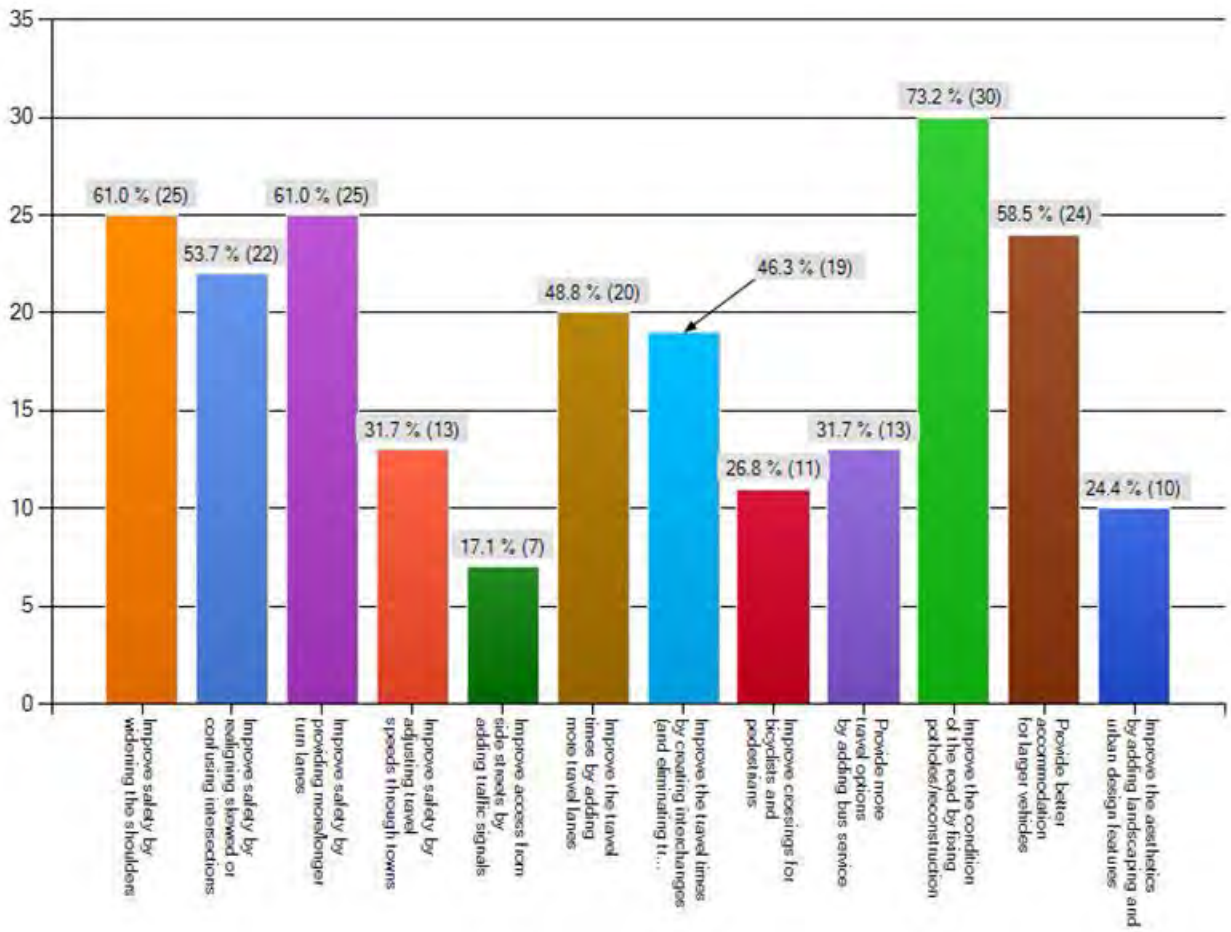
Questionnaire Results (cont.)

What are your top concerns regarding travel on US 85? (Rank the order with 1 being your highest concern and 5 being your lowest concern)



Questionnaire Results (cont.)

What immediate and future transportation needs/problems should be addressed through this study?



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Refined Purpose and Need

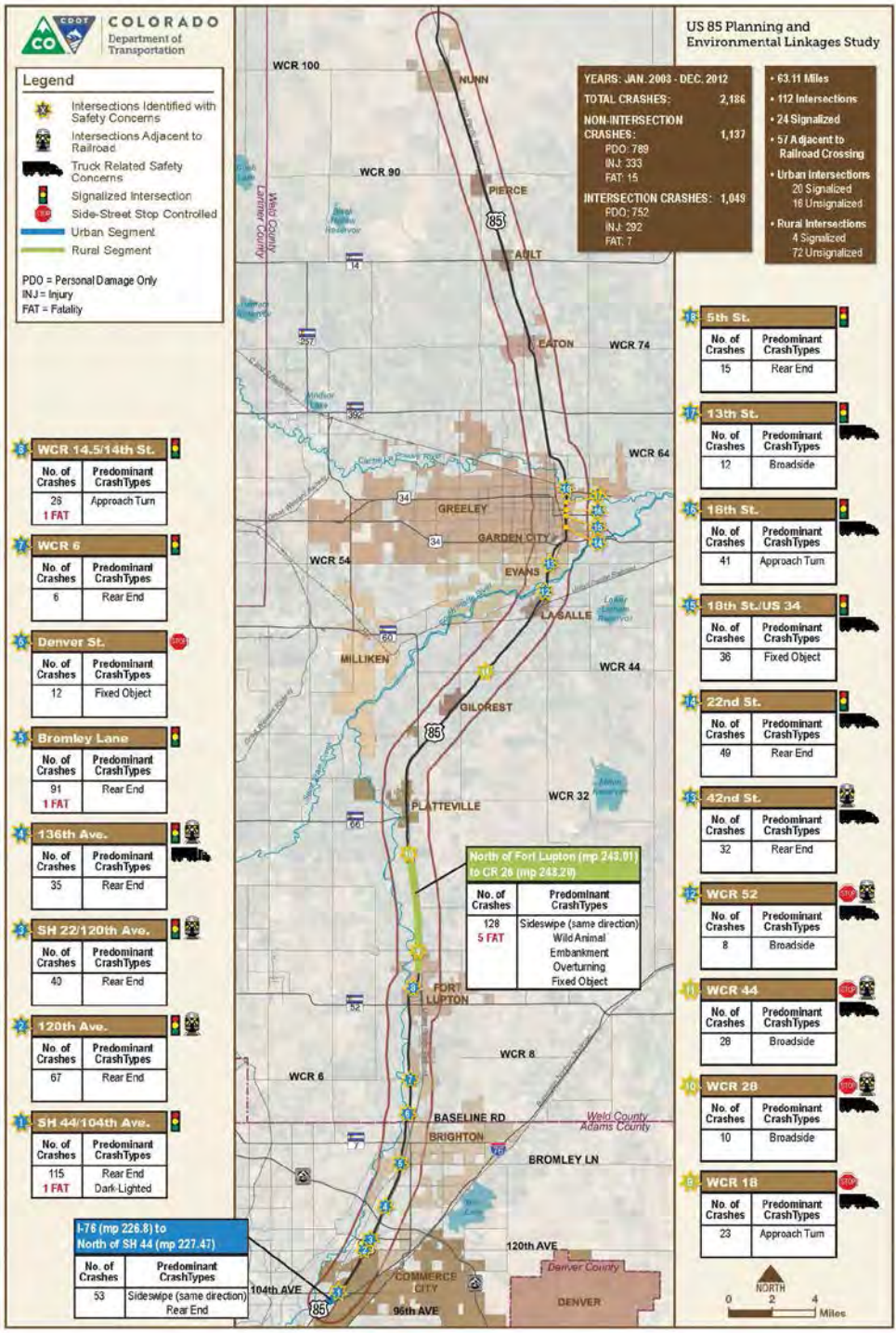
Refined Purpose and Need

- Additional technical details
- More data
- Materials from Public Meetings

- Purpose and Need
  - Safety Problem
  - Mobility Problem
  - Access Problem
  - Alternative Travel Modes Problem

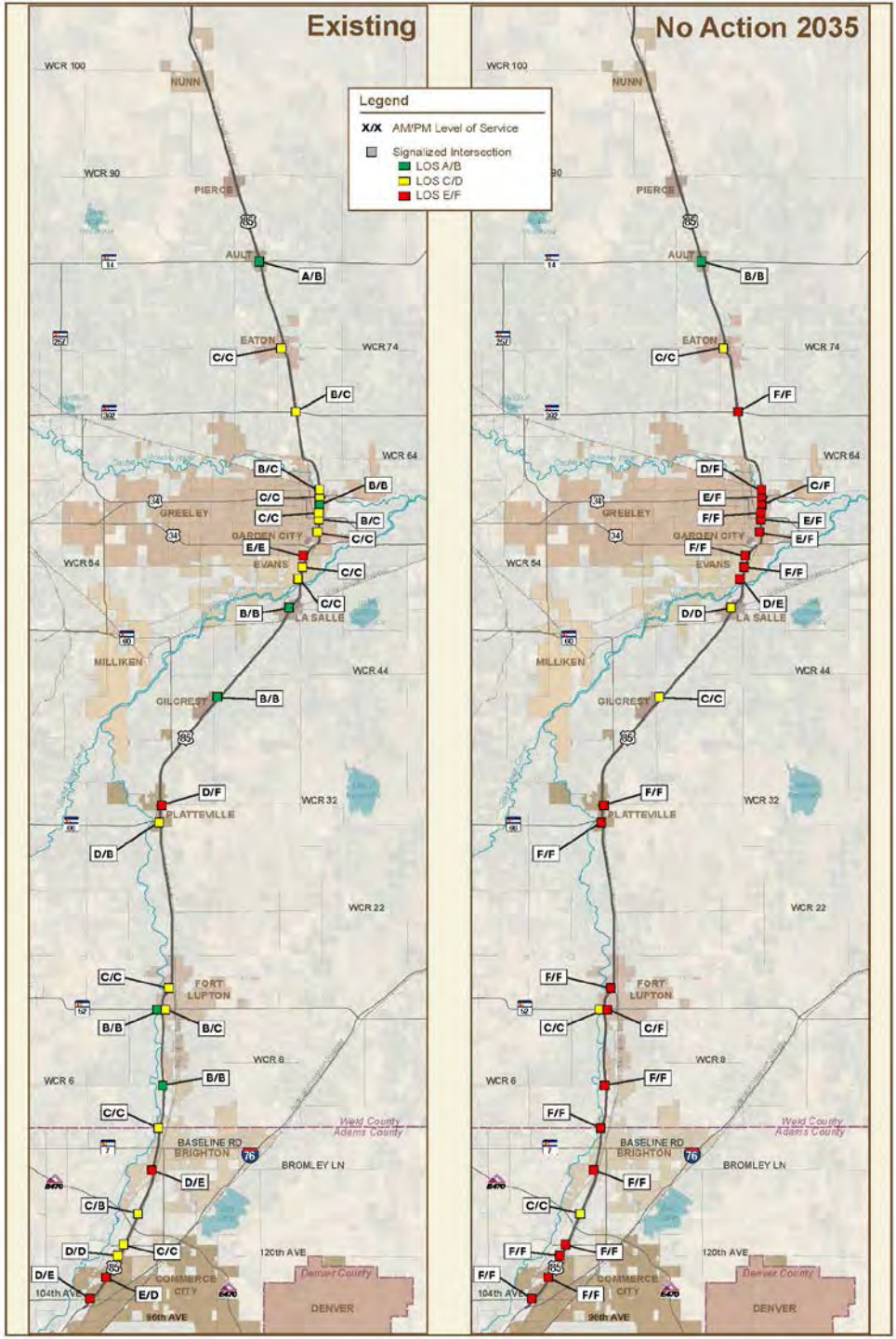
Safety Problem

- **18 Intersections with higher than expected crash experiences**
  - 112 intersections total (24 signalized)
- **2 segments with higher than average crash experiences**
- **10 Intersections with high proportion of crashes involving large trucks**
- **7 Intersections with railroad adjacent to intersection**



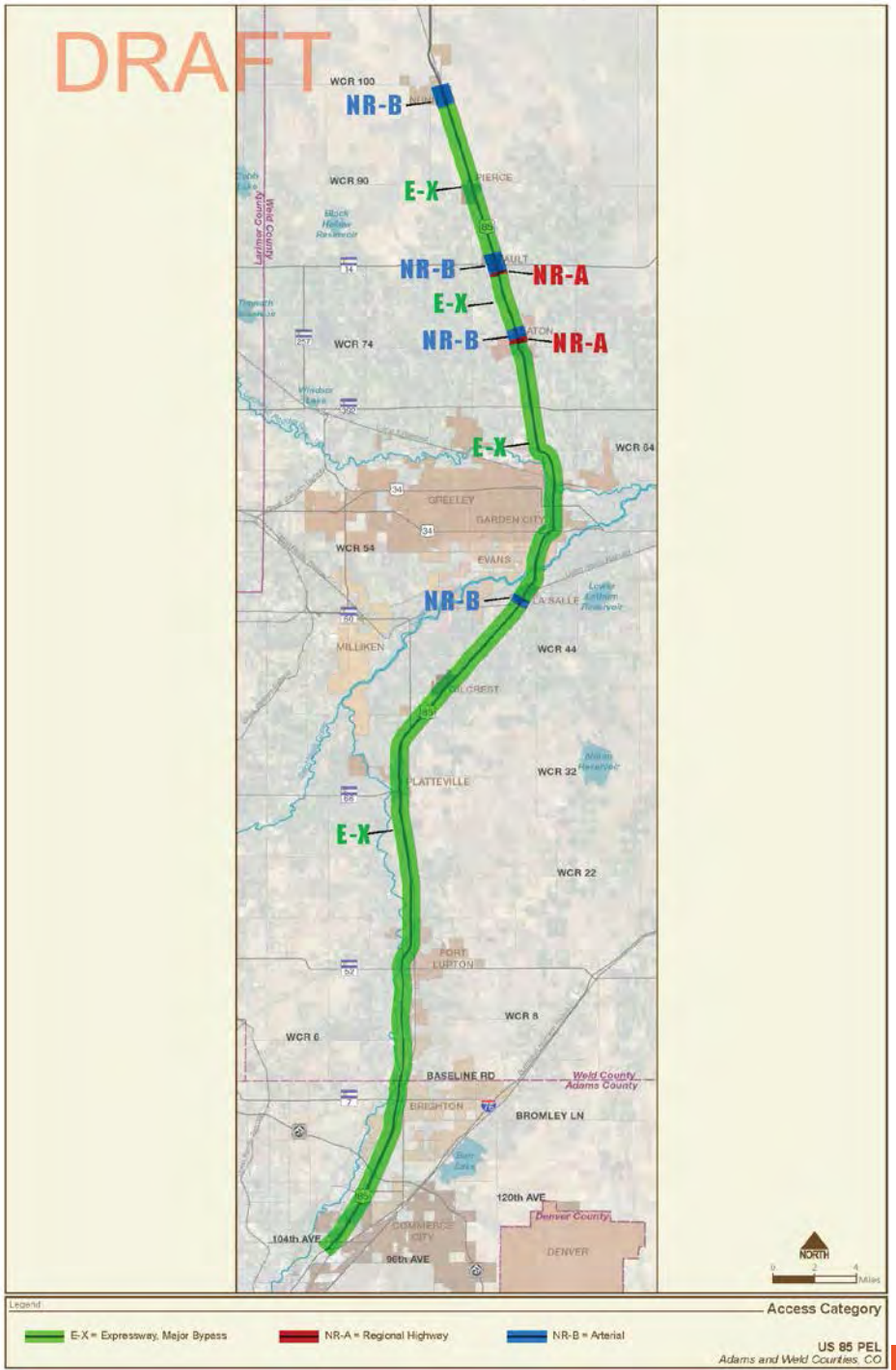
Mobility Problem

- **Regional Mobility**
  - 8 minutes of delay through Commerce City and Brighton
  - 6 minutes of delay through LaSalle and Greeley
- **Local Mobility**
  - Barrier to local mobility (speed, volumes, roadway width, insufficient pedestrian facilities)
- **Intersection Operations**
  - Current—5 Intersections at LOS E/F
  - Future—21 Intersections at LOS E/F



Access Problem

- ACP and associated IGA demonstrates a history of the need for access improvements and strong support by CDOT and the local agencies
- Access points have become over-utilized (energy/sand & gravel), resulting in increased congestion and unsafe conditions on US 85
- Proximity of the railroad along many sections of the corridor further contributes to the access problems
- Continued growth in households and jobs in the area is expected to accentuate the problem



Alternative Travel Modes Problem

- 46 miles of corridor without access to transit
- Existing Service is limited to 8 trips/day (stops in Denver and Greeley only)
- EIS and Intercity Regional Bus Study ridership projection of 62,200 annual riders

- Higher than statewide growth in:
  - Population
  - 65 and Older
  - Poverty Level, LEP, & disabilities

- Bicycle/Pedestrian
  - Safety—5-year period
    - 3 bicycle / vehicle
    - 8 pedestrian / vehicle
    - 3 fatalities
  - US 85 as Barrier

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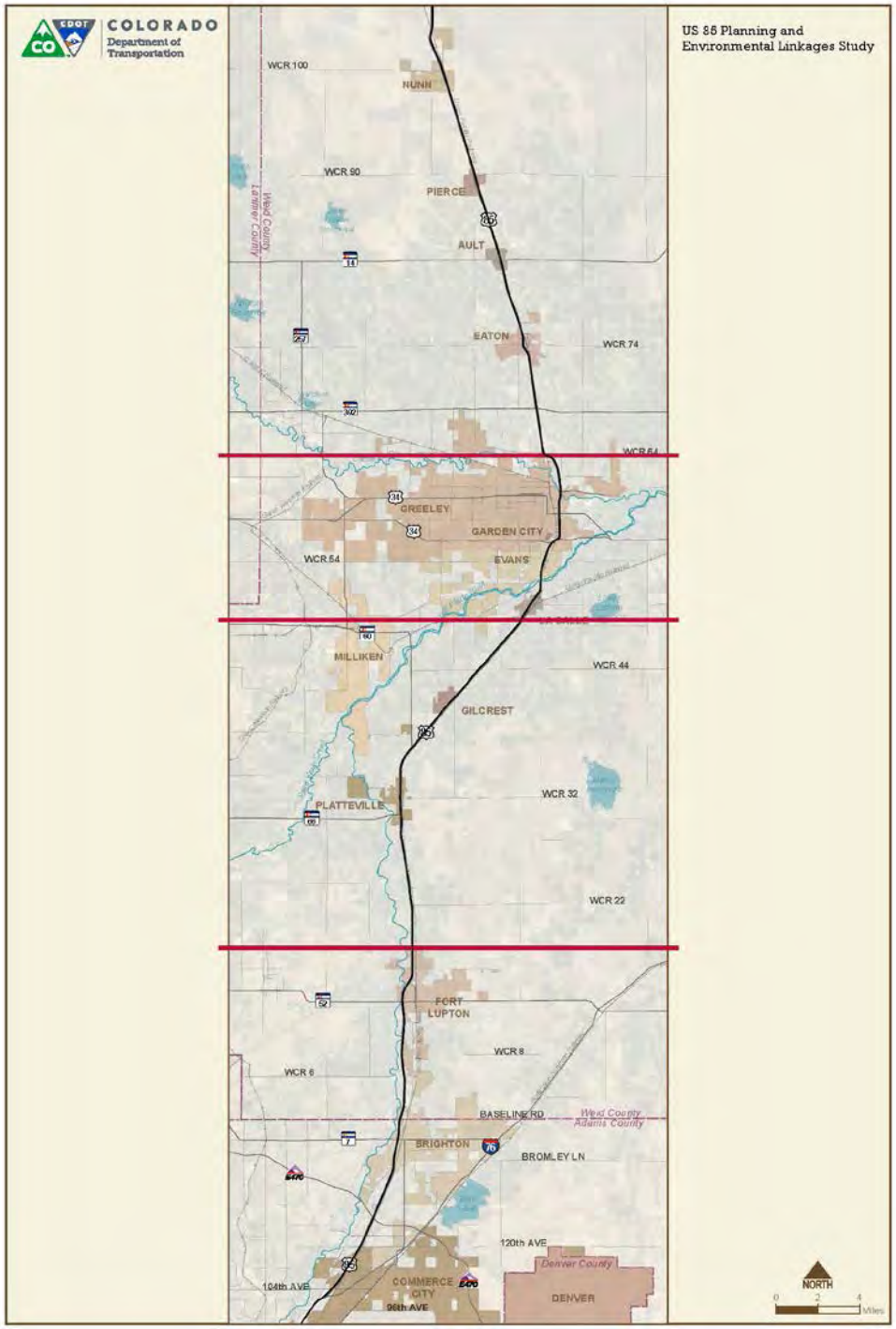
Corridor Segmentation

Corridor Segmentation Process

- Land Use, Area Type, and Municipal Boundaries
- Average Daily Traffic
- Daily Truck Volumes
- High Crash Locations
- Functional Classification
- Railroad Crossing Distance from US 85
- Posted Speed Limits
- Estimated Household Density Growth
- Estimated Employment Density Growth
- Historic, Existing, and Future Traffic Volumes
- Existing and 2035 No Action Level of Service
- US 85 Existing and Projected Vehicle Speeds

Corridor Segments

- I-76 to north of Fort Lupton
- North of Fort Lupton to south of LaSalle
- South of LaSalle to north of Greeley
- North of Greeley to Nunn



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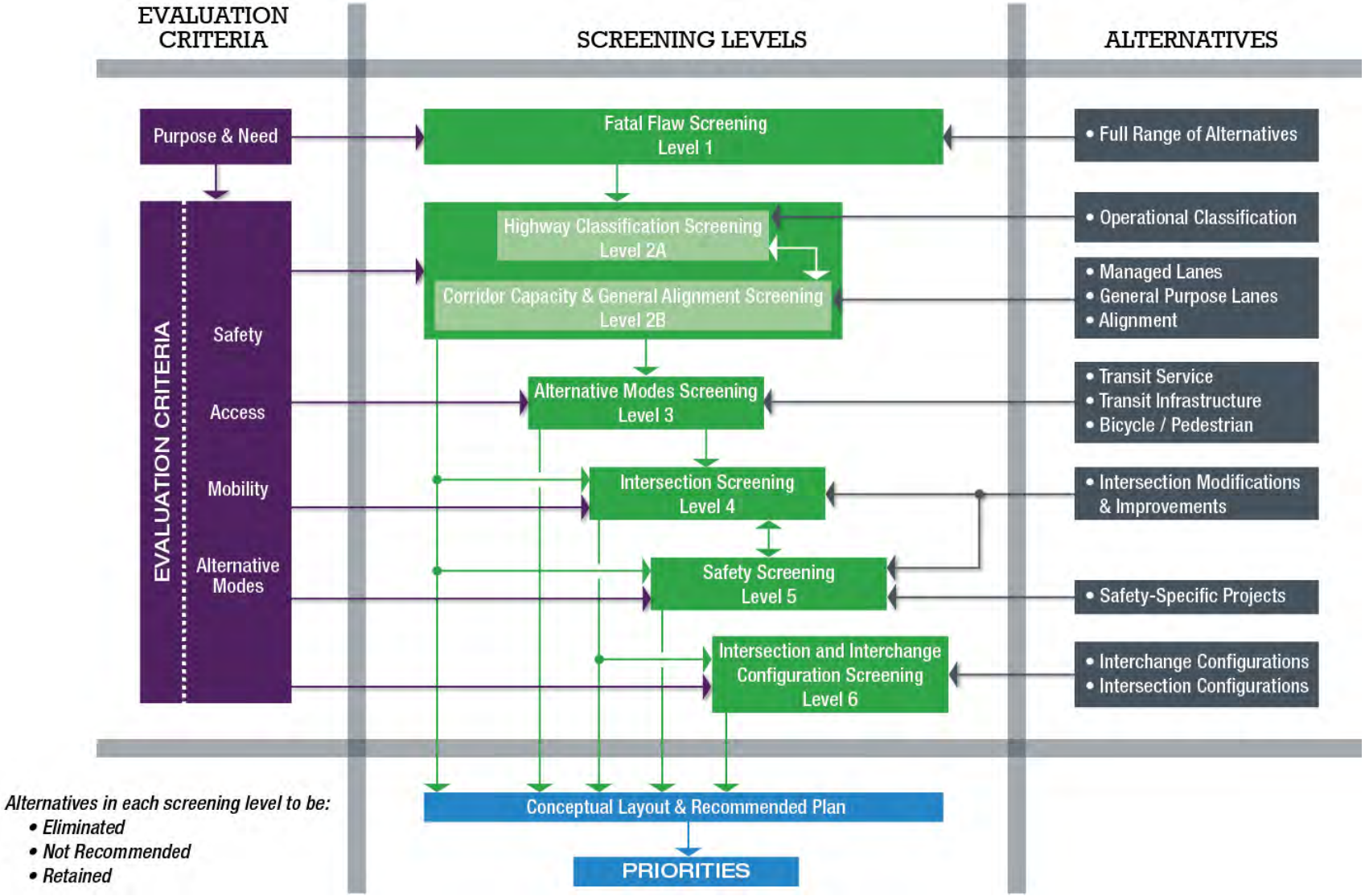
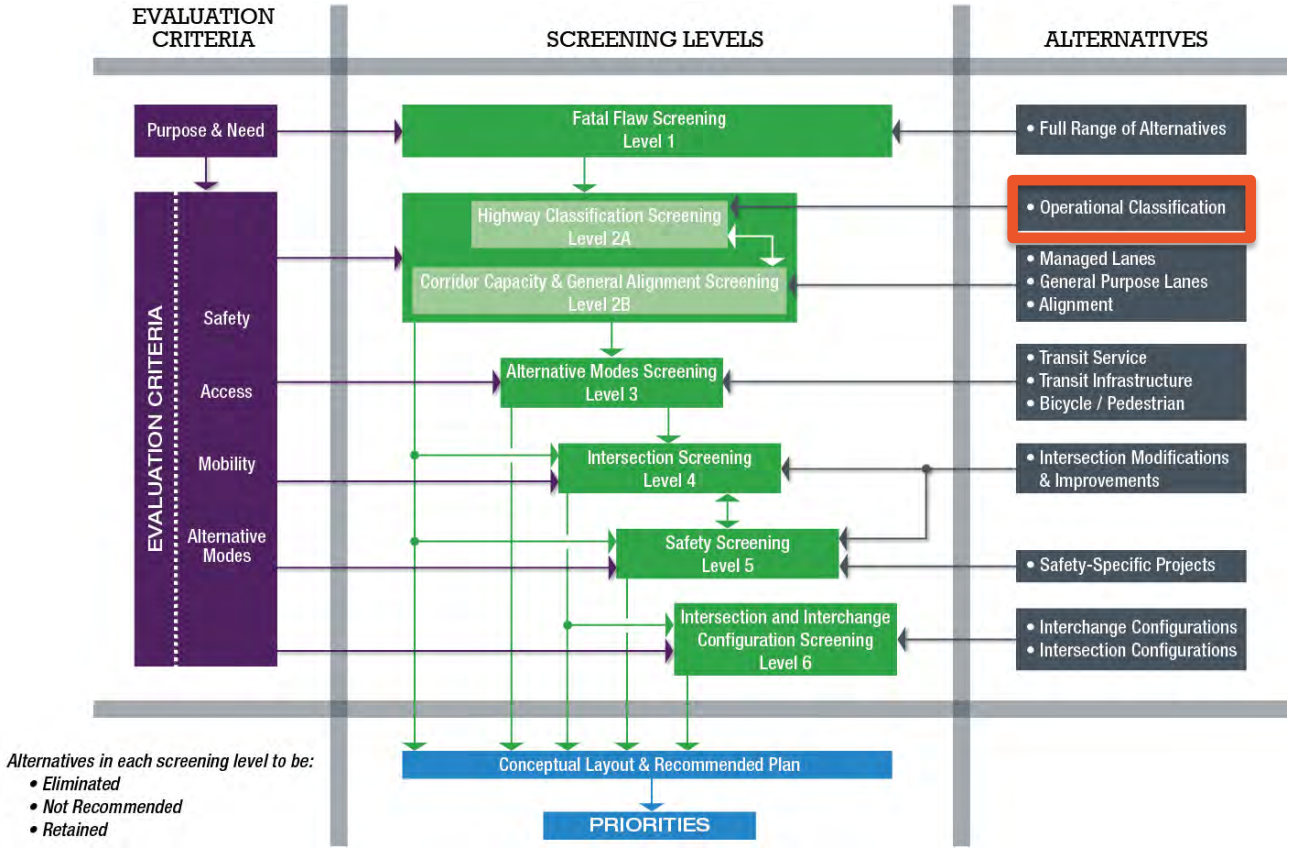
Alternatives Screening Process and List of Alternatives

Alternatives Screening Process

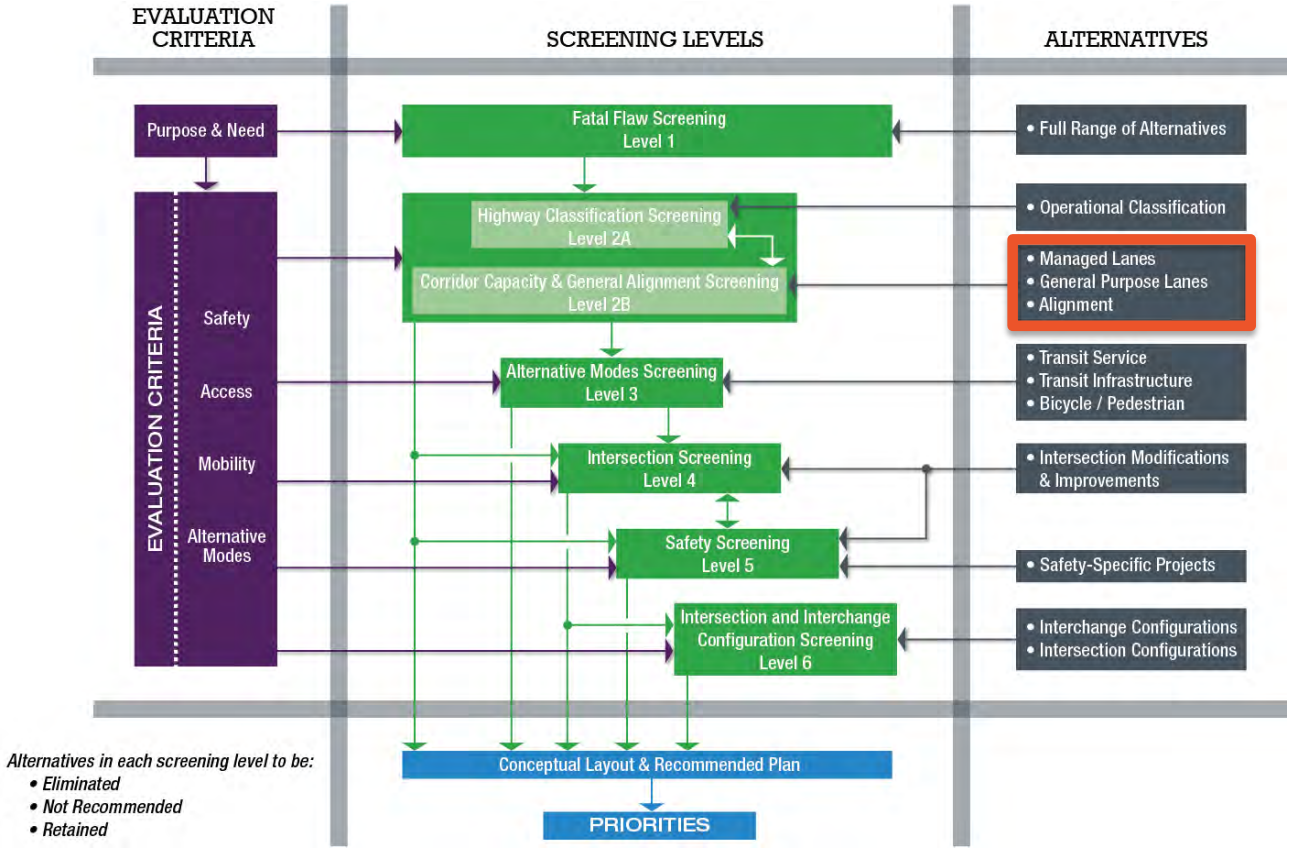


Operational Classification (Level 2A)



- Freeway
- Enhanced Expressway
- Standard Expressway
- Enhanced Arterial
- Arterial Roadway
- Main Street

Corridor Capacity & General Alignment (Level 2B)

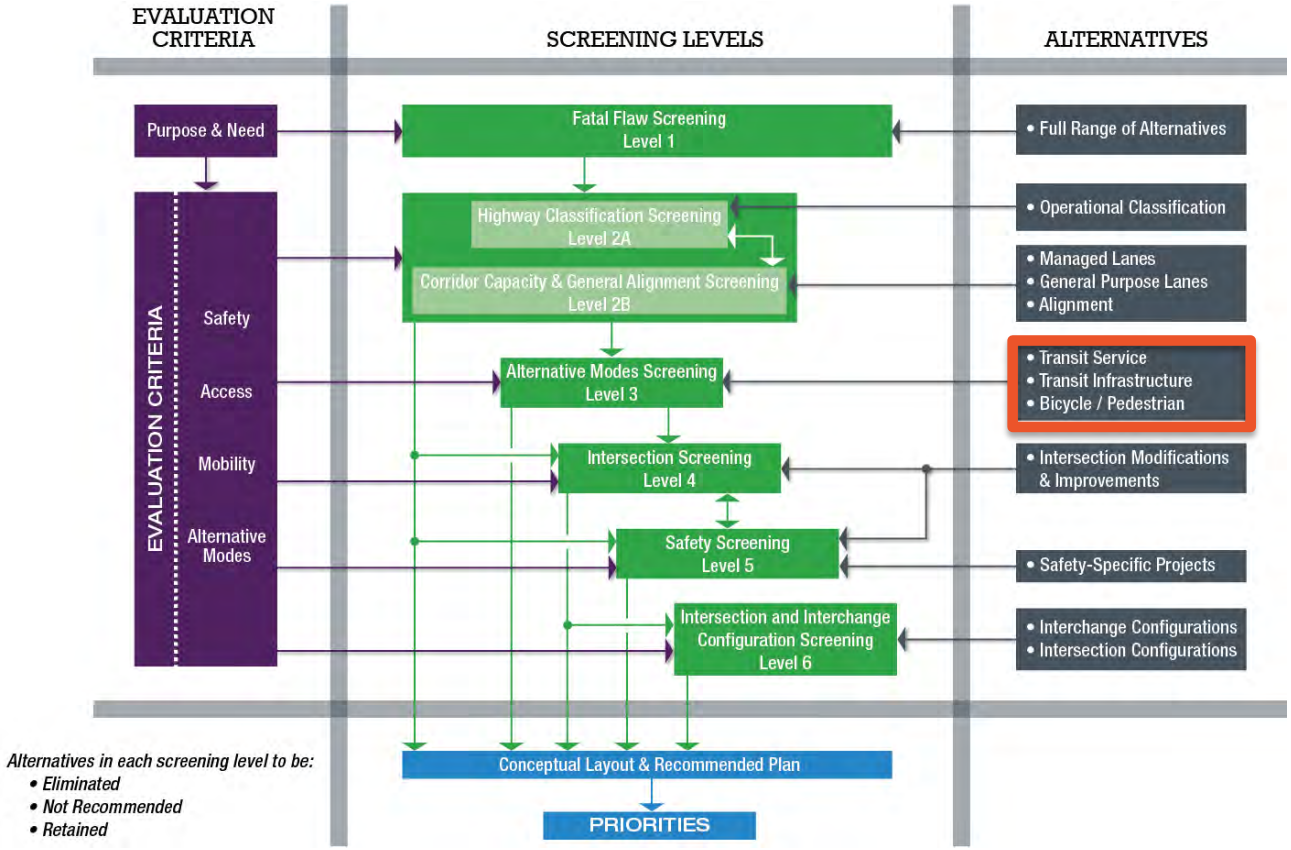


- No Managed Lanes
- HOV Lanes
- Toll Lanes
- HOT Lanes
- Truck Only Lanes

- No Additional General Purpose Lanes
- 2 Additional General Purpose Lanes

- Current alignment
- Bypass towns
- Realign US 85 to the east
- Realign NB US 85 east of UPRR

Alternative Modes (Level 3)

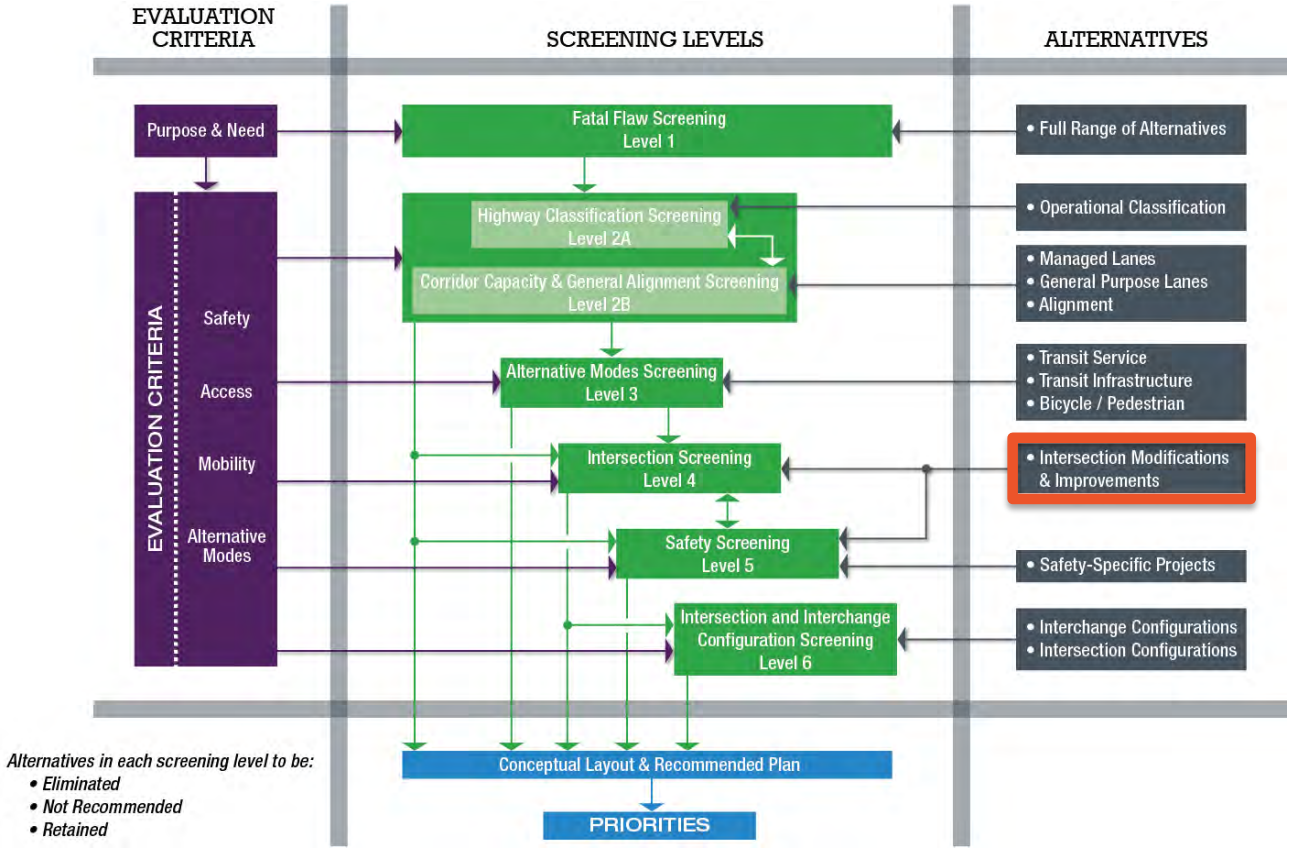


- No Transit service
- Commuter Rail
- Light Rail
- Bus Rapid Transit
- Commuter/Express Bus
- Expanded Human Service Transit

- No Transit infrastructure
- Separate transit guideway
- Bus Lane (only if managed lanes in Level 2A)
- Transit queue jumps
- Transit signal priority
- Transit stations/stops/amenities

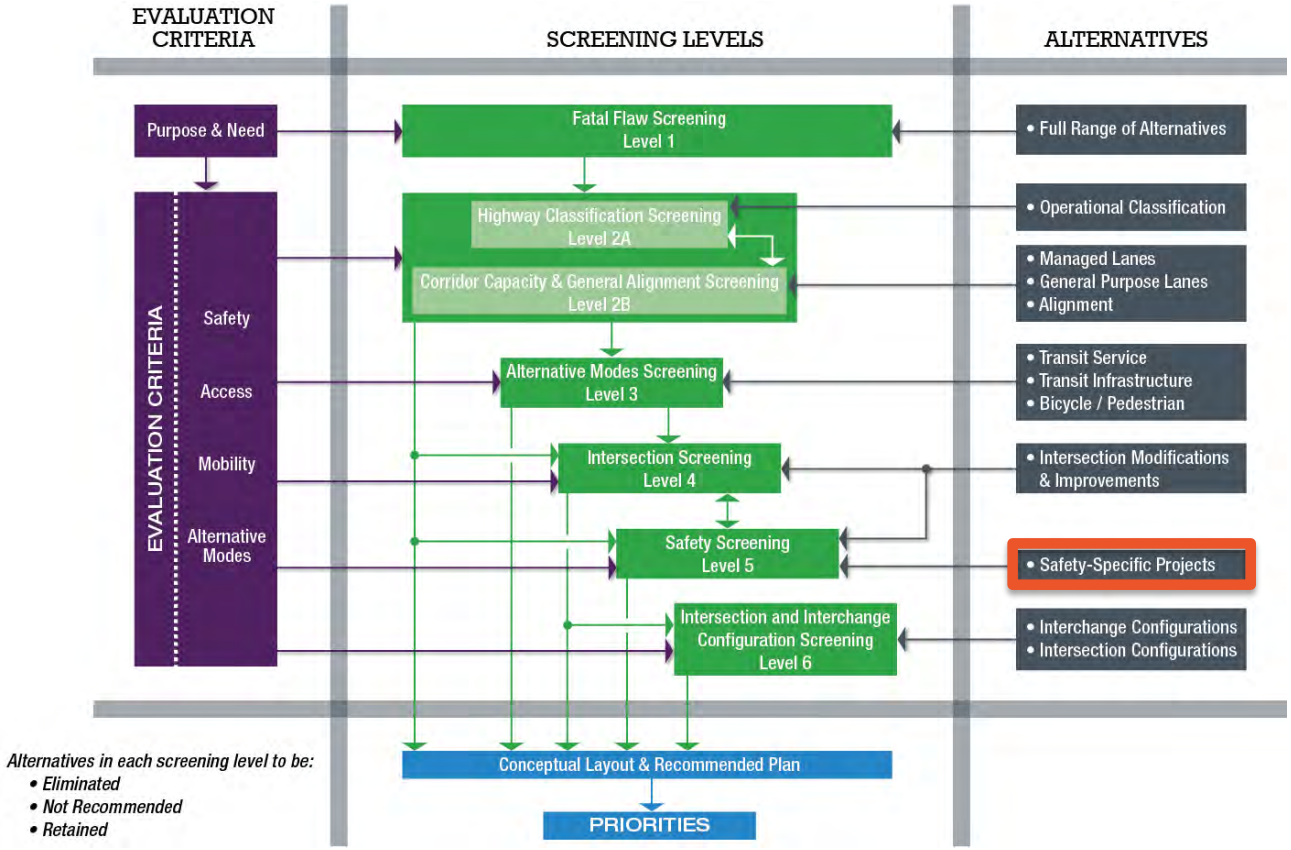
- No bicycle or pedestrian facilities
- Bike Lanes
- Sidewalks
- Sidepath
- South Platte River trail shared use path
- Parallel on-street bike route (local, county rds)
- Enhanced bike/ped crossings

Intersection Modifications & Improvements (Level 4)



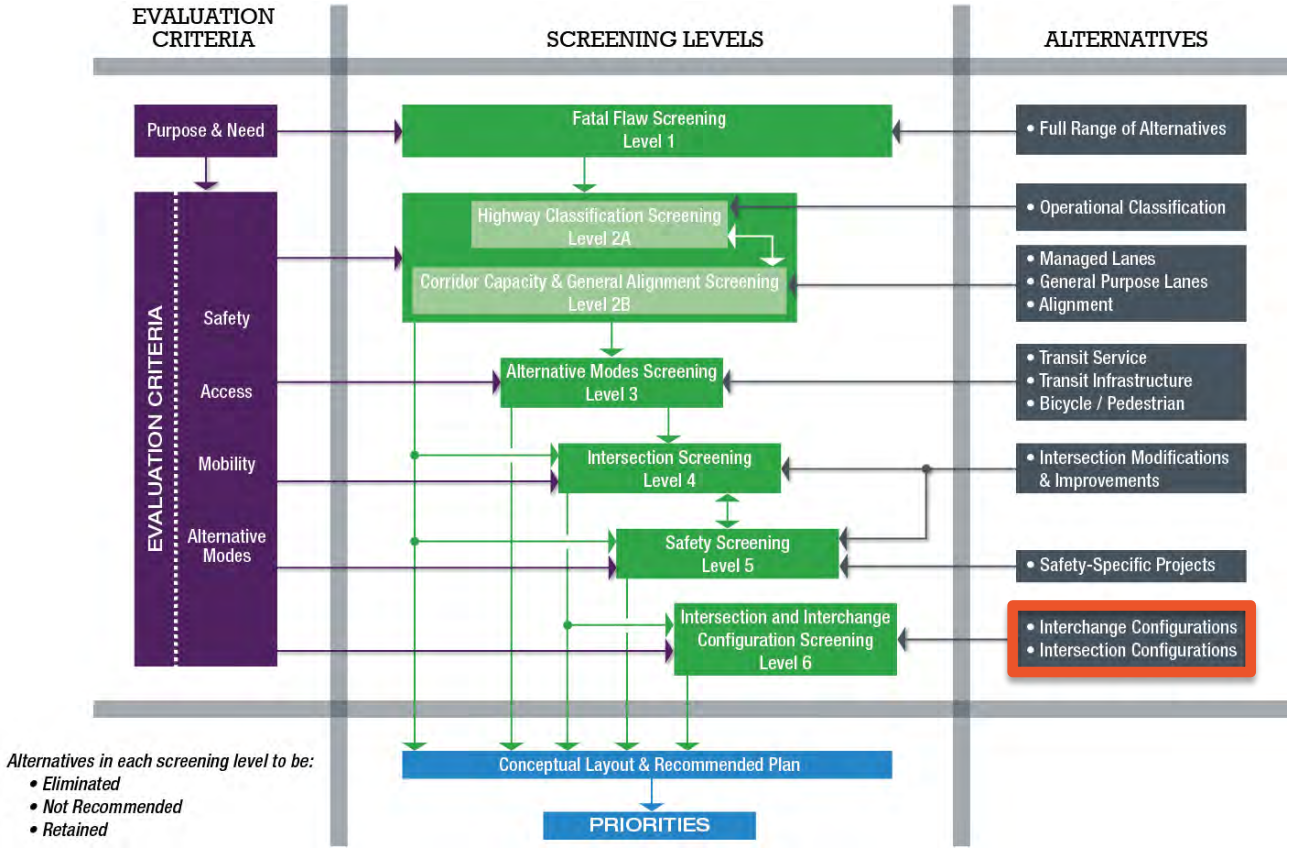
- No change
- Close access
- Partial closure
- Intersection reconfiguration
- Turn lane additions/extended storage
- Signalization
- Grade-separated crossing (no access)
- Alternative Mode intersection improvements *(depending on outcome of Level 3)*
- Intersection capacity improvements
- Interchange

Safety-Specific Projects (Level 5)



- Shoulders
- Guard rail/cable rail
- Signing
- Railroad crossings
- Other safety-specific design improvements

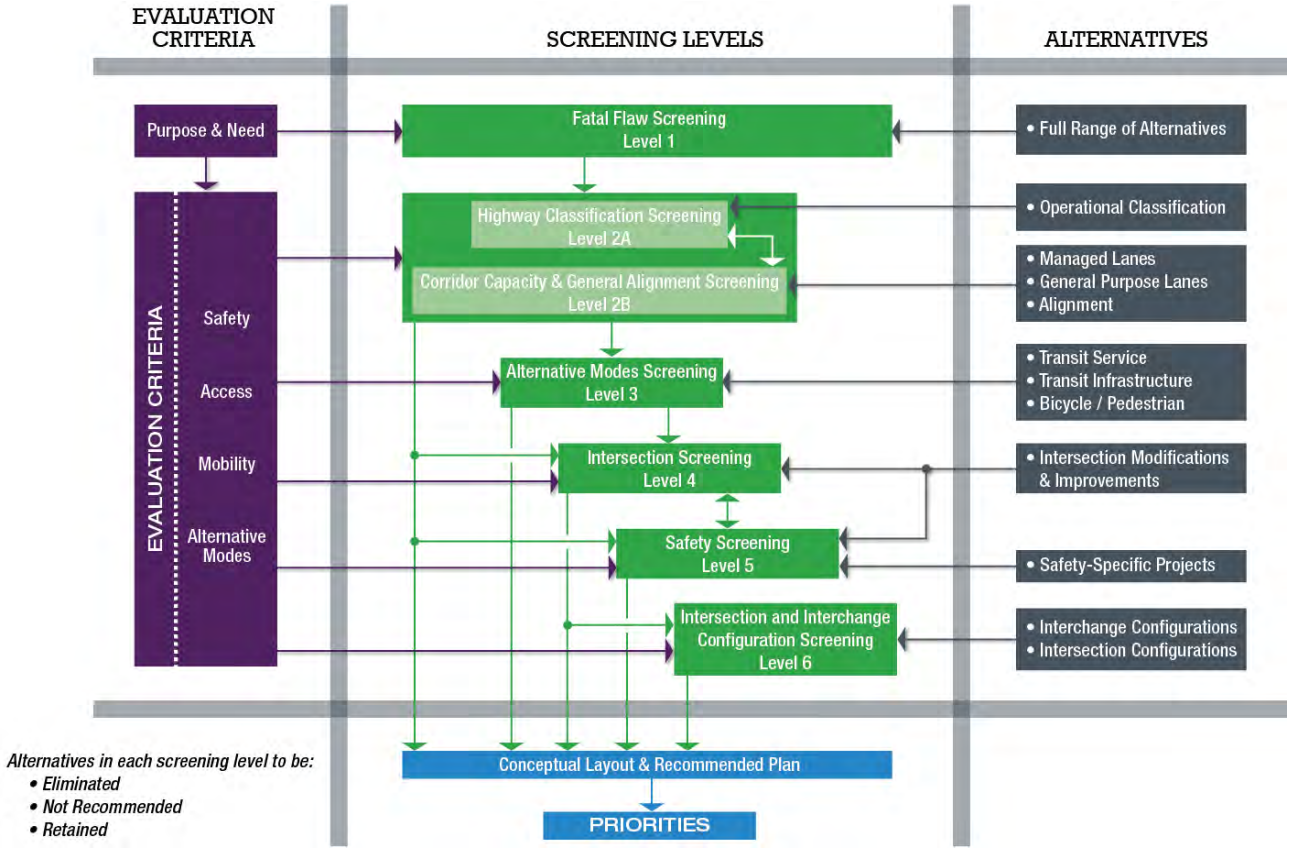
Interchange and Intersection Configurations (Level 6)



- Junior interchanges
- Diamond
- Diverging Diamond (DDI)
- Single Point Urban (SPUI)
- Full Cloverleaf
- Partial Cloverleaf
- Fully Directional
- Others (esp. for 85/34)

- Continuous Flow Intersection (CFI)
- Channelized Continuous Green Tee intersection
- Thru-turn intersections
- One-way Quad Signals

Other Corridor-wide Improvements



- ITS/Operations
- Travel Demand Management (TDM)

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Preliminary Level 1 Screening Results

Level I Screening

- Compared all alternatives against the four Purpose and Need Categories:
  - **Safety Problem:** Does the alternative improve existing and future conditions with respect to crash experience?
  - **Mobility Problem:** Does the alternative improve users' ability to move along and across US 85 currently and in the future?
  - **Access Problem:** Does the alternative improve access to decrease congestion in the corridor?
  - **Alternative Mode Problem:** Does the alternative address the current and future alternative transportation mode needs?

Alternative	**Safety Problem:** Does the alternative improve existing and future conditions with respect to crash experience?	**Mobility Problem:** Does the alternative improve users' ability to move along and across US 85 currently and in the future?	**Access Problem:** Does the alternative improve access to decrease congestion in the corridor?	**Alternative Mode Problem:** Does the alternative address the current and future alternative transportation mode needs?	Summary of Results	Additional Comments
Functional Class						
Freeway (F-W)	Yes	Yes	Yes	No	Retained	
Enhanced Expressway (E-X)	No	Yes	Yes	No	Retained	
Standard Expressway (R-A or R-B)	No	Yes	Yes	No	Retained	
Enhanced Arterial (NR-A)	No	Yes	Yes	No	Retained	
Arterial Roadway (NR-B)	No	Yes	Yes	No	Retained	
Main Street (NR-C)	No	No	No	Yes	Retained	
General Purpose Lanes						
No Additional General Purpose Lanes (No Action)	No	No	No	No	Retained	Retained to evaluate as baseline condition
2 Additional General Purpose Lanes	No	Yes	Yes	No	Retained	
Managed Lanes						
No Managed Lanes (No Action)	No	No	No	No	Retained	Retained to evaluate as baseline condition
HOV Lanes	No	Yes	Yes	No	Retained	
Toll Lanes	No	Yes	Yes	No	Retained	
HOT Lanes	No	Yes	Yes	No	Retained	
Truck Only Lanes	Yes	Yes	Yes	No	Retained	

Level I Screening Results – *DRAFT*

Alternatives Eliminated:

- Realigning US 85 to east (other than by-pass routes)
- Locating the RR within the median of US 85
- Commuter Rail
- Light Rail
- Bus Rapid Transit
- Separate Transit Guideway

Alternatives Retained:

- Carried forward for further evaluation
- Will not all be appropriate for the entire length of Us 85, and some may be a consideration for only short select sections.

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Level 2A Screening Criteria

Level 2A Screening Criteria – DRAFT

US 85 Operational Classification Alternative	Description	Average Prevailing Speed in MPH	Access Spacing	Intersection/Access Treatment Options	Multi-modal treatments
Freeway	High speed and high traffic volumes with limited, directional access	65	1 mile +	Grade Separation, directional access	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes
Enhanced Expressway	High speed and moderately high traffic volumes with limited and possible directional access	55-65	1 mile + for full movment, with possible RIRO at half mile	Grade separation, junior interchange, signalization, partial closure (turn restrictions), Continuous Green-T, ThrU Turn intersections, CFI, one-way quad	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes, pedestrian/bike crossings at signalized intersections, transit pull outs
Standard Expressway	Moderately high speeds and traffic volumes with limited access	55	1/2 mile , with possible RIRO at quarter mile	Junior interchange, signalization, partial closure (turn restrictions), Continuous Green-T, ThrU Turn intersections, CFI, one-way quad	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes, pedestrian/bike crossings at signalized intersections, transit pull outs

Level 2A Screening Criteria—DRAFT *(cont.)*

US 85 Operational Classification Alternative	Description	Average Prevailing Speed in MPH	Access Spacing	Intersection/Access Treatment Options	Multi-modal treatments
Enhanced Arterial	Moderately high speeds and traffic volumes with moderately limited access	45	1/2 mile for full movement intersections, with possible RIRO or 3/4 movement at quarter mile	Signalization, partial closure (turn restrictions), Continuous Green-T, ThrU Turn intersections, CFI	Grade separated pedestrian/bike crossings, pedestrian/bike crossings at signalized intersections, transit pull outs
Arterial Roadway	Moderate to low travel speeds and traffic volumes with moderate access	35	1/2 mile for full movement intersections, with possible 3/4 movement at quarter miles, and RIRO access for each parcel (should share access if possible)	Signalization, partial closure (turn restrictions), Continuous Green-T, ThrU Turn intersections, CFI, two-way stop control	Pedestrian/bike crossing signals, pedestrian/bike crossings at signalized intersections, transit pull outs
Main Street	Low travel speeds and traffic volumes with significant roadside development and access needs	25	one per parcel (should share access if possible)	Signalization, partial closure (turn restrictions), two-way stop control	Pedestrian/bike crossing signals, marked pedestrian/bike crossing, HAWK, pedestrian/bike crossings at signalized intersections, transit pull outs

Level 2A Screening Criteria—DRAFT

CDOT Performance Measures

- Travel Time Index (TTI)
- Planning Time Index (PTI)
- Daily Hours of Congestion
- Level of Service of Safety (LOSS)
- Intersection Crash Rate
- Access Control Plan
- Bicycle / Pedestrian
- Transit

Working on Relating to Purpose and Need Categories

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Next TAC and EC Meeting

Meeting

- EC Meeting; September 11th, 6:30 in Evans
- Next TAC meeting – October 7th
- Need a TAC volunteer to host

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Thanks!

MEETING MINUTES

Technical Advisory Committee (TAC) Meeting #4

August 12, 2014 1:00 PM - 3:00 PM

City of Brighton

Following is a summary of the presentation and discussion at the US 85 PEL TAC meeting. Questions and comments from TAC members are bulleted, and action items are noted with bold text.

Chris Fasching (FHU) welcomed the group and asked for a round of introductions. He then provided an overview of the day's agenda and what the project team has been working on since the last TAC meeting in May.

Summary of Public Meeting

Jenny Young (FHU) summarized the June 2014 public meetings and provided an overview of the input received during the three public meetings and on the project website.

- Myron Hora (CDOT Region 4) noted that North Front Range staff had complimented CDOT on the public meetings and indicated that they appreciated the outreach.
- Marcos Atamo (CDOT Region 1) asked if anything came up at the public meetings that could change the course or scope of the project. Chris Fasching responded that there was a lot of discussion about highway maintenance (which is outside the scope of the PEL), but nothing that was unexpected or would change course of the study.
- Eric Bracke (Greeley) noted that most of the words in the Word cloud (summarizing the public's three words describing the US 85 corridor) are negative.

Refined Purpose and Need

Alex Pulley (FHU) reiterated the importance of the Purpose and Need, described the refinements that have been made to the Purpose and Need over the last couple months to add more data to support the need statements.

- Eric Bracke (Greeley) asked if there were any location patterns for the bike and pedestrian crashes. Jenny Young responded that three intersections on the corridor has multiple bike and/or pedestrian crashes: US 85/Bromley Lane in Brighton, US 85/37th Street in Evans, US 85/22nd Street in Greeley
- Myron Hora (CDOT Region 4) noted that the access problem is closely tied to the mobility and safety problems – he wondered if there really are four problems, or just three. The group discussed the inter-related nature of the problems and the importance of calling out the access problem separately.

- Myron Hora (CDOT Region 4) asked about segment congestion versus intersection congestion. The project team noted that the Purpose and Need focuses on the level of congestion at intersections along the corridor because they drive the overall corridor congestion. The group agreed that **the Purpose and Need should also include some discussion about the corridor travel time** to address congestion over segments of the corridor.
- Steve Cook (DRCOG) noted that it will be interesting to see how improvements are considered on this long corridor that has such diverse needs.

Corridor Segmentation

Jamie Archambeau (Atkins) described the process of identifying natural breakpoints in the existing and future conditions data to divide the corridor into segments for the purpose of developing and evaluating alternatives. The project team found trends in the break points, which were then used to identify four corridor segments.

- Todd Hodges (Fort Lupton) asked if segments are driven by the east-west cross-streets at all. The project team responded that east-west cross-streets did not drive the segmentation process, but in some cases the cross-streets act as a breakpoint for levels of traffic, for example, so the cross-streets were considered based on their effect on the data used to identify breakpoints.
- Troy Renken (Platteville) noted that there is a large truck traffic pattern in Platteville travelling south on 85 because they can't travel east as a result of restrictions.
- Elizabeth Relford (Weld County) suggested that the breakpoints should be further north of Ft Lupton (CR 22) and further north of Greeley (maybe SH 392) to capture future growth areas. There was discussion and agreement from the group that the **segments should be adjusted to CR 22 and SH 392**.
- Kimberly Dall (Brighton) asked about the transitions between segments and stated that we don't want them to be too abrupt. The project team agreed that the transitions will be important and will need to be considered as the alternatives are developed.

Alternatives Screening Process and List of Alternatives

Jenny Young (FHU) walked the TAC through the alternatives screening process and the list of possible improvement alternatives.

- Myron Hora (CDOT Region 4) suggested adding the idea of a truck only lane at intersections, similar physically to a transit queue jump lane, but it would force trucks to use a single lane and not block other traffic during their slow acceleration. **The idea of a truck only lane at intersections will be added to the list of ideas**.
- Steve Cook (DROCG) noted that many items on the list are not really alternatives, but rather more of ideas or components. The group concurred; **the terminology will be updated**.

- Eric Bracke (Greeley) asked about **parallel facilities to US 85 and the local grid network, which will be added to the list of ideas.**
- Eric Bracke (Greeley) said that there is an expectation that the Access Control Plan (ACP) will be refreshed. Gloria Hice-Idler (CDOT Region 4) concurred, and said there will be an opportunity to amend ACP based on the recommendations of the US 85 PEL.
- Elizabeth Relford (Weld County) asked if, in refreshing the ACP, projects would be screened based on compliance with the ACP. The group agreed that the ACP needs to be recognized through the alternatives development and screening process, but the evaluation should also look beyond the recommendations in the ACP.

Preliminary Level 1 Screening Results

Alex Pulley (FHU) described the Level 1 (Purpose and Need or Fatal Flaw) screening and the ideas that have been proposed for elimination, including: realigning US 85 to the east, realigning northbound US 85 to the east of the railroad, commuter rail, light rail transit, bus rapid transit, and separate transit guiedeway.

- Eric Bracke (Greeley) stated that we should be careful about eliminating BRT because it was eliminated in the North I-25 EIS. Monica Pavlik (FHWA) agreed and said that the needs in the EIS are different, so that cannot be a reason for elimination.
- Steve Cook (DRCOG) noted that there are so many different flavors of BRT, we should probably keep it on the list for now since we still have managed lanes on the list. The group agreed that **BRT should be retained for further evaluation**.
- Troy Halouska (CDOT EPB) and Gloria Hice-Idler (CDOT Region 4) agreed that it is okay to use the ridership forecasts (from the EIS) as a reason to eliminate commuter rail and light rail.
- Elizabeth Relford (Weld County) suggested that we may want to consider potential preservation for long range transit within the US 85 ROW and what is feasible within the limits between the Platte River and the railroad.
- Gloria Hice-Idler (CDOT Region 4) said that a template for future ROW with separate guideway could be identified where developers couldn't put any structures within this space, but parking, landscaping, etc. would be okay.
- Danny Hermann (CDOT Region 1) stated that the ridership forecasts indicate that commuter rail and light rail do not meet purpose and need and should be eliminated as alternatives.
- Troy Halouska (CDOT EPB) suggested that we discuss the footprint and preservation for long range (beyond 2035) transit in land use section (not alternatives section).
- Monica Pavlik (FHWA) stated that the notion of corridor preservation that aligns with a vision that all the local agencies agree to is a very reasonable approach and could help with land use decisions along the corridor. She stated that we'll talk more about how to handle it in the report.

- Elizabeth Relford (Weld County) stated that a **corridor preservation map should be an outcome of this PEL**. The more planning that's done now will result in quicker implementation. This PEL should be a living document.
- Kimberly Dall (Brighton) stated that she would like to have a ROW footprint template for different types of interchanges, intersections. The project team agreed and said that this is planned.
- Gloria Hice-Idler (CDOT Region 4) noted that the corridor preservation may help with presentation to the public that future rail is not being precluded.
- TAC agreed to **eliminate commuter rail, light rail and separate transit guideway as alternatives in Level 1 screening and move the discussion of corridor preservation for future transit beyond 2035 into the land use discussion.**

Level 2A Screening Criteria

Jamie Archambeau (Atkins) provided definitions that the project team proposes using for the operational classifications. Level 2A will help to control the number of ideas that need to be considered in later screening levels.

- Elizabeth Relford (Weld County) asked how the team arrived at the speeds for the operational classifications. Jamie Archambeau stated that they are generalized to provide some definition to compare and are prevailing speeds, not posted speeds.
- Gloria Hice-Idler (CDOT Region 4) noted that none of the towns have posed speed as low as 25 mph; may need to define prevailing speed; or **generalize as Low, Medium, High.**

Next TAC and EC Meetings
EC meeting – September 11th at 6:30 in Evans
Next TAC meeting – October 7th Eaton – coordinate with Jeff, Weld County as back up location

Next TAC and EC Meetings

The next EC meeting will be on September 11th in Evans at 6:30 PM.

The next TAC meeting will be on October 7th Eaton has volunteered to host this meeting.

More information about both meetings will be sent via email.

Attachments:

US 85 PEL TAC powerpoint presentation

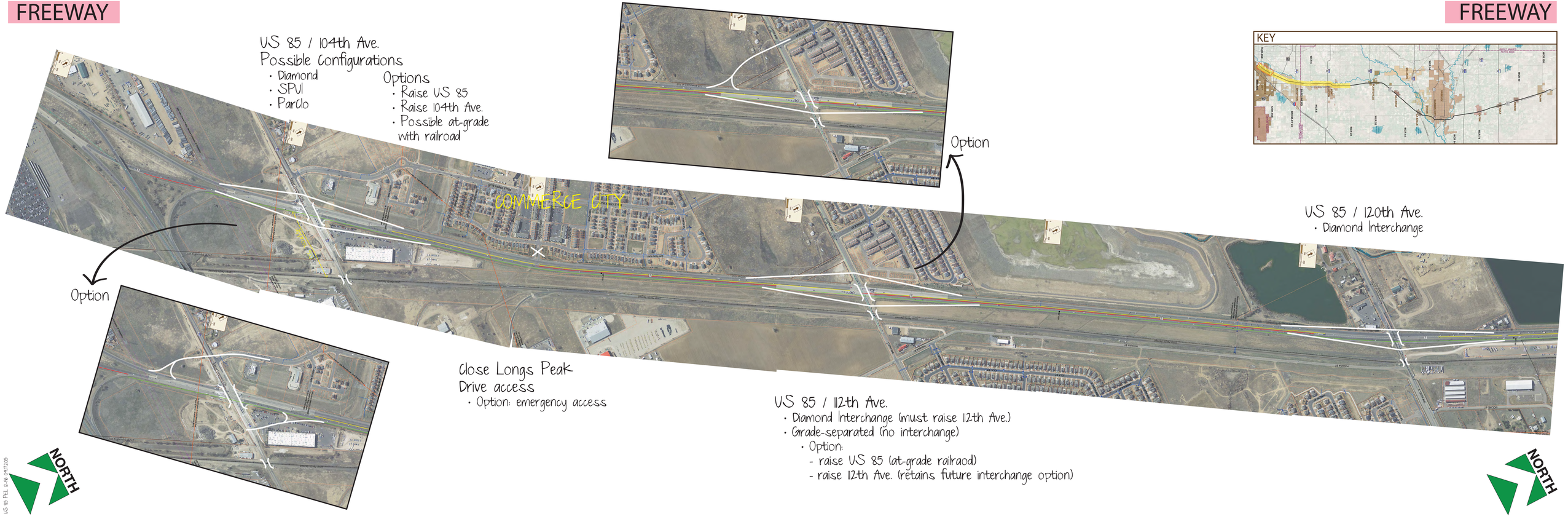
Meeting handouts

Sign-in sheets

Section 1A

I-76 to North of 120th Avenue

FREEWAY



Section 1A

I-76 to North of 120th Avenue

FREEWAY

US 85 PEL 12-AN 04/17/2015

Section 1B

124th Avenue to North of 144th Avenue

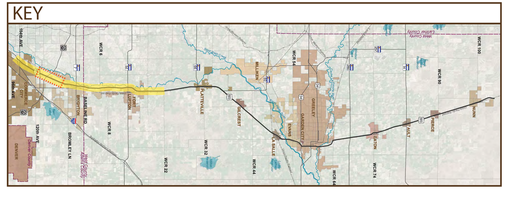
FREEWAY

Section 1B

124th Avenue to North of 144th Avenue

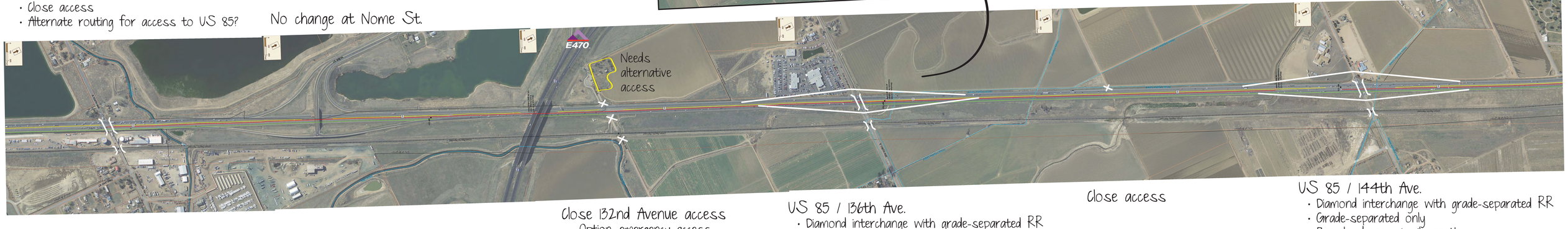
FREEWAY

Option



US 85 / 124th Ave.
- Grade-separated (US 85 & UPRR)
- Close access
- Alternate routing for access to US 85?

No change at Nome St.



Close 132nd Avenue access
- Option: emergency access

US 85 / 136th Ave.
- Diamond interchange with grade-separated RR
- Loop ramp in northwest quadrant to avoid development

Close access

US 85 / 144th Ave.
- Diamond interchange with grade-separated RR
- Grade-separated only
- Bromley Lane - 1 mile north
- 136th Ave. - 1 mile south
- Close?

NORTH

NORTH

US 85 PEL 12-26-04&2.05

Section 1C

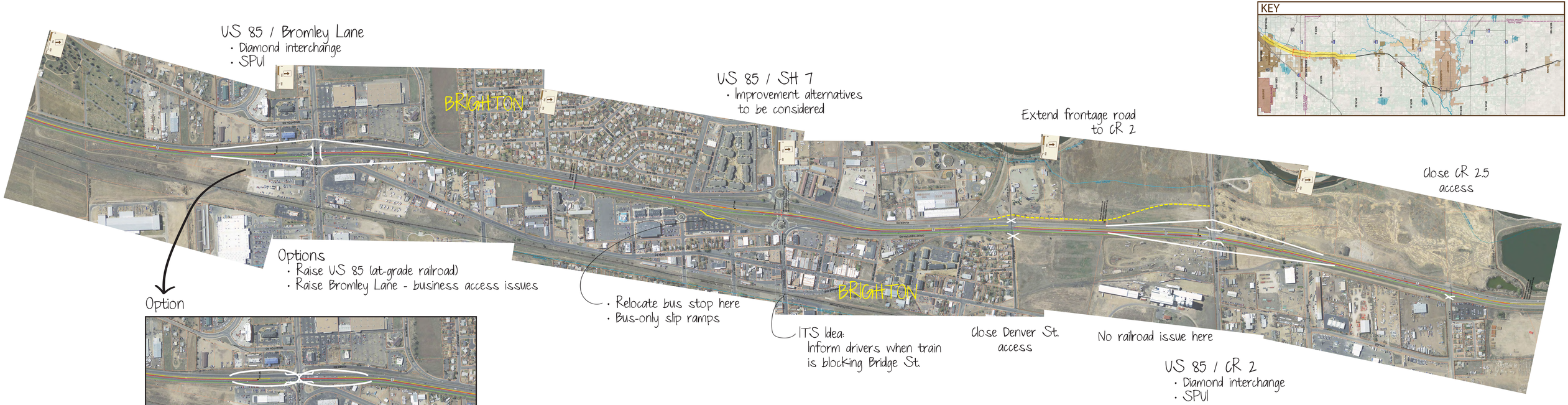
South of Bromley Lane to North of CR 2.5

FREEWAY

Section 1C

South of Bromley Lane to North of CR 2.5

FREEWAY



NORTH

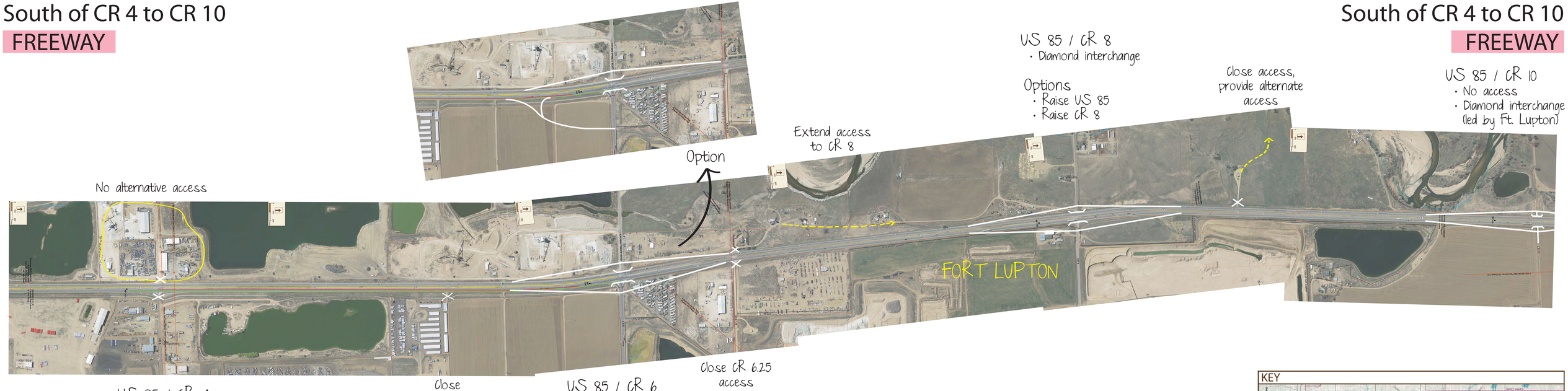
NORTH

US 85 PEL 12-26 04/17/20

Section 1D

South of CR 4 to CR 10

FREEWAY



NORTH

Section 1D

South of CR 4 to CR 10

FREEWAY

NORTH

US 85 PEL 12-96 04/17/2015

Section 1E

North of CR 10 to CR 16

FREEWAY

Section 1E

North of CR 10 to CR 16

FREEWAY

NORTH

NORTH

US 85 PEL 12-16 04/17/20

Section 1F

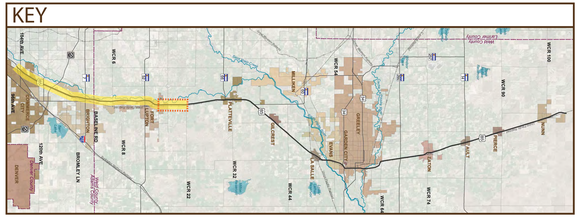
North of CR 16 to CR 22

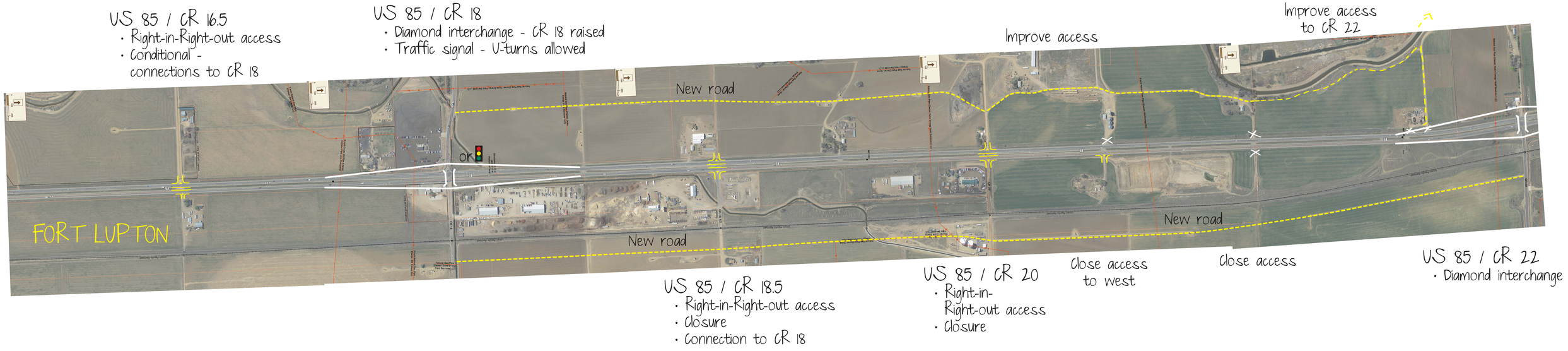
ENHANCED EXPRESSWAY

Section 1F

North of CR 16 to CR 22

ENHANCED EXPRESSWAY





NORTH

NORTH

US 85 PEL 12-14 04/17/2015

Section 2A

South of WCR 22.5 to South of CR 30 in Platteville

ENHANCED EXPRESSWAY

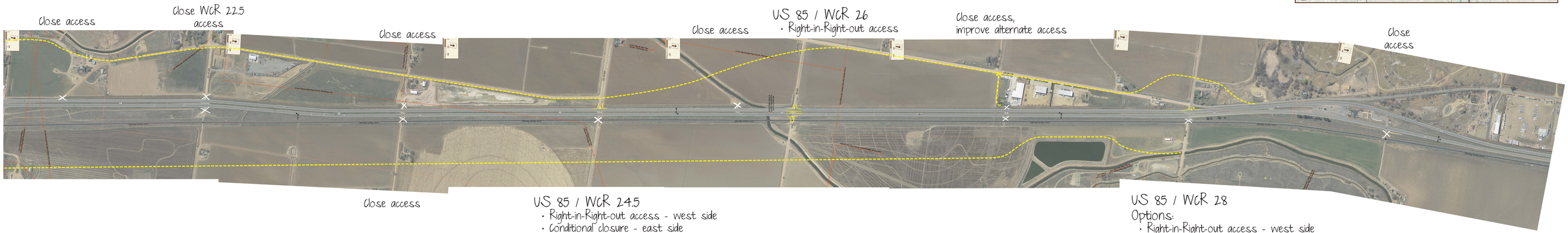
Conceptual Improvement Options

Section 2A

South of WCR 22.5 to South of CR 30 in Platteville

ENHANCED EXPRESSWAY

Add parallel frontage roads east and west of US 85 between WCR 22 and WCR 28 (location to be determined)



NORTH

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US 85 PEL 2-26 04.12.20

Section 2B

WCR 30 in Platteville to SH 60

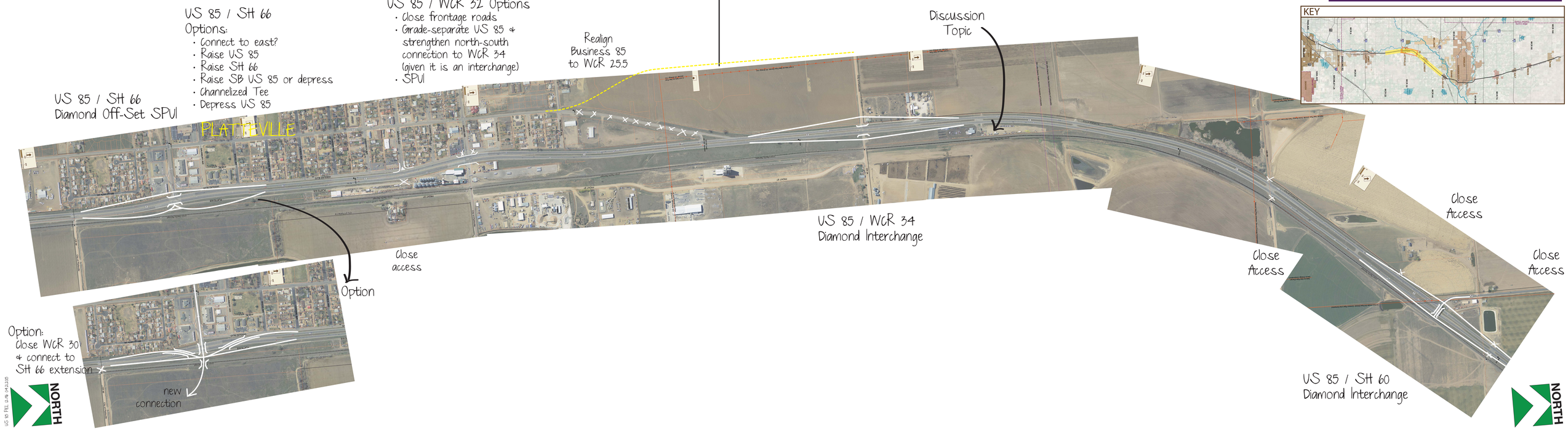
STANDARD EXPRESSWAY

Conceptual Improvement Options

Section 2B

WCR 30 in Platteville to SH 60

ENHANCED EXPRESSWAY



Section2C

North of SH 60 to North of WCR 42

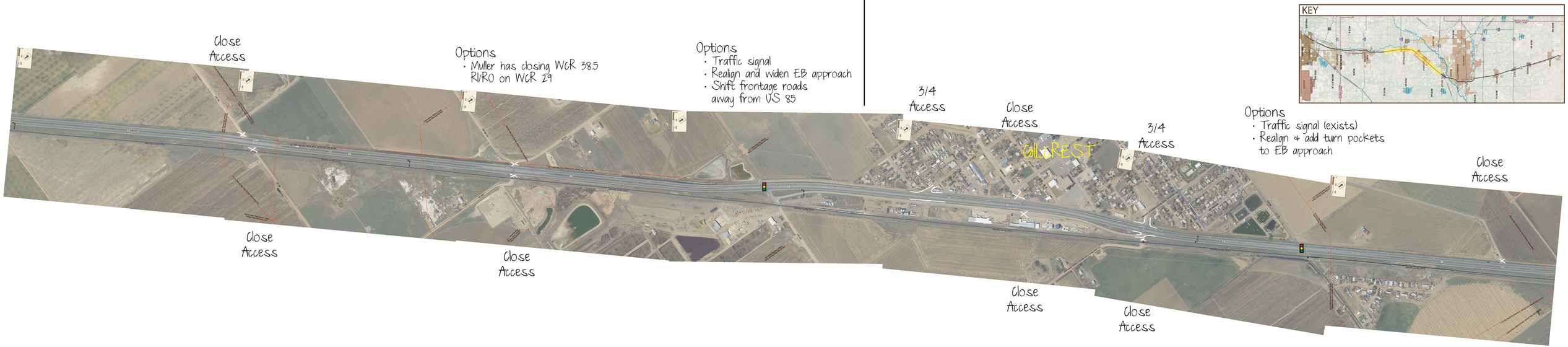
ENHANCED EXPRESSWAY

Conceptual Improvement Options

Section 2C

North of SH 60 to North of WCR 42

STANDARD EXPRESSWAY



NORTH

NORTH

US 85 PEL 2-16 04.22.20

Section 2D

South of WCR 33 to North of WCR 48

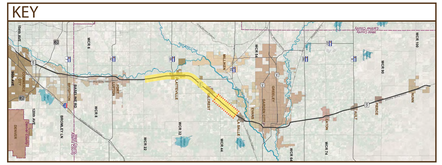
STANDARD EXPRESSWAY

Conceptual Improvement Options

Section 2D

South of WCR 33 to North of WCR 48

STANDARD EXPRESSWAY



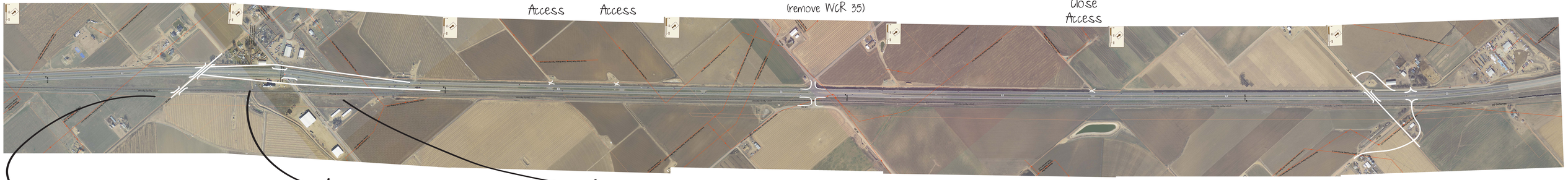
Options
- US 85 / WCR 44 Diamond Interchange
- WCR 33 grade separation

Close Access

Close Access

Options
- 3/4 movement (remove WCR 35)

Close Access



Options
- US 85 / WCR 33 Diamond Interchange
- WCR 44 grade separation

Options
- US 85 / WCR 33 Loop Ramp Interchange
- WCR 44 grade separation

Options
- US 85 / WCR 33 Right-in/Right-out
- WCR 44 grade separation

US 85 / WCR 48 Options
- Realign accesses
- Right-in/Right-out only

NORTH

NORTH

US 85 PEL 2-16 04.22.20

Section 3A

UPRR Bridge South of LaSalle to North of 37th Street in Evans

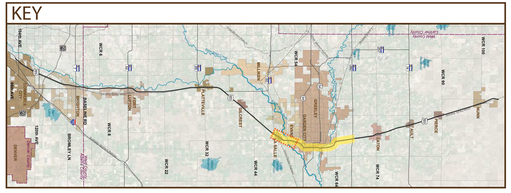
STANDARD EXPRESSWAY

Conceptual Improvement Options

Section 3A

UPRR Bridge South of LaSalle to North of 37th Street in Evans

STANDARD EXPRESSWAY



NORTH

NORTH

US 85 PEL 12-26 04.22.06

Section 3B

31st Street to North of 5th Street in Greeley

STANDARD EXPRESSWAY

Conceptual Improvement Options

Section 3B

31st Street to North of 5th Street in Greeley

STANDARD EXPRESSWAY

US 85 PEL 12-16 04.12.05

Section 3C

North of CR 41 to North of SH 392

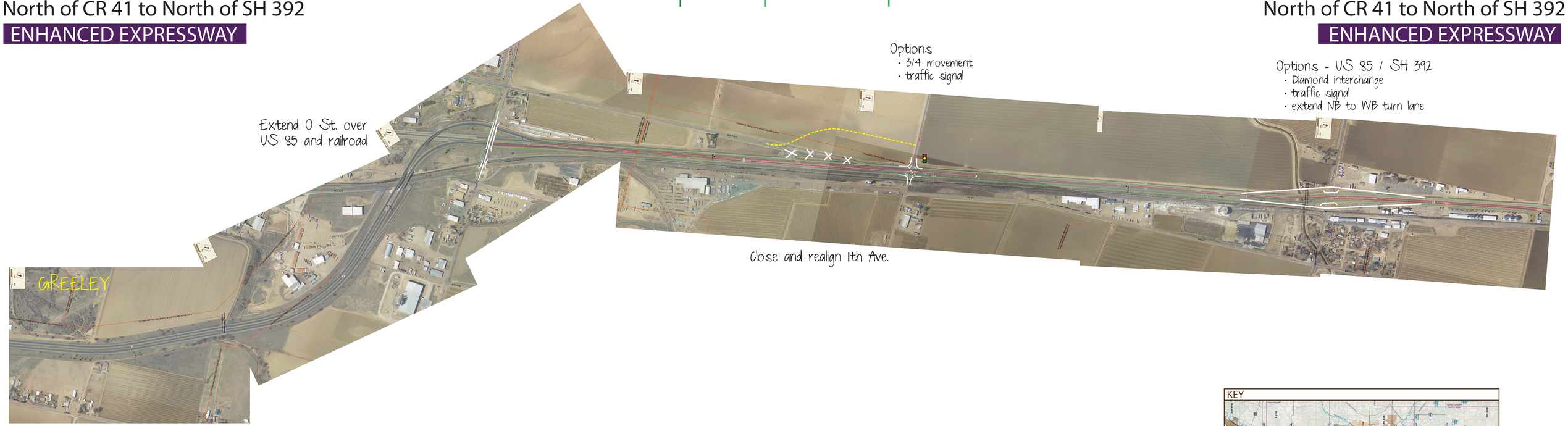
ENHANCED EXPRESSWAY

Conceptual Improvement Options

Section 3C

North of CR 41 to North of SH 392

ENHANCED EXPRESSWAY



NORTH

NORTH

US 85 PEL 2.4b 042120

Section 4A

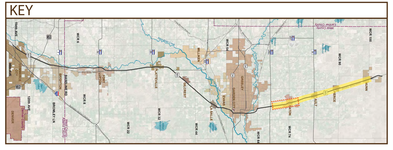
South of WCR 70 to North of WCR 76

Conceptual Improvement Options

Section 4A

South of WCR 70 to North of WCR 76

STANDARD EXPRESSWAY — MAIN STREET — STANDARD EXPRESSWAY



NORTH

NORTH

Section 4B

WCR 78 to North of WCR 84

STANDARD EXPRESSWAY

Conceptual Improvement Options

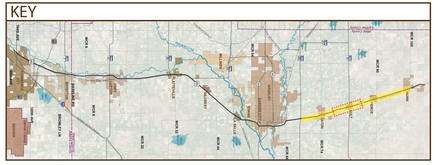
MAIN STREET

Section 4B

WCR 78 to North of WCR 84

RURAL HIGHWAY

KEY



Close access

Close through-access (WCR 80)

Pedestrian improvements

Option

- Eaton to Nunn - improved shoulders

NORTH

NORTH

Section 4C

South of WCR 86 to North of WCR 92

RURAL HIGHWAY

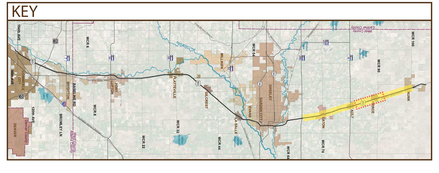
Conceptual Improvement Options

ARTERIAL

Section 4C

South of WCR 86 to North of WCR 92

RURAL HIGHWAY



Option
- Eaton to Nunn - improved shoulders

Option
- Eaton to Nunn - improved shoulders

NORTH

NORTH

Section 4D

South of CR 94 to CR 100

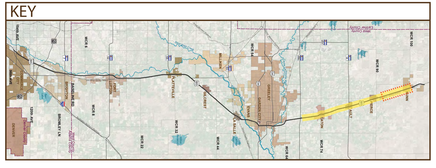
RURAL HIGHWAY

Conceptual Improvement Options

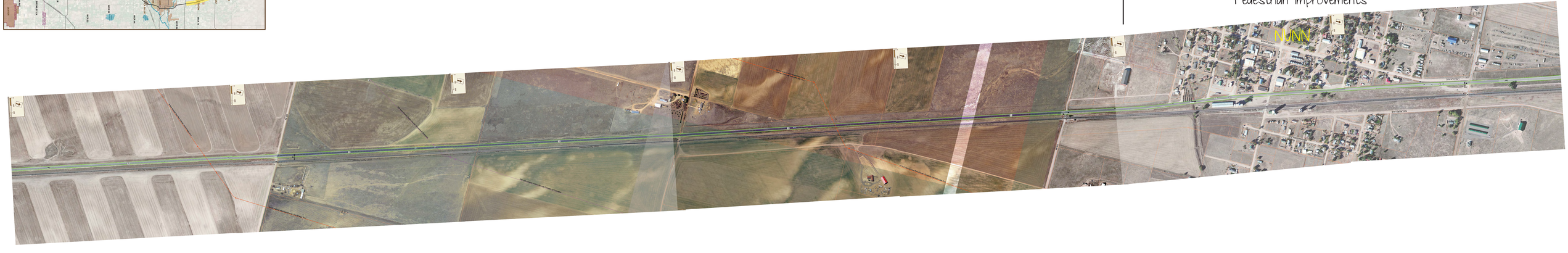
Section 4D

South of CR 94 to CR 100

ARTERIAL



Pedestrian improvements



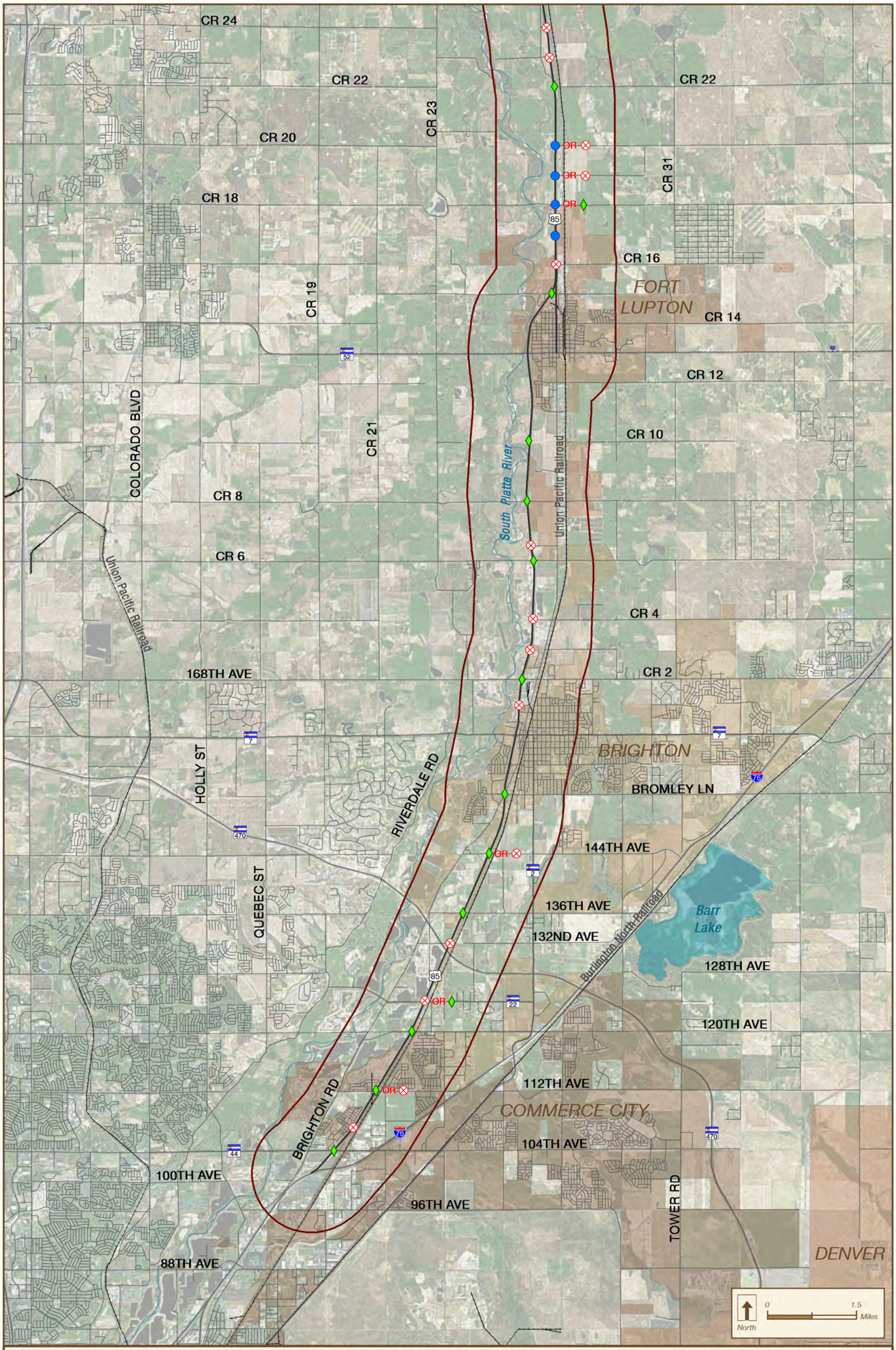
Option
- Eaton to Nunn - improved shoulders

Option
- Eaton to Nunn - improved shoulders

NORTH

NORTH

US 85 PEL 2-96 04122100



Interchange/Grade Separation
Intersection Modification
Closure
Project Alignment
Railroad
Rivers/Streams
LAKES
Study Area

DRAFT

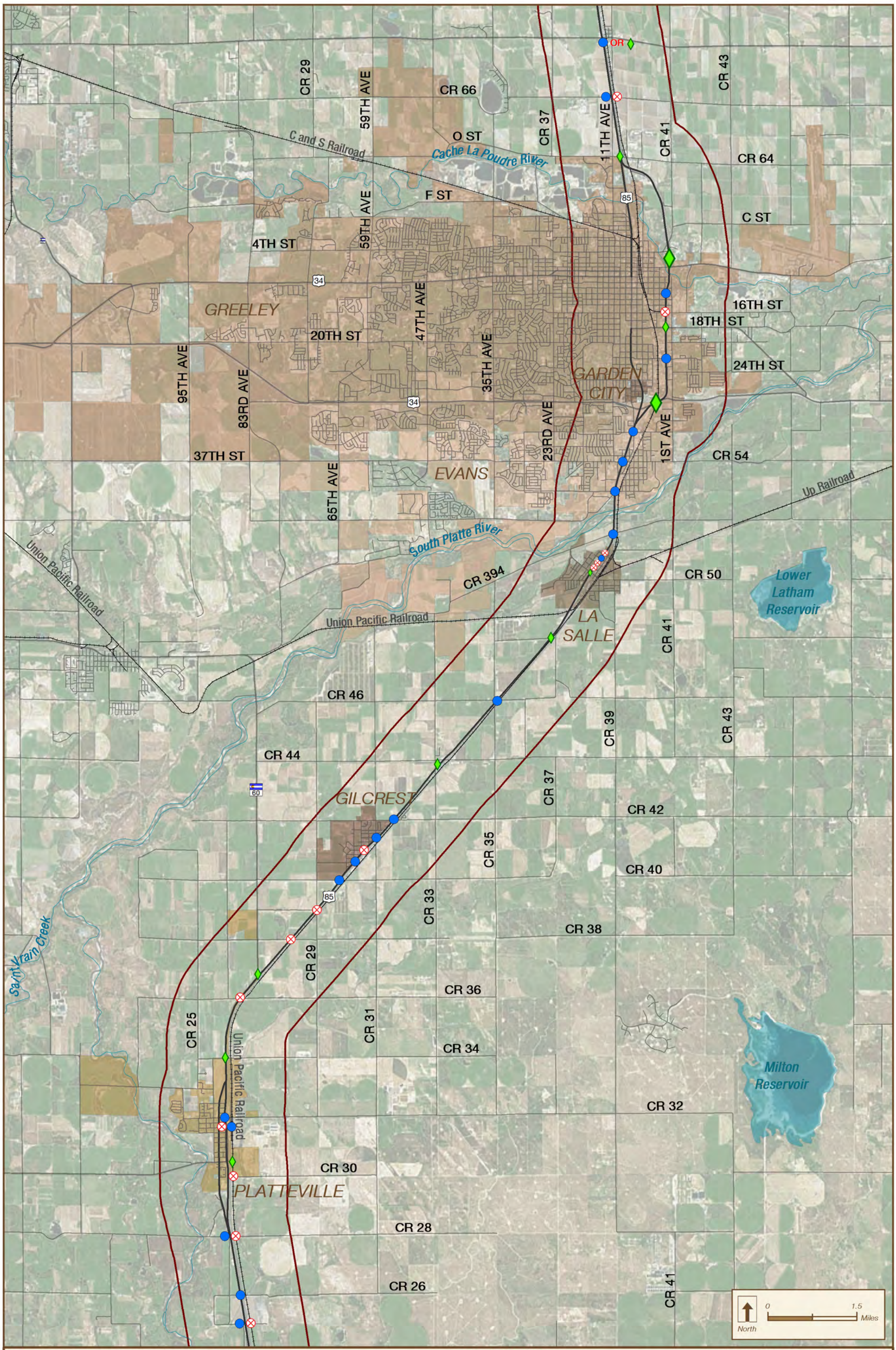
Note:
These recommendations must be discussed with the local municipalities before they can be considered final.

Potential Intersection Improvements

Sheet 1

US 85 PEL

Adams and Weld Counties, CO



Interchange/Grade Separation
Intersection Modification
Closure
Project Alignment
Railroad
Rivers/Streams
LAKES
Study Area

DRAFT

Note:
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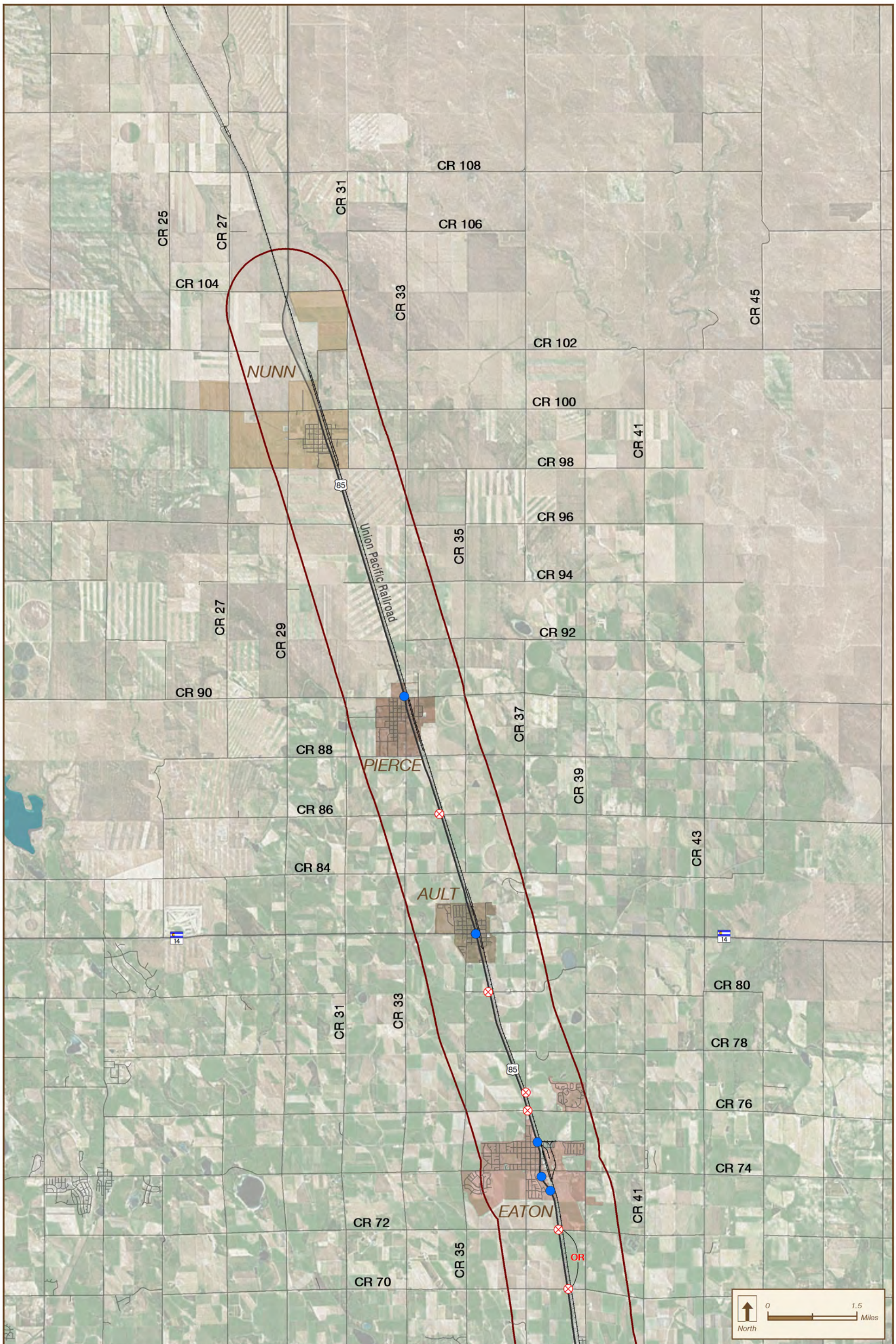
Potential Intersection Improvements

Sheet 2

US 85 PEL

Adams and Weld Counties, CO



Interchange/Grade Separation
Intersection Modification
Closure
Project Alignment
Railroad
Rivers/Streams
LAKES
Study Area

DRAFT

Note:
These recommendations must be discussed with the local municipalities before they can be considered final.

Potential Intersection Improvements
Sheet 3
US 85 PEL
Adams and Weld Counties, CO

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US 85 Planning and Environmental Linkages Study

April 20, 22, & 23 Technical Advisory (TAC) Meeting

Brighton, Gilcrest, LaSalle, & Ault, CO

Agenda

- Introductions
- Activities Summary & Meeting Goal
- Overall Screening Process
- Level 2A & 2B Screening Review and Discussion
- Discussion of Potential Improvements
- Next TAC and EC meetings

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Activities Summary & Meeting Goals

Activity Summary & Meeting Goals

Since last TAC meeting

- Executive Committee Meeting
- Contract Delays
- Project Team Improvement Identification & initial evaluation
- CDOT Meetings with Union Pacific Railroad

Screening

- Level 1 - Assessed all improvement alternatives.
- Level 2a - Evaluated all operational classifications by section
- Level 2b – Further evaluated short-list of classifications. Coupled lane widening with classifications.
- Received Feedback on Level 2

Overview of Executive Committee Meeting

- Reviewed Screening
- Expressed Concerns
  - Six-Lane Section through Platteville
  - Impacts to Communities
  - Managed Lanes Detrimental to Economy
  - Don't allow travelers to move too quick through towns
- Discussion
  - Desire of bicycle mobility through LaSalle, Evans, & Greeley
  - Focus on safety at WCR 22
  - Difference between ACP & PEL

Meeting Goals

This meeting – HEAR FROM YOU on Potential Improvements

- First cut of improvements by section
- Each section needs TAC input/reaction

Meeting Goals

- Provide initial set of improvements
- Feedback on implications of improvements
- Additional/Alternation of improvements
- US 85 elevated or cross street elevated?

Meeting Goals for *Next* Meeting

- Specific Interchange configurations
- Minimization of physical impacts

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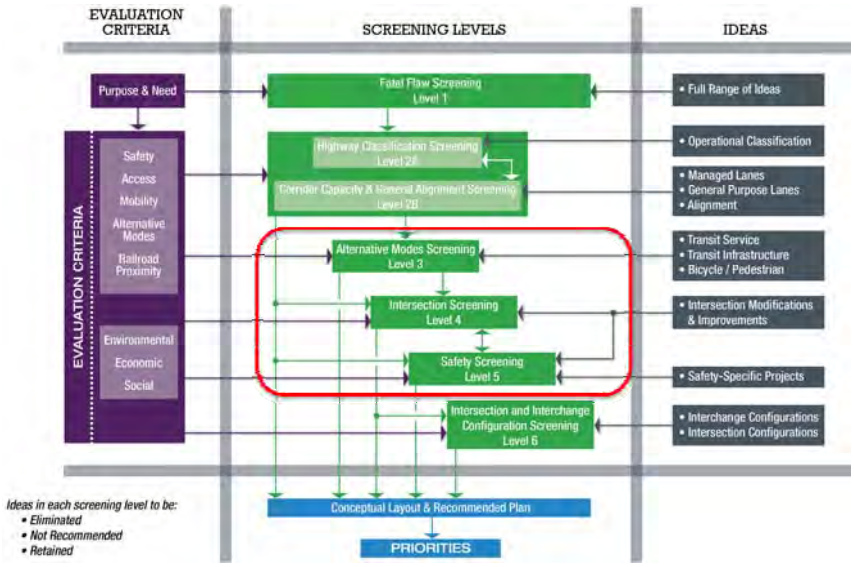
Overall Screening Process

Alternatives Screening Process



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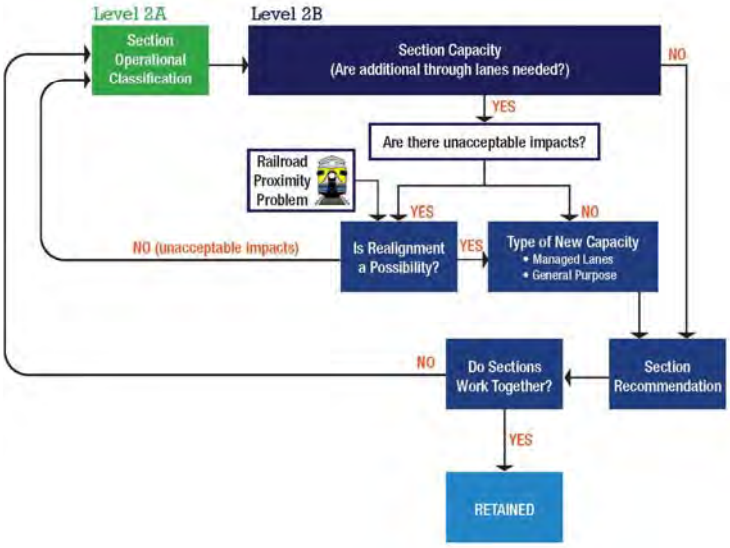
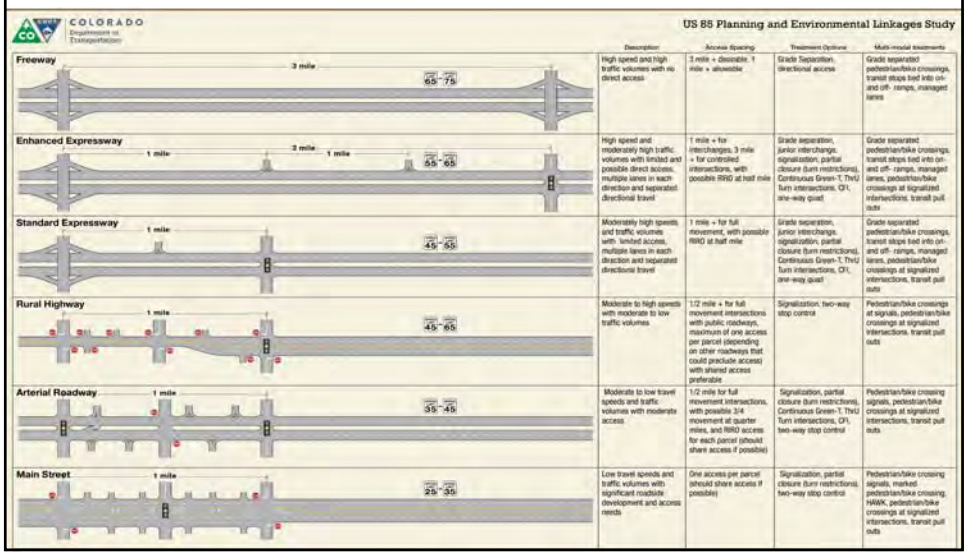
Level 2A & 2B Screening Review

Level 2 Screening



Level 2A Operational Classifications

Not directly related to CDOT Access Categories



Level 2A Screening Criteria

Mobility

- Travel Time Index (TTI)
  - Ratio of the time spent in traffic during peak traffic times as compared to travel times in light traffic.
  - TTI value of 1.25 is goal

Safety

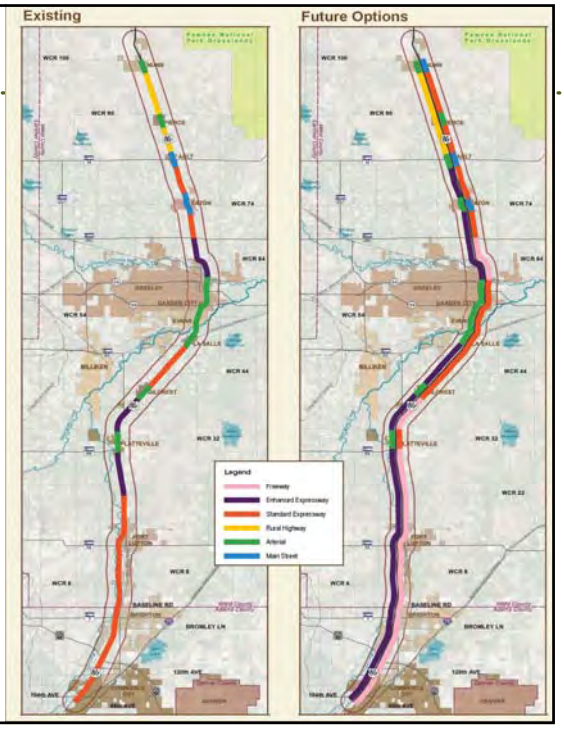
- Level of Service of Safety (LOSS)
  - LOSS I = Retain the existing operational classification and the next classification down
  - LOSS II = Retain the existing operational classification
  - LOSS III = Retain the existing operational classification and the next classification up
  - LOSS IV = Retain the next classification up

Access

- Classification consistent with the intent of the ACP = Retained
- Classification not consistent with the intent of the ACP = Eliminated

Level 2A Screening Results

- Two Potential Classifications per Section
- Each Classification Analyzed in Level 2B



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Level 2B Screening Methodology & Results

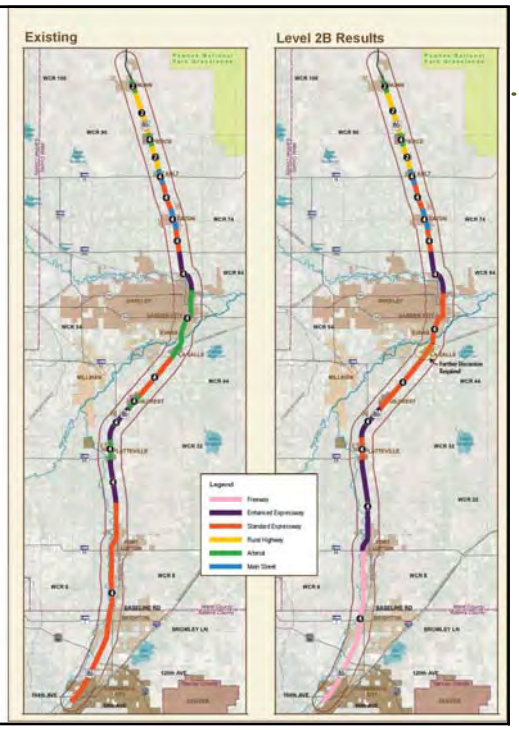
Level 2B Screening Criteria

Purpose & Need

- Mobility
- Access
- Safety
- Railroad
- Alternative Modes
- Natural & Cultural Environment
- Community

Level 2B Results—Overall

- 4 lanes through Ault
- 2 lanes north of Ault



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Improvement Walk-Through

Information Available Today

- Mobility information
  - Travel Time Index—AM/PM
  - Intersection Levels of Service—AM /PM
- Roll Plots
  - *VERY* Conceptual Improvements
  - Options available

Meeting Goals

Meeting Goals

- Provide initial set of improvements
- Feedback on implications of improvements
- Additional/Alternation of improvements
- US 85 elevated or cross street elevated?
- Other Improvement Options?

Goals for *Next* Meeting

- Specific Interchange configurations
- Minimization of physical impacts

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Next TAC and EC Meeting

Upcoming Meetings

- EC Meeting; June 11th, 6:30 PM
- Next TAC meeting –
  - Section-specific meetings (4)
  - Late May 2015

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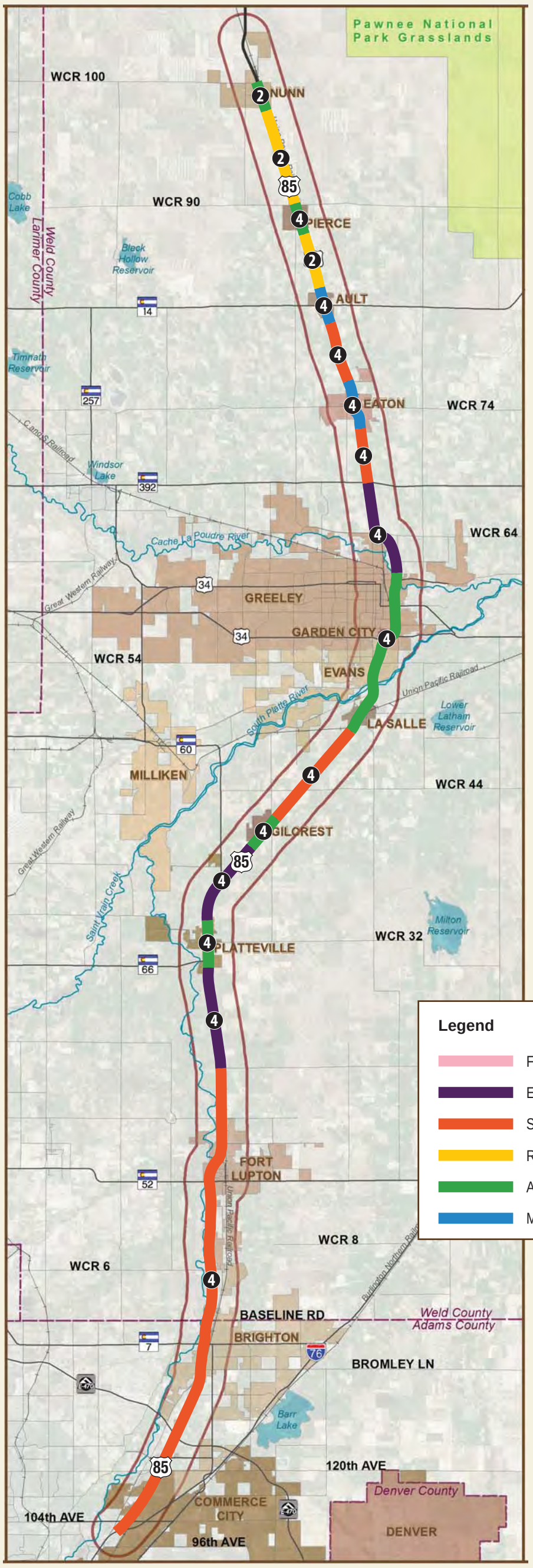
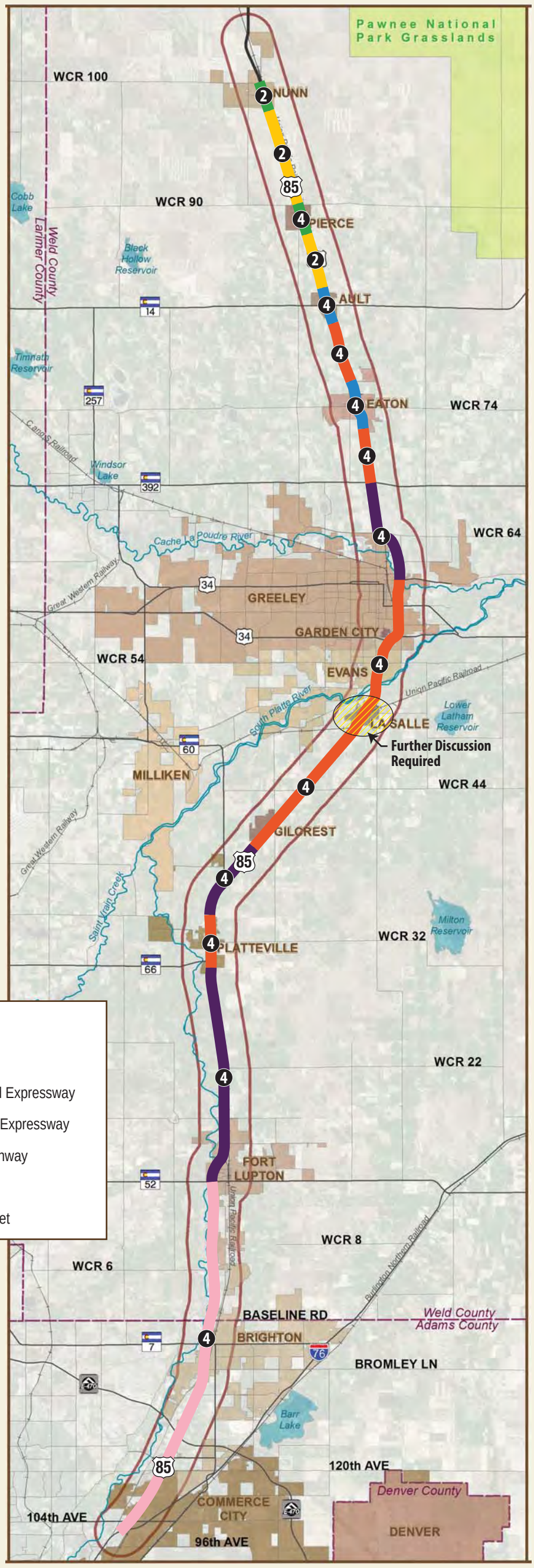
Thanks!

Existing



Level 2B Results



Recommended Operational Classifications

COLORADO Department of Transportation

project team

TAC

Technical Advisory Committee Meeting 6

May 27, 2015 10:00 AM –12:00 PM
Adams County Government Center
4430 S. Adams County Parkway

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1 Jim Hansen Affiliation: Atkins			
2 Jamie Archuleta Affiliation: Atkins			
3 ANDREW HOLTON Affiliation: ATKINS			
4 Jeanne Shreve Affiliation: Adams Cty			
5 Chris Fasching Affiliation: FHU			
6 Alyssa Knutson Affiliation: City of Fort Lupton			

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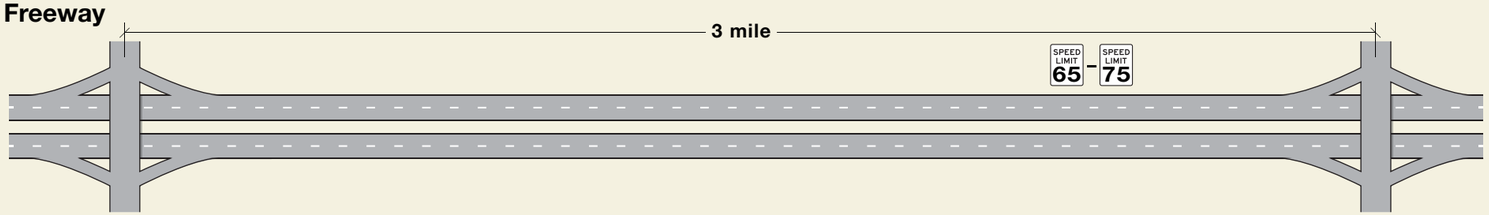
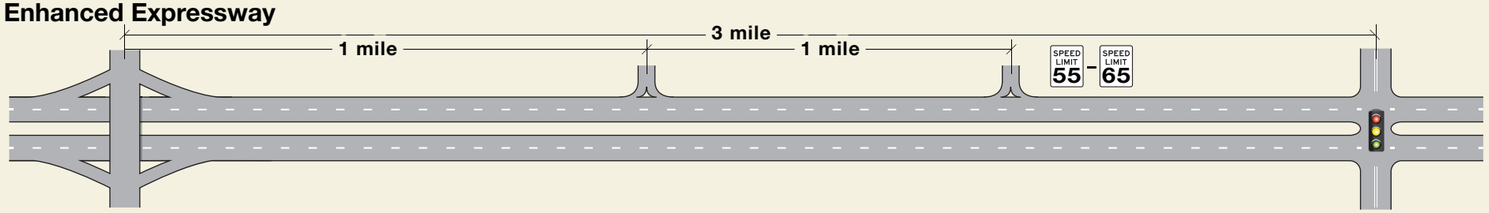
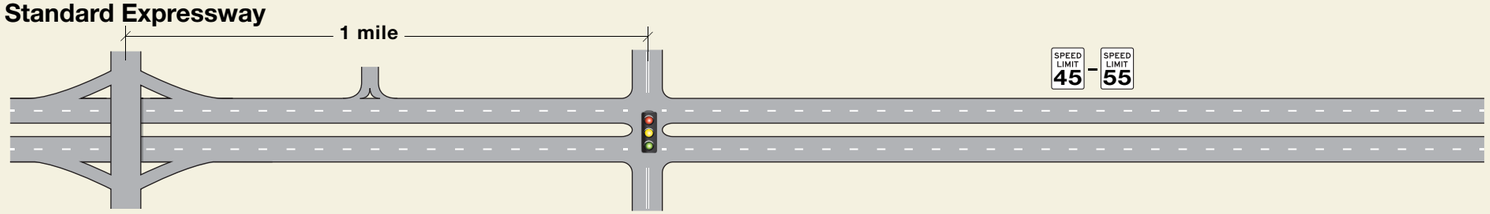
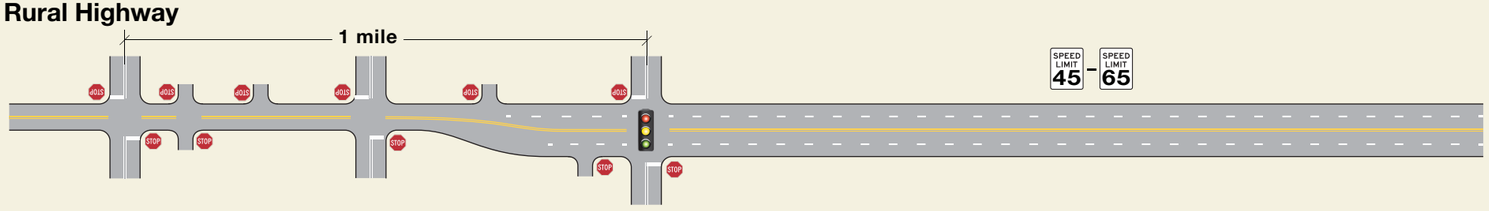
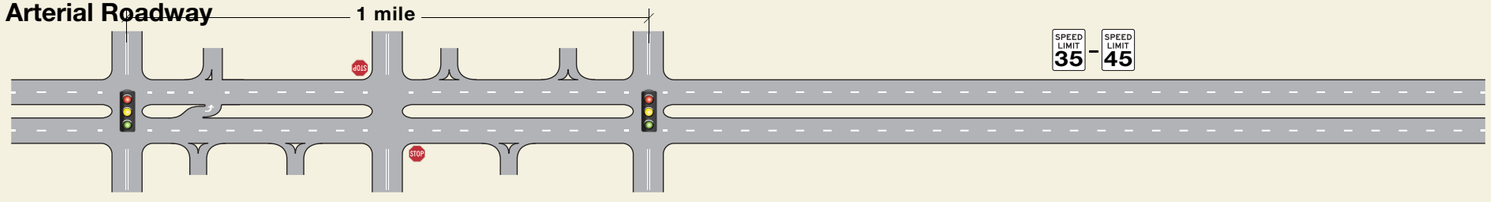
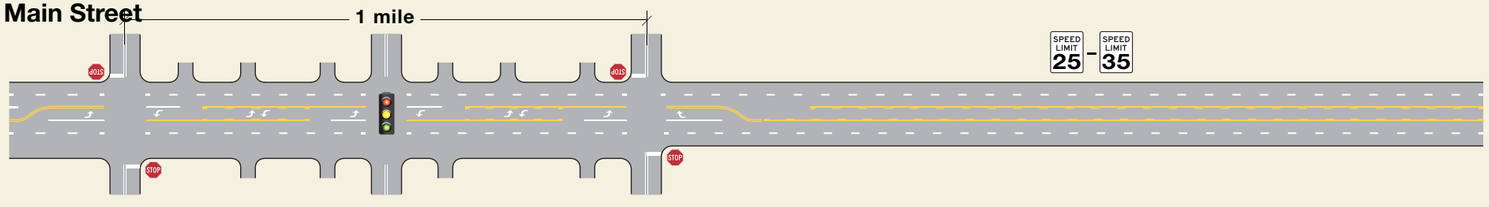
Technical Advisory Committee Meeting 6

May 27, 2015 10:00 AM –12:00 PM
Adams County Government Center
4430 S. Adams County Parkway

NAME / AFFILIATION	ADDRESS, CITY, ZIP CODE	PHONE:	E-MAIL ADDRESS
7 Alex Pulley Affiliation: FHU	6300 S. Syracuse Wy #600 Centennial, CO 80111	303-721-1440	
7 Jim Flesher Affiliation: Weld Public Works			
7 Kimberly Dall Affiliation: Brighton			
7 Gloria Hice-Idler Affiliation: CDOT			
11 Affiliation:			
12 Affiliation:			

COLORADO
Department of Transportation

US 85 Planning and Environmental Linkages Study

	Description	Access Spacing	Treatment Options	Multi-modal treatments
Freeway 	High speed and high traffic volumes with no direct access	3 mile + desirable, 1 mile + allowable	Grade Separation, directional access	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes
Enhanced Expressway 	High speed and moderately high traffic volumes with limited and possible direct access, multiple lanes in each direction and separated directional travel	1 mile + for interchanges, 3 mile + for controlled intersections, with possible RIRO at half mile	Grade separation, junior interchange, signalization, partial closure (turn restrictions), Continuous Green-T, ThrU Turn intersections, CFI, one-way quad	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes, pedestrian/bike crossings at signalized intersections, transit pull outs
Standard Expressway 	Moderately high speeds and traffic volumes with limited access, multiple lanes in each direction and separated directional travel	1 mile + for full movement, with possible RIRO at half mile	Grade separation, junior interchange, signalization, partial closure (turn restrictions), Continuous Green-T, ThrU Turn intersections, CFI, one-way quad	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes, pedestrian/bike crossings at signalized intersections, transit pull outs
Rural Highway 	Moderate to high speeds with moderate to low traffic volumes	1/2 mile + for full movement intersections with public roadways, maximum of one access per parcel (depending on other roadways that could preclude access) with shared access preferable	Signalization, two-way stop control	Pedestrian/bike crossings at signals, pedestrian/bike crossings at signalized intersections, transit pull outs
Arterial Roadway 	Moderate to low travel speeds and traffic volumes with moderate access	1/2 mile for full movement intersections, with possible 3/4 movement at quarter miles, and RIRO access for each parcel (should share access if possible)	Signalization, partial closure (turn restrictions), Continuous Green-T, ThrU Turn intersections, CFI, two-way stop control	Pedestrian/bike crossing signals, pedestrian/bike crossings at signalized intersections, transit pull outs
Main Street 	Low travel speeds and traffic volumes with significant roadside development and access needs	One access per parcel (should share access if possible)	Signalization, partial closure (turn restrictions), two-way stop control	Pedestrian/bike crossing signals, marked pedestrian/bike crossing, HAWK, pedestrian/bike crossings at signalized intersections, transit pull outs

US 85 Operational Classification

AGENDA

Technical Advisory Committee (TAC) Meeting #7

January 6, 2016 9:00am to 11:00am

Adams County Government Center

4430 S Adams County Parkway, Brighton, CO 80601

1. Introductions

2. Status Update

- FHWA
- UPRR
- Alternatives Evaluation

3. Section Recommendations

- Process
- Ultimate Recommendation
- Interim Recommendation

4. Prioritization

- Process
- Results

5. Next Steps

- EC Meeting
- Documentation
- US 85 / US 34 Interchange Design Charrette
- Public Meetings

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7 – *Section 1S*

January 6, 2016 | 9:00am – 11:00am
Adams County Government Center
4430 S Adams County Pkwy, Brighton, CO 80601

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1 STEVE COOK Affiliation: DRCOG		3-480-6749	scook@drcog.org
2 Markos Atamo Affiliation: CDOT		3/398-6783	markos.atamo@state.co.us
3 Kurt Kionka Affiliation: CDOT		3·398-6738	Kurt.Kionka@state.co.us
4 Kimberly Dall Affiliation:		3·655·2112	kdalle brightonco.gov
5 Lindsay Edgar Affiliation:		303-512-4157	lindsay.edgar@state.co.us
6 Troy Halouska Affiliation:		3.757.9794	troy.halouska@state.co.us

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7 – *Section 1S*

January 6, 2016 | 9:00am – 11:00am
Adams County Government Center
4430 S Adams County Pkwy, Brighton, CO 80601

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
7	Andrew Holton Affiliation: Atkins			Andrew.Holton@atkinsglobal.com
8	Kevin Hock Affiliation: FHU			
9	Alex Pulley Affiliation: FHU			
10	Jamie Archambeau Affiliation: Atkins			
11	Jeanne Shreve Affiliation:			
12	Maria D'Andrea Affiliation:			

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7 – *Section 1S*

January 6, 2016 | 9:00am – 11:00am
Adams County Government Center
4430 S Adams County Pkwy, Brighton, CO 80601

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
13 KELLY LEADBETTER Affiliation: FHU			kelly.leadbetter@fhueng.com
14 Affiliation:			
15 Affiliation:			
16 Affiliation:			
17 Affiliation:			
18 Affiliation:			

Section 1A

I-76 to North of 120th Avenue

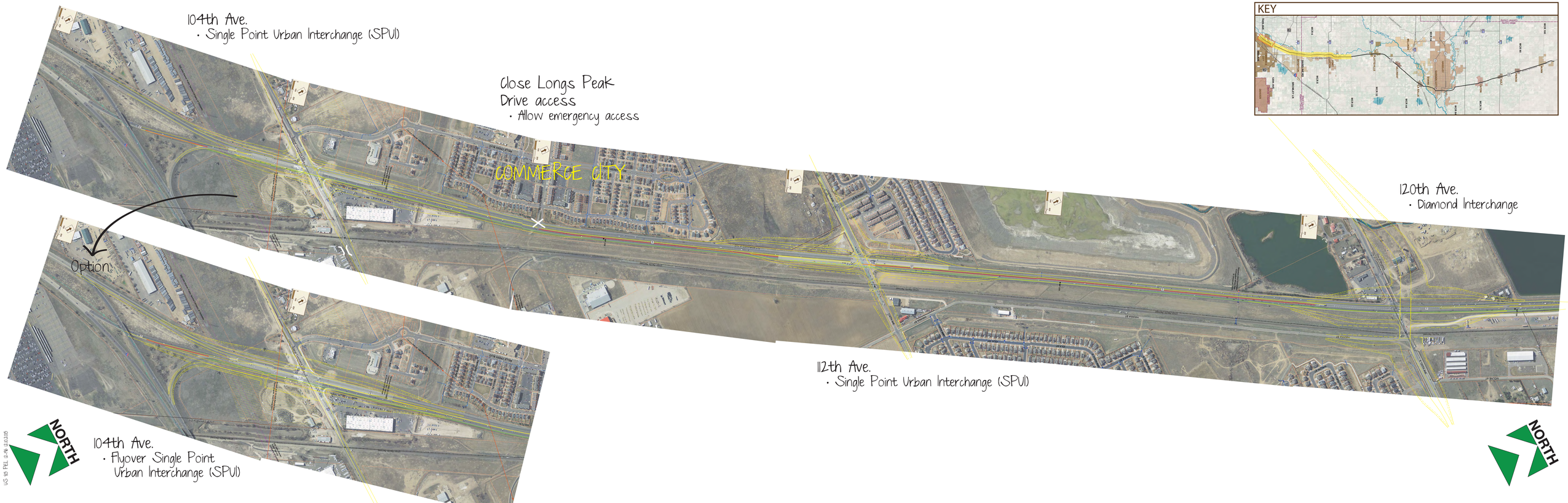
FREEWAY

Conceptual Improvement Recommendations

Section 1A

I-76 to North of 120th Avenue

FREEWAY



US 85 PEL 12-AN 12.10.2015

Section 1B

124th Avenue to North of 144th Avenue

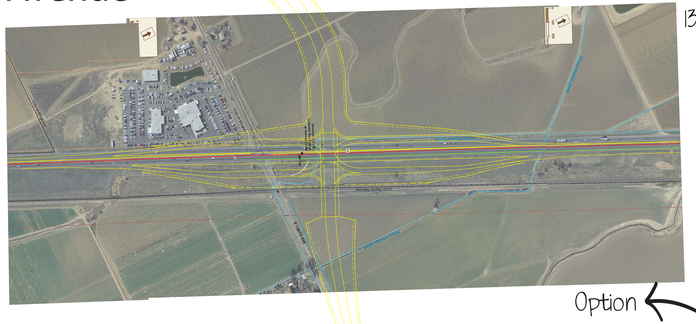
FREEWAY

Conceptual Improvement Recommendations

Section 1B

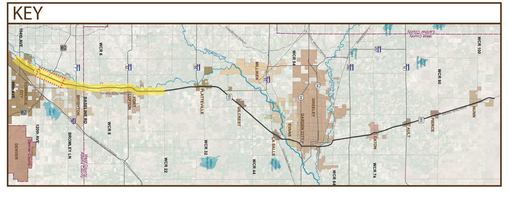
124th Avenue to North of 144th Avenue

FREEWAY



136th Ave.
- Shifted Single Point Urban Interchange (SPUI)

Option



136th Ave.
- Shifted Parclo Interchange

124th Ave.
- Full closure

No change at E-470

132nd Ave.
- Full closure
- Allow emergency access

Close access

144th Ave.
- Full closure

NORTH

NORTH

US 85 PEL (2-Ale 2.10.2015

Section 1C

South of Bromley Lane to North of CR 2.5

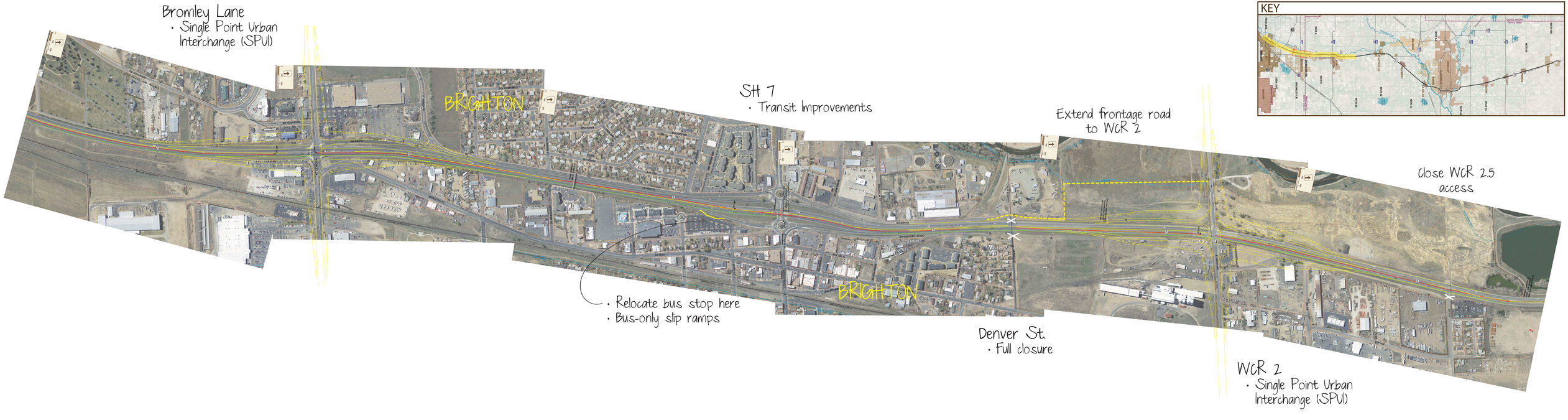
FREEWAY

Conceptual Improvement Recommendations

Section 1C

South of Bromley Lane to North of CR 2.5

FREEWAY



NORTH

NORTH

Section 1D

South of CR 4 to CR 10

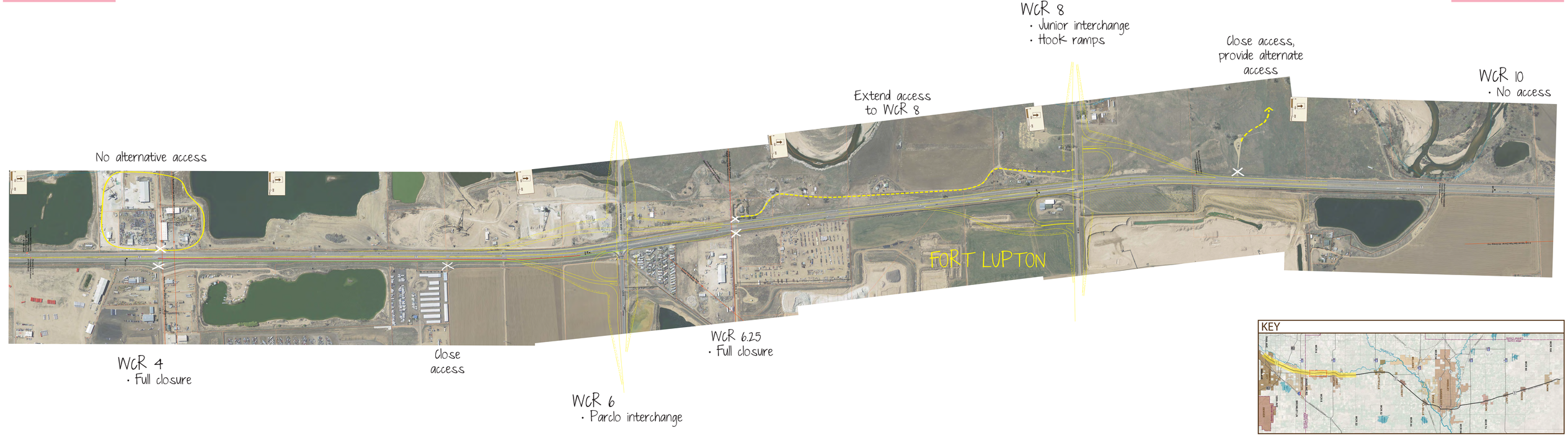
FREEWAY

Conceptual Improvement Recommendations

Section 1D

South of CR 4 to CR 10

FREEWAY



NORTH

NORTH

Section 1E

North of CR 10 to CR 16

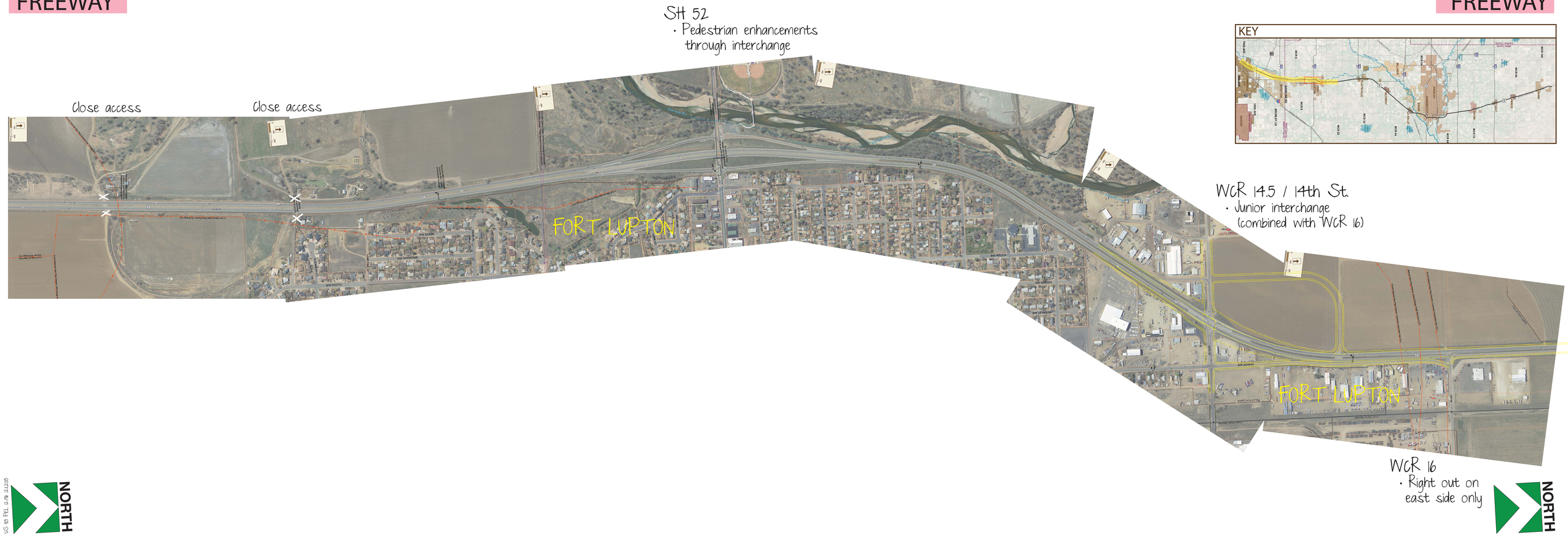
FREEWAY

Conceptual Improvement Recommendations

Section 1E

North of CR 10 to CR 16

FREEWAY



US 85 PEL 12-26-12.1200

Section 1F

North of CR 16 to CR 22

ENHANCED EXPRESSWAY

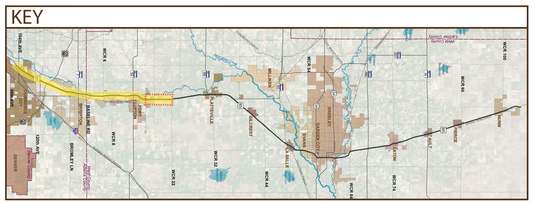
Conceptual Improvement Recommendations

Section 1F

North of CR 16 to CR 22

ENHANCED EXPRESSWAY

KEY

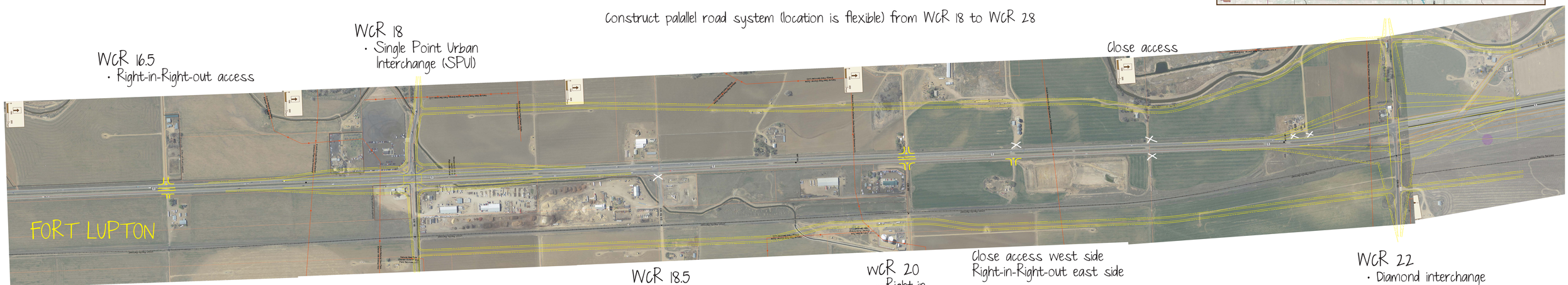


Construct palallel road system (location is flexible) from WCR 18 to WCR 28

WCR 16.5
- Right-in-Right-out access

WCR 18
- Single Point Urban Interchange (SPUI)

Close access



WCR 18.5
- Full closure

WCR 20
- Right-in-Right-out access

Close access west side
Right-in-Right-out east side

WCR 22
- Diamond interchange

NORTH

NORTH

MEETING NOTES

Technical Advisory Committee (TAC) Meeting #7 | Section 1S

January 6, 2016 | 9:00am – 11:00am

Adams County Municipal Building

The following is a summary of the information discussed at the Section 1S TAC Meeting #7 held on Wednesday, January 6, 2016. A sign-in sheet is attached.

Status Update

- Kelly provided a status update on the project team's meeting with FHWA. The project team met with FHWA in October. The discussion focused on some of the most challenging areas within the corridor such as 104th Avenue. The project team presented the screening, documentation, and prioritization process. FHWA provided positive feedback on the process, and they felt that the level of information being developed is appropriate for the PEL.
- FHWA is comfortable with the project team using the 2035 DRCOG model.
- The group discussed the recent coordination between CDOT and the Union Pacific Railroad. CDOT continues to meet with the Union Pacific Railroad on a quarterly basis to discuss the corridor. Adams County requested to be more involved in these conversations.
- The project team reviewed the evaluation criteria, which reflects the purpose and need, and includes: local and regional mobility, access, safety, railroad proximity, alternate modes, the natural and cultural environments, and the community's response to each improvement type.

Section Recommendations

- The project team started by reviewing the recommendation from the PEL. The evaluation process considers what type of improvement is appropriate at each location based on the purpose and need criteria and also the roadway classification. In this section of the corridor, the highway is classified as a freeway.
- According to the revised CDOT PEL Handbook, each improvement type is either recommended, feasible, or eliminated. The final PEL will reflect this nomenclature.
- A column will be added to the evaluation matrix to describe the interim improvements.

The main discussion points related to the improvements include:

- 104th Avenue: The recommendation at this intersection is a SPUI with a flyover. A diamond template was first considered but is way too impactful. A split diamond configuration, incorporating I-76 was also evaluated. This alternative will also be recommended, but FHWA made it clear that they would not allow private access off of a ramp.

- 112th Avenue: A SPUI is the recommended alternative. There is active development in the northwest quadrant, and therefore, the group requested that the project team consider shifting the SPUI into the southeast quadrant of the intersection.
- 120th Avenue: A tight diamond is the recommended alternative, consistent with the EA. However, a DDI will also be recommended at this location, as it would function better than a tight diamond, but is more impactful.
- 124th Avenue: recommended change is a closure, however, this will not happen until connections to the interchange at 120th Avenue is built
- E-470: no changes as a part of the PEL
- 136th Avenue: Both the SPUI and the partial cloverleaf will be recommended at this location. The group discussed the impact the partial cloverleaf configuration would have upon the agriculturally developed/prime farmland in the northwest quadrant.

Prioritization

- Alex discussed the prioritization process and the early results in the section. This will allow the local communities to continue to seek funding for each improvement based on the criteria.
- Alex noted that the prioritization process identifies areas of need, not necessarily the order of implementation. The initial evaluation indicates that 104th Avenue, 112th Avenue, 120th Avenue, 124th Avenue, and Bromley Lane rate high in overall.
- The results of the prioritization will be finalized and presented in preparation of the next Executive Committee meeting.

Next Steps

- The next EC meeting is tentatively scheduled for February's coalition meeting.
- A design charrette for the US 85/US 34 interchange is currently being scheduled and will likely be in January.

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7 – *Section 1S*

January 6, 2016 | 9:00am – 11:00am
Adams County Government Center
4430 S Adams County Pkwy, Brighton, CO 80601

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1 STEVE COOK Affiliation: DRCOG		3-480-6749	scook@drcog.org
2 Markos Atamo Affiliation: CDOT		3/398-6783	markos.atamo@state.co.us
3 Kurt Kionka Affiliation: CDOT		3·398-6738	Kurt.Kionka@state.co.us
4 Kimberly Dall Affiliation:		3·655·2112	kdalle brightonco.gov
5 Lindsay Edgar Affiliation:		303-512-4157	lindsay.edgar@state.co.us
6 Troy Halouska Affiliation:		3.757.9794	troy.halouska@state.co.us

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7 – *Section 1S*

January 6, 2016 | 9:00am – 11:00am
Adams County Government Center
4430 S Adams County Pkwy, Brighton, CO 80601

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
7	Andrew Holton Affiliation: Atkins			Andrew.Holton@atkinsglobal.com
8	Kevin Hock Affiliation: FHU			
9	Alex Pulley Affiliation: FHU			
10	Jamie Archambeau Affiliation: Atkins			
11	Jeanne Shreve Affiliation:			
12	Maria D'Andrea Affiliation:			

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7 – *Section 1S*

January 6, 2016 | 9:00am – 11:00am
Adams County Government Center
4430 S Adams County Pkwy, Brighton, CO 80601

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
13 KELLY LEADBETTER Affiliation: FHU			kelly.leadbetter@fhueng.com
14 Affiliation:			
15 Affiliation:			
16 Affiliation:			
17 Affiliation:			
18 Affiliation:			

AGENDA

Technical Advisory Committee (TAC) Meeting #7

December 9, 2015 9:00 AM - 11:00 AM

Platteville Town Board Room

400 Grand Avenue, Platteville, CO 80651

1. Introductions

2. Status Update

- FHWA
- UPRR
- Alternatives Evaluation

3. Section Recommendations

- Process
- Ultimate Recommendation
- Interim Recommendation

4. Prioritization

- Process
- Results

5. Next Steps

- EC Meeting
- Documentation
- US 85 / US 34 Interchange Design Charrette
- Public Meetings

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7-
Section 2

December 9, 2015 9:00 AM –11:00 AM
Platteville Board Room
400 Grand Avenue, Platteville, CO 80651

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1	BREA PAFFORD McCool Development Solutions Affiliation: Gilcrest TOWN PLANNER	4553 Tennyson St Denver 80212	303-547-0012	brea@mccooldevelopment.ca
2	Kelly Leadbetter Affiliation: FHU			kelly.leadbetter@fhueng.com
3	Jamie Archambeau Affiliation: Atkins			jamie.archambeau@atkinsglobal.com
4	Gloria Hice-Idler Affiliation: CDOT			
5	Alex Pulley Affiliation: FHU		303-721-1440	alex.pulley@fhueng.com
6	Chris Fasching Affiliation: FHU			

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7-
Section 2

December 9, 2015 9:00 AM –11:00 AM
Platteville Board Room
400 Grand Avenue, Platteville, CO 80651

NAME AFFILIATION	ADDRESS, CITY, ZIP CODE	PHONE:	E-MAIL ADDRESS
7 Jim Flesher Affiliation: WELD CO.	PO Box 758 GREELEY CO 80632	970-673-5843	JFLESHER@WELDGOV.com
7 Troy Rankin Affiliation: Platteville	400 Grand Ave Platteville 80651	970-785-2045	trankin@platteville.gov.org
7 Affiliation:			
7 Affiliation:			
11 Affiliation:			
12 Affiliation:			

Section 2A

South of WCR 22 to South of CR 30 in Platteville

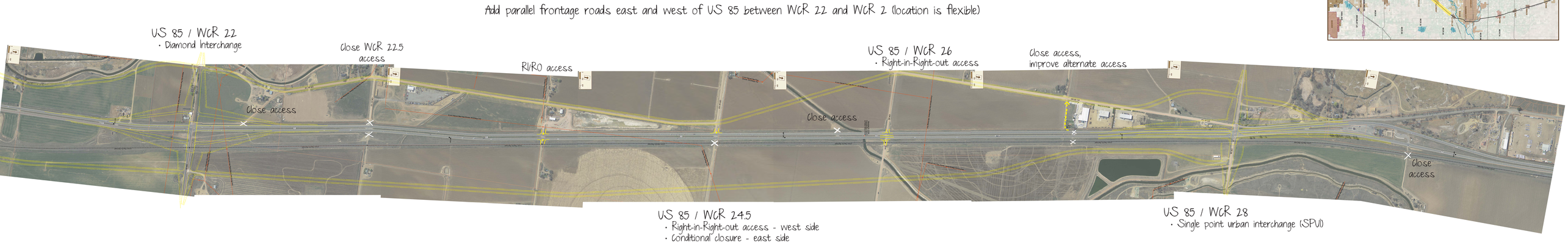
ENHANCED EXPRESSWAY

Conceptual Improvement Recommendations

Section 2A

South of WCR 22.5 to South of CR 30 in Platteville

ENHANCED EXPRESSWAY



NORTH

NORTH

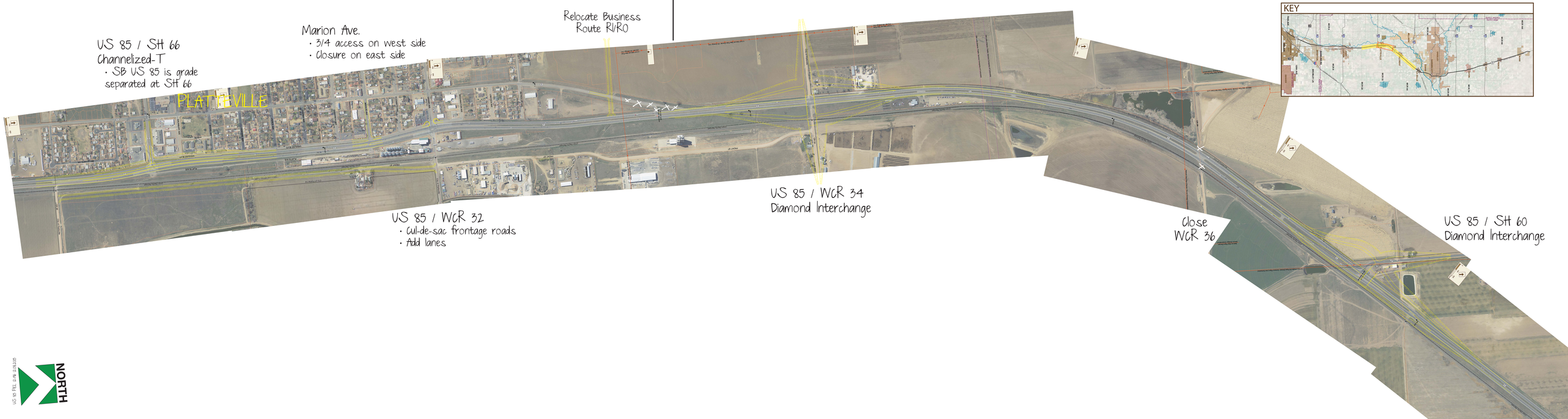
Conceptual Improvement Recommendations

Section 2B
WCR 30 in Platteville to SH 60

STANDARD EXPRESSWAY

Section 2B
WCR 30 in Platteville to North of SH 60

ENHANCED EXPRESSWAY



NORTH

Section2C

North of SH 60 to North of WCR 42

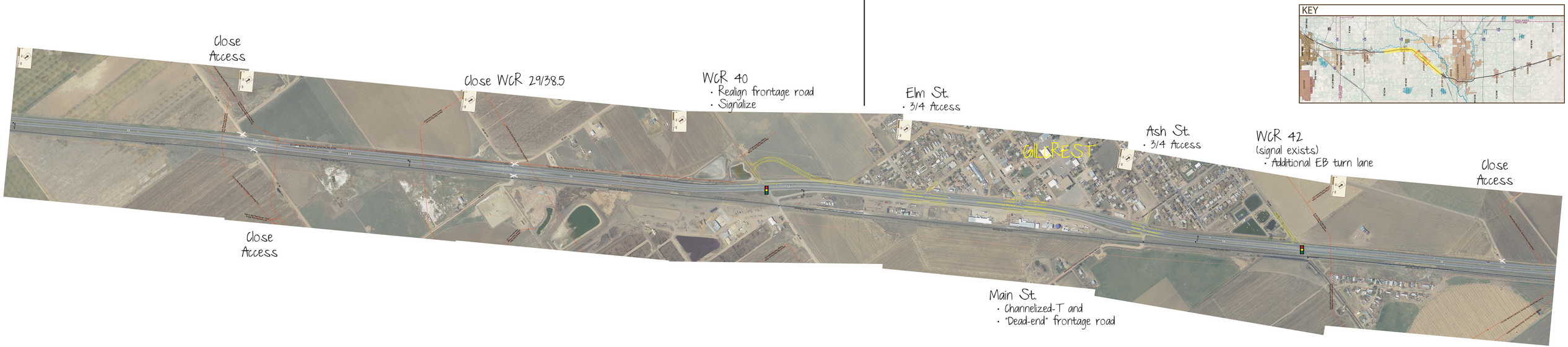
ENHANCED EXPRESSWAY

Conceptual Improvement Recommendations

Section 2C

North of SH 60 to North of WCR 42

STANDARD EXPRESSWAY



NORTH

NORTH

US 85 PEL 2.19 0.09.205

Section 2D

South of WCR 33 to North of WCR 48

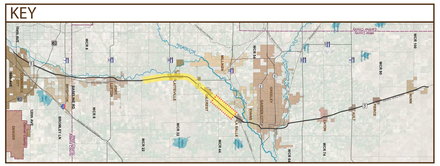
STANDARD EXPRESSWAY

Conceptual Improvement Recommendations

Section 2D

South of WCR 33 to North of WCR 48

STANDARD EXPRESSWAY



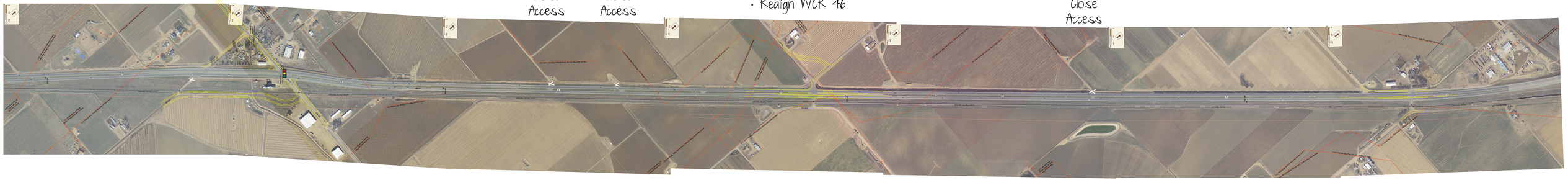
- Closure at WCR 33
- Signal at WCR 44
- East side connection WCR 33 to WCR 44

Close Access

Close Access

- Close WCR 35/46 on east side
- Channelized-T on west side
- Realign WCR 46

Close Access



- Close WCR 37/48 on east side
- Channelized-T on west side

NORTH

NORTH

MEETING NOTES

Technical Advisory Committee (TAC) Meeting #7 | Section 2

December 9, 2015 | 9:00 AM – 11:00 AM

Platteville Town Board Room | 400 Grand Avenue, Platteville, Colorado, 80651

The following is a summary of the information discussed at the Section 2 TAC Meeting #7 held on Wednesday, December 9, 2015. A sign-in sheet is attached.

Status Update

- Alex provided a status update on the project team's meeting with FHWA. The project team met with FHWA in October. The discussion focused on some of the most challenging areas within the corridor and how to balance the various needs and challenges at these locations. The project team also presented the screening, documentation, and prioritization process. FHWA provided positive feedback on the process, and they felt that the level of information being developed is appropriate for the PEL.
- Alex and Gloria provided an update on the recent coordination with the Union Pacific Railroad. CDOT continues to meet with the Union Pacific Railroad on a quarterly basis to discuss the corridor.
- The project team reviewed the evaluation criteria, which reflects the purpose and need, and includes: local and regional mobility, access, safety, railroad proximity, alternate modes, the natural and cultural environments, and the community's response to each improvement type.

Section Recommendations

- The project team started by reviewing the recommendation from the PEL. The evaluation process considers what type of improvement is appropriate at each location based on the purpose and need criteria and also the roadway classification.
- Each improvement type is either recommended, not recommended, or eliminated. In some locations, there is more than one recommended improvement.
- One of the priorities of the recommendations is to determine the ultimate right-of-way needed at each location. The expectation is that local agencies will coordinate with developers to reserve this ROW near the highway intersections and for the frontage road network.
- A column will be added to the evaluation matrix to describe the interim improvements.
- The frontage road template will be set, however, the exact alignment will not be determined in the PEL. This gives the County and the local municipalities the flexibility to determine the best alignment.
- In addition to the typical section for the frontage roads, there will be minimum standards for distance from the highway intersections/interchanges that will need to be met. The intent is to create parallel road intersections and minimize the amount of 'jogging'.
- Troy expressed some concerns on the frontage roads being local streets. He communicated that this put addition responsibility on the local agencies.
- CDOT is willing to participate in helping pay for the parallel road system but would not want to be responsible for maintenance and future ownership.

The main discussion points related to the improvements include:

- WCR 28: This recommended improvement at this location is a full-movement, SPUI interchange. The interim improvement could be a traffic signal.
- WCR 30 will be closed when a new connection is in place to WCR 28 and SH 66.
- In Platteville, the frontage road on the eastern side of the highway must be at least 200 feet east of Front Street as Suncorp has a 36" pipeline in the railroad ROW. The base maps will be updated to reflect this.
- The parallel road on the east side of the highway is likely to happen first which could move up the timing of closures.
- SH 66: The grade-separated channelized-T will be the ultimate improvement. In the interim, an at-grade channelized-T will be considered. There are concerns about the water table, as it is moving south and would need to be mitigated at this location. The new intersection should be shifted east as much as possible as the board is against any ROW impact on the west side.
- The signal at SH 66 should be coordinated with the signal at Main Street as the current condition of SH 66 is limiting development in southern Platteville.
- WCR 32: Maintaining a traffic signal is Platteville's board preference. Once the frontage roads are moved or closed, the signal timing should consider green arrow phases (to increase safety at the intersection).
- WCR 34: Front Street will be maintained but will need to be moved farther east once the full-movement interchange is built.
- Once WCR 34 is signalized (in the interim), it is recommended that the truck route be moved to this location in preparation for the interchange.
- SH 60: A full-movement diamond interchange is the ultimate improvement. Both Platteville and Gilcrest prefer this improvement to the initial flyover configuration that is shown in the ACP.
- WCR 40: This unsignalized intersection will be signalized and realigned. Gilcrest is flexible on the alignment.
- WCR 42: This intersection will remain signalized and eastbound turn lanes may be added to improve operations, specifically when trains are crossing.
- WCR 33 and WCR 44: WCR 33 will be closed and a signal will be added at WCR 44. This improvement minimizes the impacts to the residents and businesses.
- The other improvements at WCR 33/WCR44 are not recommended but will be shown at the Executive Committee meeting. An interchange is too disruptive to the area.

Prioritization

- Chris discussed the prioritization process and the early results in the section. The group agreed that having this document accessible is important. This will allow the local communities to continue to seek funding for each location based on the criteria.
- The results of the prioritization will be finalized and presented in preparation of the next Executive Committee meeting.

Next Steps

- The next EC meeting is tentatively scheduled for February's coalition meeting.
- A design charrette for the US 85/US 34 interchange is currently being scheduled and will likely be in January.
- The project team presented an example of the fact sheet. This fact sheet is a concise summary to reference in future decision-making. The group agreed this will be a useful tool for their use.

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7-
Section 2

December 9, 2015 9:00 AM –11:00 AM
Platteville Board Room
400 Grand Avenue, Platteville, CO 80651

	Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1	BREA PAFFORD McCool Development Solutions Affiliation: Gilcrest TOWN PLANNER	4553 Tennyson St Denver 80212	303-547-0012	brea@mccooldevelopment.ca
2	Kelly Leadbetter Affiliation: FHU			kelly.leadbetter@fhueng.com
3	Jamie Archambeau Affiliation: Atkins			jamie.archambeau@atkinsglobal.com
4	Gloria Hice-Idler Affiliation: CDOT			
5	Alex Pulley Affiliation: FHU		303-721-1440	alex.pulley@fhueng.com
6	Chris Fasching Affiliation: FHU			

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7-
Section 2

December 9, 2015 9:00 AM –11:00 AM
Platteville Board Room
400 Grand Avenue, Platteville, CO 80651

NAME AFFILIATION	ADDRESS, CITY, ZIP CODE	PHONE:	E-MAIL ADDRESS
7 Jim Flesher Affiliation: WELD CO.	PO Box 758 GREELEY CO 80632	970-673-5843	JFLESHER@WELDGOV.com
7 Troy Rankin Affiliation: Platteville	400 Grand Ave Platteville 80651	970-785-2045	trankin@platteville.gov.org
7 Affiliation:			
7 Affiliation:			
11 Affiliation:			
12 Affiliation:			

AGENDA

Technical Advisory Committee (TAC) Meeting #7 - Section 3

December 10, 2015 1:00 PM - 3:00 PM

Riverside Library and Cultural Center

3700 Golden Street, Evans, CO 80620

1. Introductions

2. Status Update

- FHWA
- UPRR
- Alternatives Evaluation

3. Section Recommendations

- Process
- Ultimate Recommendation
- Interim Recommendation

4. Prioritization

- Process
- Results

5. Next Steps

- Documentation
- US 85 / US 34 Interchange Design Charrette
- EC Meeting
- Public Meetings

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7 – *Section 3*

December 10, 2015 | 1:00 PM – 3:00 PM
Riverside Library and Cultural Center
3700 Golden Street, Evans, CO 80620

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1 Eric Bracke Affiliation: City of Greeley		on file	
2 Kevin Hock Affiliation: FHU			
3 Carl Harvey Affiliation: LaSalle			
4 Jessicca McKeown Affiliation: LaSalle			
5 Sheryl Trent Affiliation: Evans			
6 Bill Welborn Affiliation: Evans			

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7 – *Section 3*

December 10, 2015 | 1:00 PM – 3:00 PM
Riverside Library and Cultural Center
3700 Golden Street, Evans, CO 80620

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
7 Dawn Andersen Affiliation: City of Evans			
8 Gloria Hice-Idler Affiliation: CDOT			
9 Chris Fasching Affiliation:			
10 Jamie Archambeau Affiliation: Atkins			
11 Jim Flesher Affiliation: WELD COUNTY			
12 Becky Karasko Affiliation: NFRMPO			

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7 – *Section 3*

December 10, 2015 | 1:00 PM – 3:00 PM
Riverside Library and Cultural Center
3700 Golden Street, Evans, CO 80620

NAME AFFILIATION	ADDRESS, CITY, ZIP CODE	PHONE:	E-MAIL ADDRESS
13 KELLY LEADBETTER Affiliation: FHU			
14 Affiliation:			
15 Affiliation:			
16 Affiliation:			
17 Affiliation:			
18 Affiliation:			

AGENDA

Technical Advisory Committee (TAC) Meeting #7 | Section 4

January 8, 2016 | 1:00pm to 3:00pm

Eaton Town Hall

223 1st Street, Eaton, CO 80615

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1. Introductions

2. Status Update

- FHWA
- UPRR
- Alternatives Evaluation

3. Section Recommendations

- Process
- Ultimate Recommendations
- Interim Recommendations

4. Prioritization

- Process
- Preliminary Results

5. Next Steps

- Executive Committee Meeting
- US 34/US 85 Interchange Design Charrette
- Documentation
- Public Meetings

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7 | *Section 4*

January 8, 2016 | 1:00pm to 3:00pm
Town of Eaton
223 1st Street, Eaton, CO 80615

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
1 Kevin Hock Affiliation: FHU			
2 Becky Karasko Affiliation: NFRMPO	Fort Collins	970-416-2257	bkarasko@nfrmpo.org
3 Gloria Hice-Idler Affiliation: CDOT			
4 Elizabeth Relford Affiliation: Weld County			
5 GARY CARSTEN Affiliation: EATON			
6 Jeff Schreier Affiliation: Eaton		970 454 3350	Jeff@eatonco.org

COLORADO Department of Transportation

Technical Advisory Committee Meeting 7 | *Section 4*

January 8, 2016 | 1:00pm to 3:00pm
Town of Eaton
223 1st Street, Eaton, CO 80615

Name / Affiliation	Address, City, Zip Code	Phone:	E-Mail Address
7 Alex Pulley	6300 S. Syracuse Way #600 Centennial, CO 80111	303-721-1440	alex.pulley@fhueng.com
Affiliation: FHU			
8 KELLY LEADBETTER	" "	"	Kelly.leadbetter@fhueng.com
Affiliation: FHU			
9			
Affiliation:			
10			
Affiliation:			
11			
Affiliation:			
12			
Affiliation:			

Section 4A

South of WCR 70 to North of WCR 76

STANDARD EXPRESSWAY

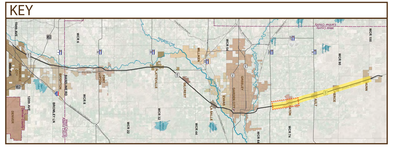
Conceptual Improvement Recommendations

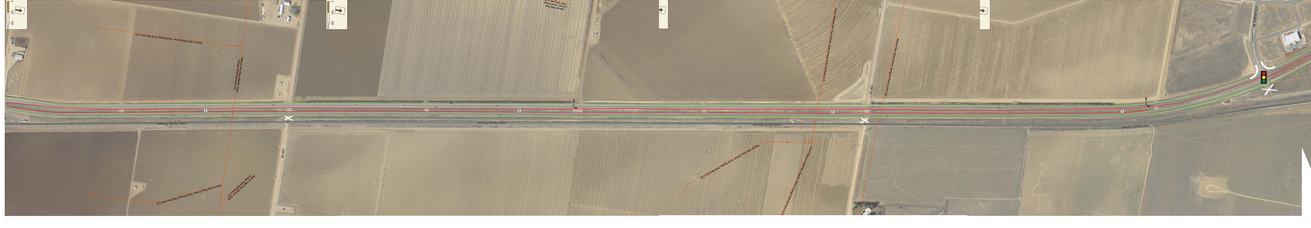
Section 4A

South of WCR 70 to North of WCR 76

MAIN STREET

STANDARD EXPRESSWAY

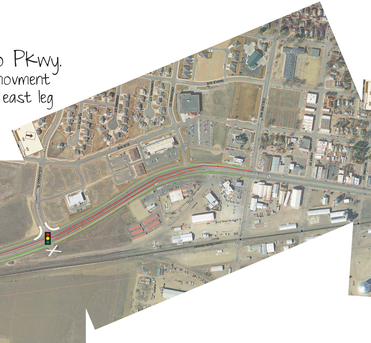




WCR 70
- Close east side

WCR 72
- Close east side

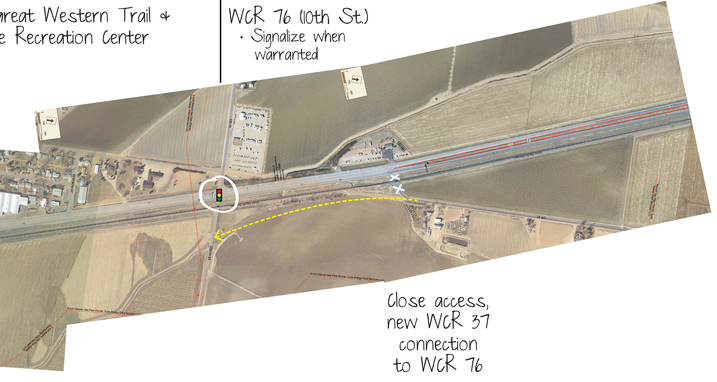
Colorado Pkwy.
- 3/4 movment
- Close east leg



5th St.
- Signalize when warranted
- Pedestrian crossing enhancements

To Great Western Trail & future Recreation Center

To Eaton Commons Subdivision



WCR 76 (10th St.)
- Signalize when warranted

Close access, new WCR 37 connection to WCR 76

Option
- Eaton to Nunn - improved shoulders

NORTH

NORTH

Section 4B

WCR 78 to North of WCR 84

STANDARD EXPRESSWAY

Conceptual Improvement Recommendations

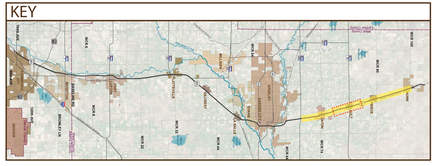
MAIN STREET

Section 4B

WCR 78 to North of WCR 84

RURAL HIGHWAY

KEY



Close access

WCR 80
- Close east side

SH 14 / 1st St.
- Pedestrian crossing enhancements

Option
- Eaton to Nunn - improved shoulders

NORTH

NORTH

Section 4C

South of WCR 86 to North of WCR 92

RURAL HIGHWAY

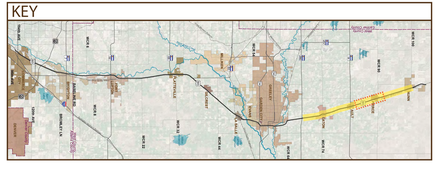
Conceptual Improvement Recommendations

ARTERIAL

Section 4C

South of WCR 86 to North of WCR 92

RURAL HIGHWAY



WCR 90 / Rowe Ave.
- Signalize when warranted
- Pedestrian crossing enhancements

Option
- Eaton to Nunn - improved shoulders

Option
- Eaton to Nunn - improved shoulders

NORTH

NORTH

Section 4D

South of CR 94 to CR 100

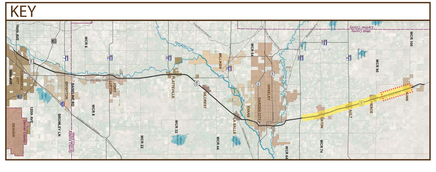
RURAL HIGHWAY

Conceptual Improvement Recommendations

Section 4D

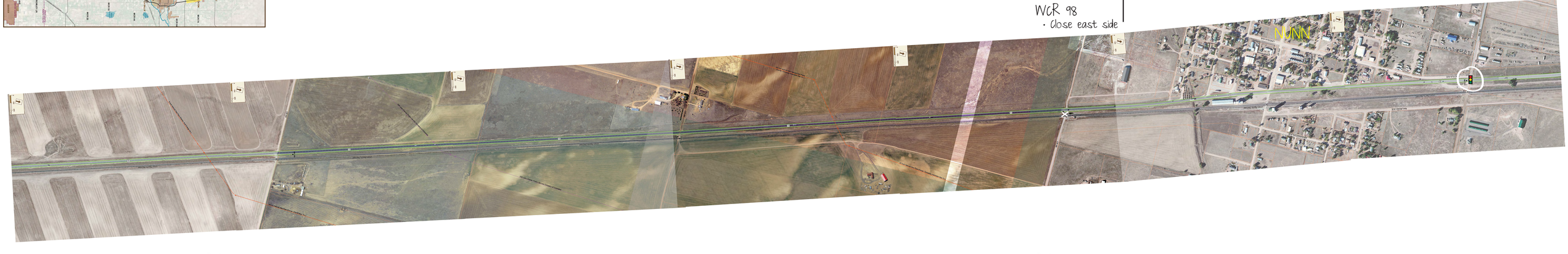
South of CR 94 to CR 100

ARTERIAL



WCR 100
- Signing enhancements
- Signalize when warranted

WCR 98
- Close east side



Option
- Eaton to Nunn - improved shoulders

Option
- Eaton to Nunn - improved shoulders

NORTH

NORTH

MEETING NOTES

Technical Advisory Committee (TAC) Meeting #7 | Section 4

January 8, 2016 | 1:00 PM – 3:00 PM

Eaton Town Hall | 223 1st Street, Eaton, CO, 80615

The following is a summary of the information discussed at the Section 4 TAC Meeting #7 held on Friday, January 8, 2016. A sign-in sheet is attached.

Status Update

- Alex provided a status update on the project team's meeting with FHWA. The project team met with FHWA in October. The discussion focused on some of the most challenging areas within the corridor and how to balance the various needs and challenges at these locations. The project team also presented the screening, documentation, and prioritization process. FHWA provided positive feedback on the process, and they felt that the level of information being developed is appropriate for the PEL.
- The group discussed the recent coordination between CDOT and the Union Pacific Railroad. CDOT continues to meet with the Union Pacific Railroad on a quarterly basis to discuss the corridor.
- The project team reviewed the evaluation criteria, which reflects the purpose and need, and includes: local and regional mobility, access, safety, railroad proximity, alternate modes, the natural and cultural environments, and the community's response to each improvement type.

Section Recommendations

- The project team started by reviewing the PEL recommendations. The evaluation process considers what type of improvement is appropriate at each location based on the purpose and need criteria and also the roadway classification.
- Each improvement type is either recommended, feasible, or eliminated. In some locations, there is more than one recommended improvement.
- One of the priorities of the recommendations is to determine the ultimate right-of-way envelope needed at each location. The expectation is that local agencies will coordinate with developers to reserve this ROW near the highway intersections and for the frontage road network.
- A column will be added to the evaluation matrix to describe the interim improvements.

The main discussion points related to the improvements include:

- Conditional closures: the group requested that when a closure is proposed, the conditions, such as parallel frontage roads, or road network improvements, be noted.
- The preference is to close WCR 72 instead of WCR 70.

- The east side of Colorado Parkway should remain open, to allow for access to Oak Drive and the businesses on that side of the highway. This intersection will be a signal.
- 5th Street will be signalized when warranted, with pedestrian crossing enhancements, such as a HAWK signal, in the interim.
- Business access to/from the highway will transition to a right-in, right-out access between Colorado Parkway and Collins Street
- A signal at WCR 76/10th Street is a high priority for the Eaton board. This intersection will be signalized, when warranted.
- WCR 37 access to US 85 will be closed, and WCR 37 will be connected to WCR 76 on the east side of the highway and railroad tracks.
- The group requested that typical sections, intersection layouts templates, and minimum distance requirements be added to the final documentation.
- Access closure at WCR 80 should be moved to WCR 84 instead

Prioritization

- Alex discussed the prioritization process and the early results in the section. This will allow the local communities to continue to seek funding for each improvement based on the criteria.
- The prioritization process identifies areas of need, not necessarily the order of implementation.
- The results of the prioritization will be finalized and presented in preparation of the next Executive Committee meeting.

Next Steps

- The next EC meeting is tentatively scheduled for February's coalition meeting.
- A design charrette for the US 85/US 34 interchange is being scheduled and will likely be in January.
- Kelly presented an example of an intersection fact sheet. This fact sheet is a concise summary to reference in future decision-making.