



Appendix G. Public Involvement (CD Only)





COMMENT FORM

What comments do you have regarding the proposed recommended improvements for the US 85 corridor?

Contact Information *(Optional; to be kept informed of future events)*

Your name: _____

Contact information: _____

Thank you for your input!



WELCOME

to the

US 85

Planning and Environmental Linkages Study

Open House

Thank you for attending! This is an open house format. There will be no formal presentation. Please visit the project information boards and maps around the room to review the proposed solution. Project team members are available to discuss your questions and comments.

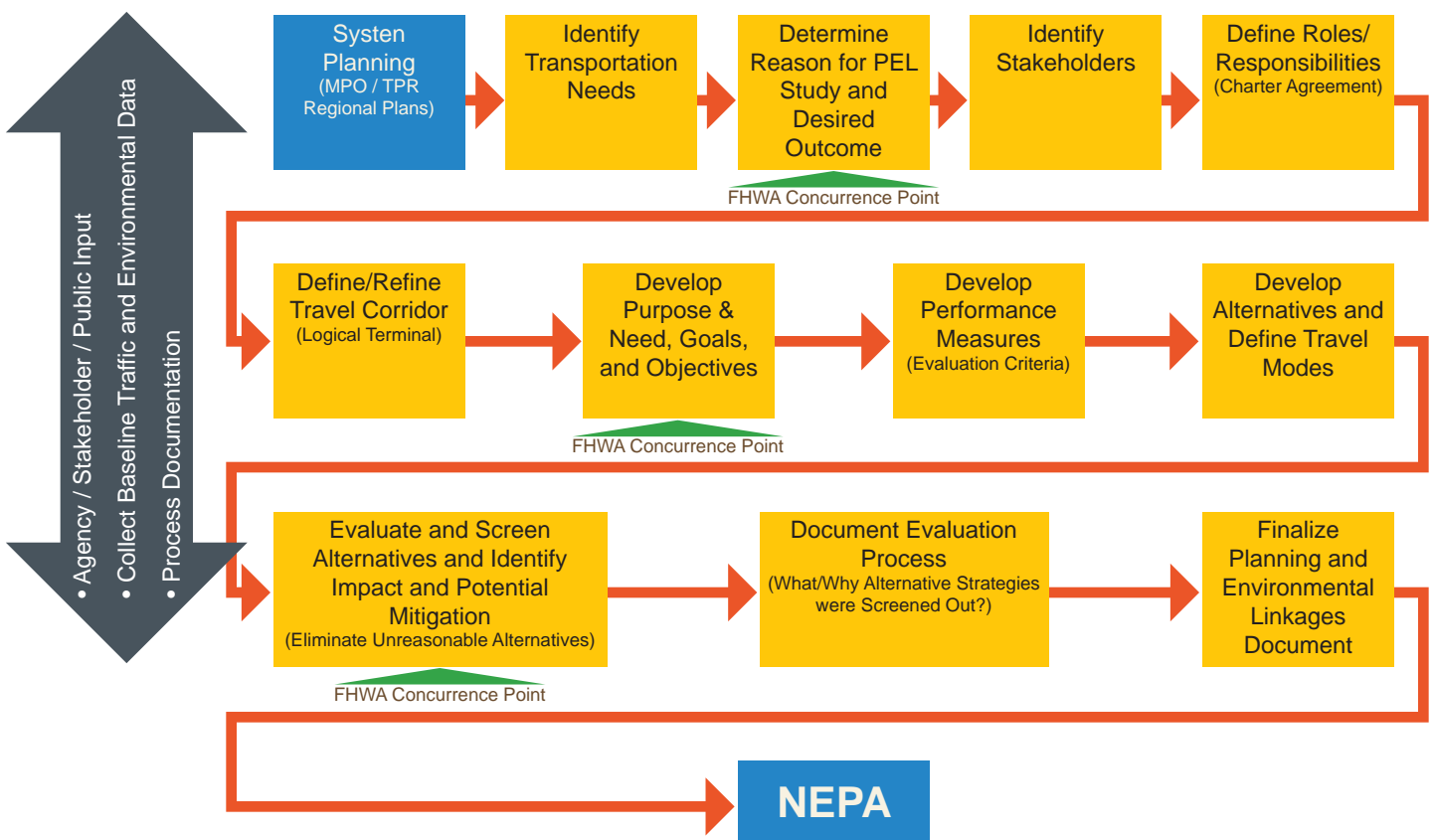


COLORADO

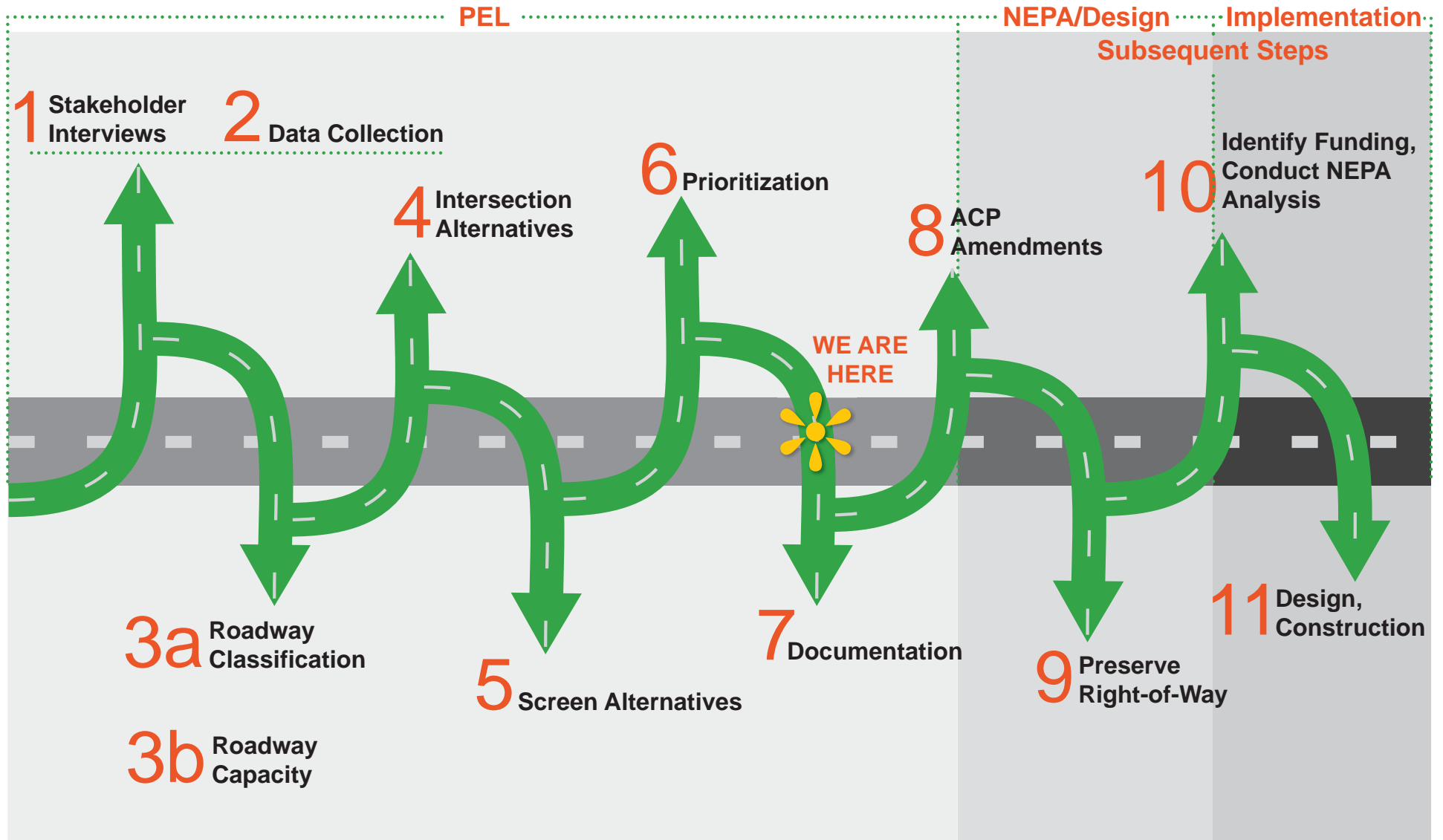
Department of
Transportation

What is a Planning and Environmental Linkages (PEL) Study?

PEL is a study process that is typically used to identify transportation issues and environmental concerns. It can be applied to make planning decisions and for planning analysis. These decisions and analyses, for example, can be used to identify and prioritize future projects, develop the purpose and need for a project, determine project size or length, and/or develop and refine a range of alternatives. PEL studies should be able to link planning to environmental issues and result in useful information that can be carried forward into the National Environmental Policy Act (NEPA) process. The adoption and use of a PEL study in the NEPA process is subject to a determination by the Federal Highway Administration (FHWA).



PEL Process Flow Chart



Purpose and Need Summary

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.

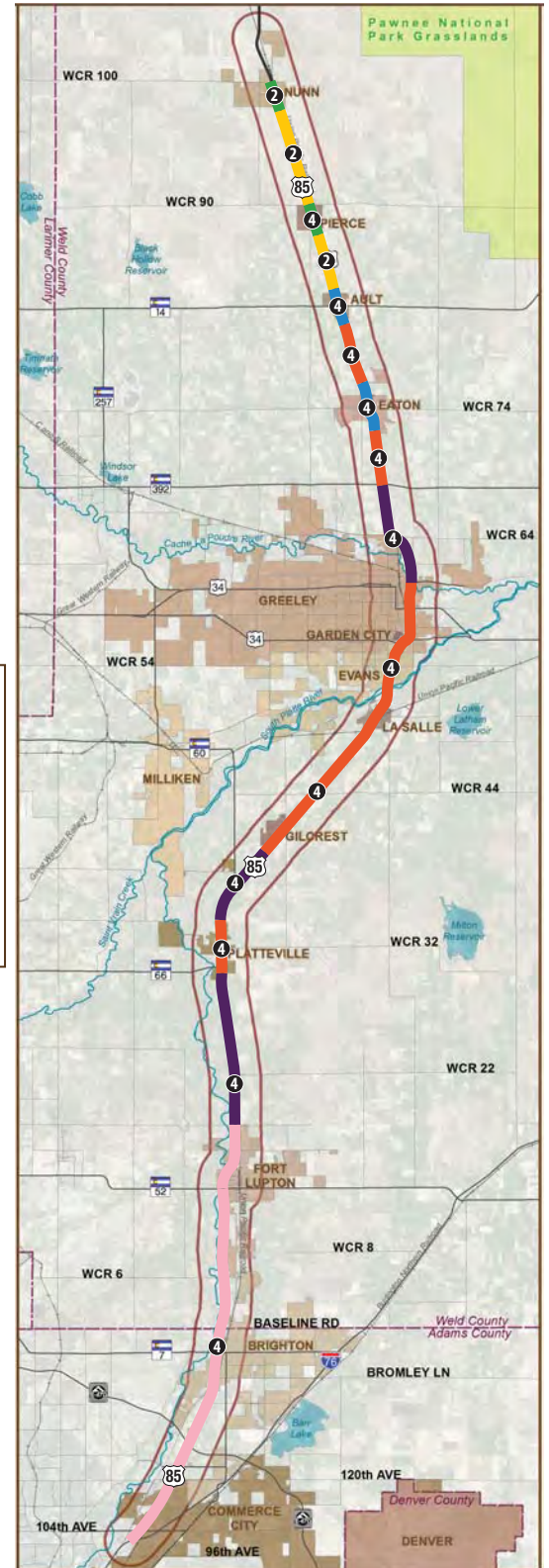
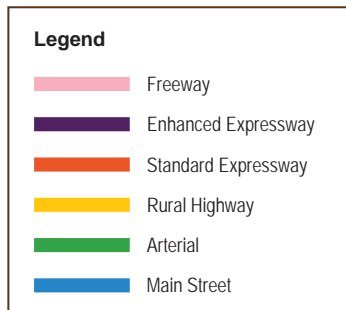
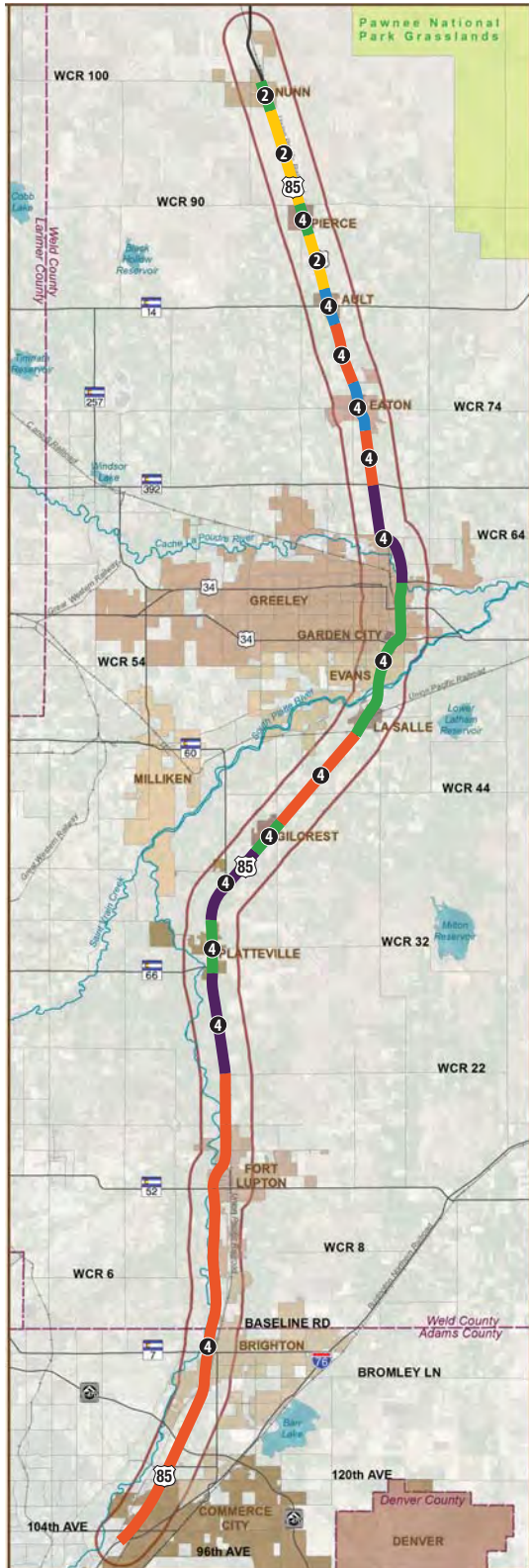
Need for Proposed Action

- ▶ **Safety Problems:** Several intersection and mainline locations along the US 85 corridor have a higher than expected number of crashes.
 - ▶ **Mobility Problems:** Traffic congestion, inadequate intersections impact the ability of people to move across and along the corridor. These conditions are expected to worsen in the future.
 - ▶ **Railroad Proximity Problems:** The close proximity of the railroad (UPRR) negatively affects US 85. Passing or standing trains restrict travel to and from the east of US 85
 - ▶ **Access Problems:** The current number, locations, and design of public roadway accesses have contributed to traffic operational and safety deficiencies along the corridor.
 - ▶ **Alternative Travel Modes Problems:** The traveling public has limited or no access to public transportation for essential human services, commuting, recreational, and other travel needs along the corridor.
-

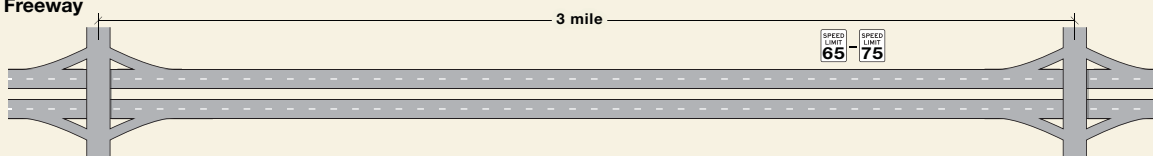
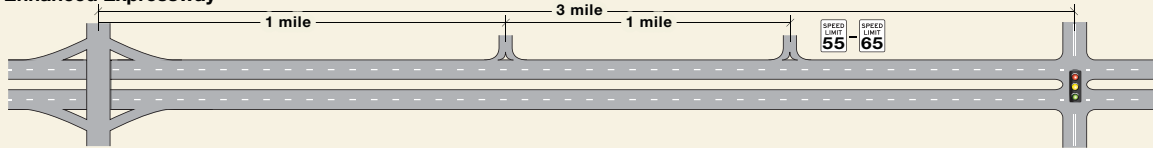
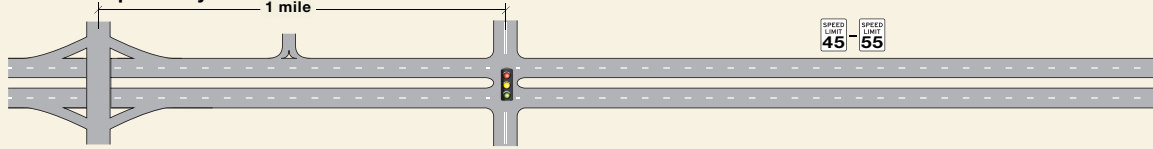
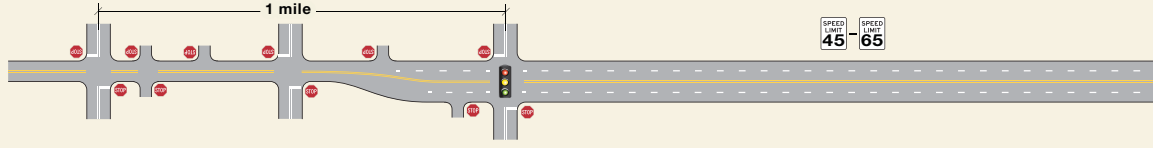
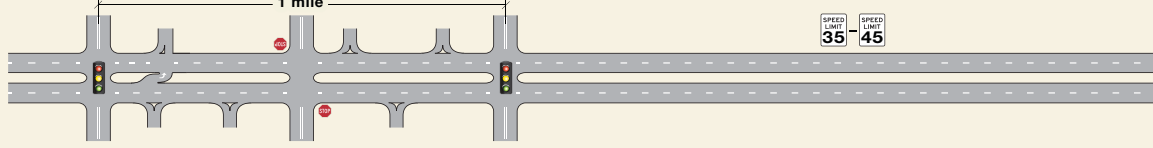
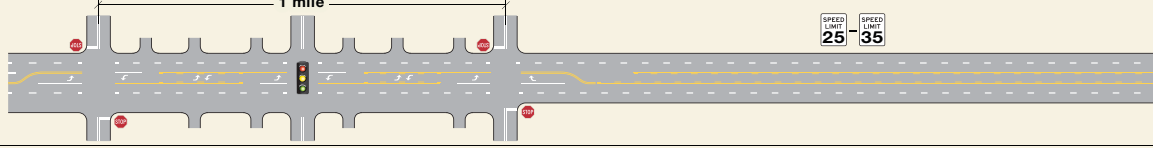
Roadway Classification Recommendations

Existing

Recommended

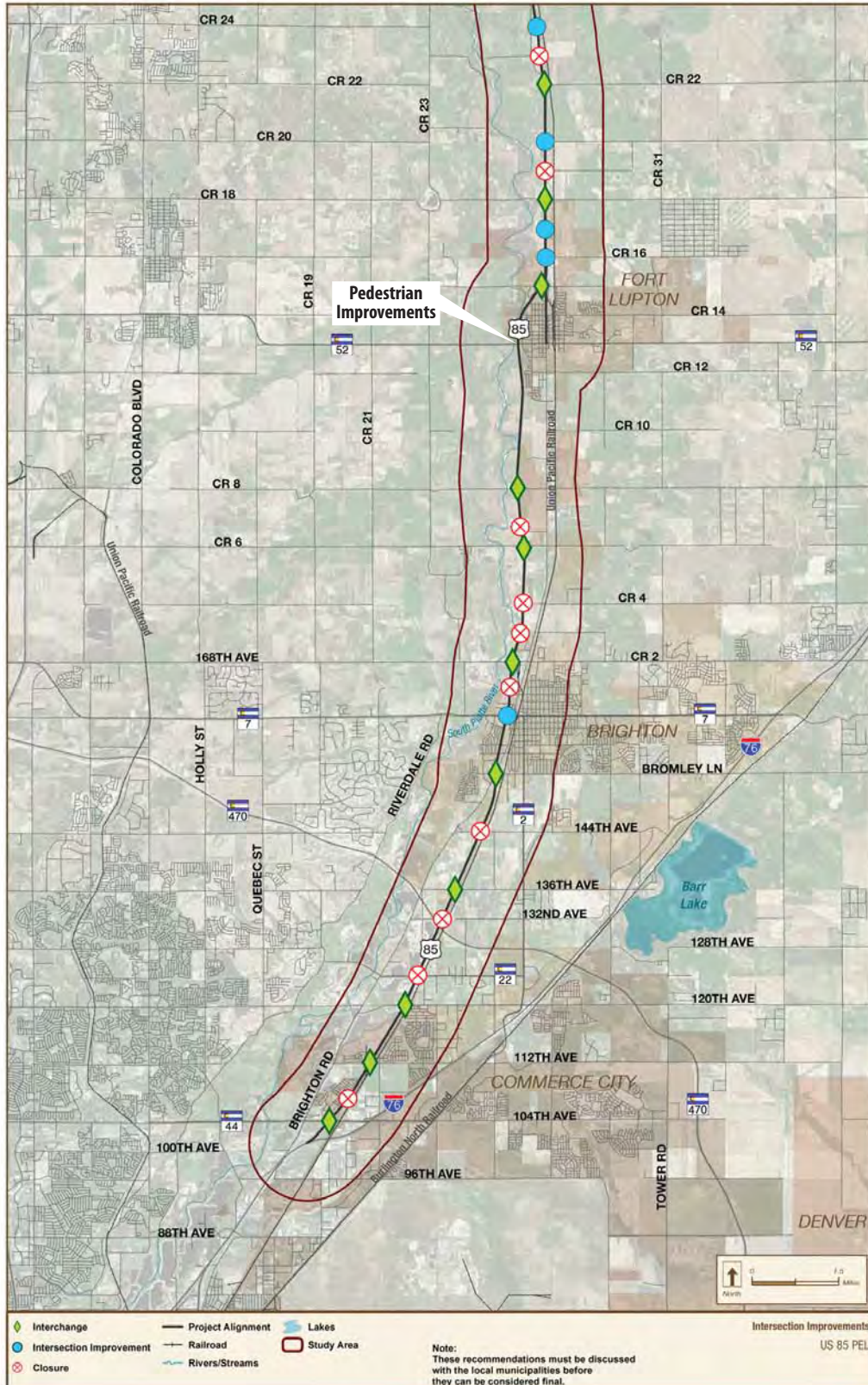


Operational Classifications

	Description	Access Spacing	Treatment Options	Multi-modal Treatments
<p>Freeway</p> 	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
<p>Enhanced Expressway</p> 	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
<p>Standard Expressway</p> 	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
	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
<p>Arterial Roadway</p> 	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
<p>Main Street</p> 	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

Ultimate Intersection Type Recommendations

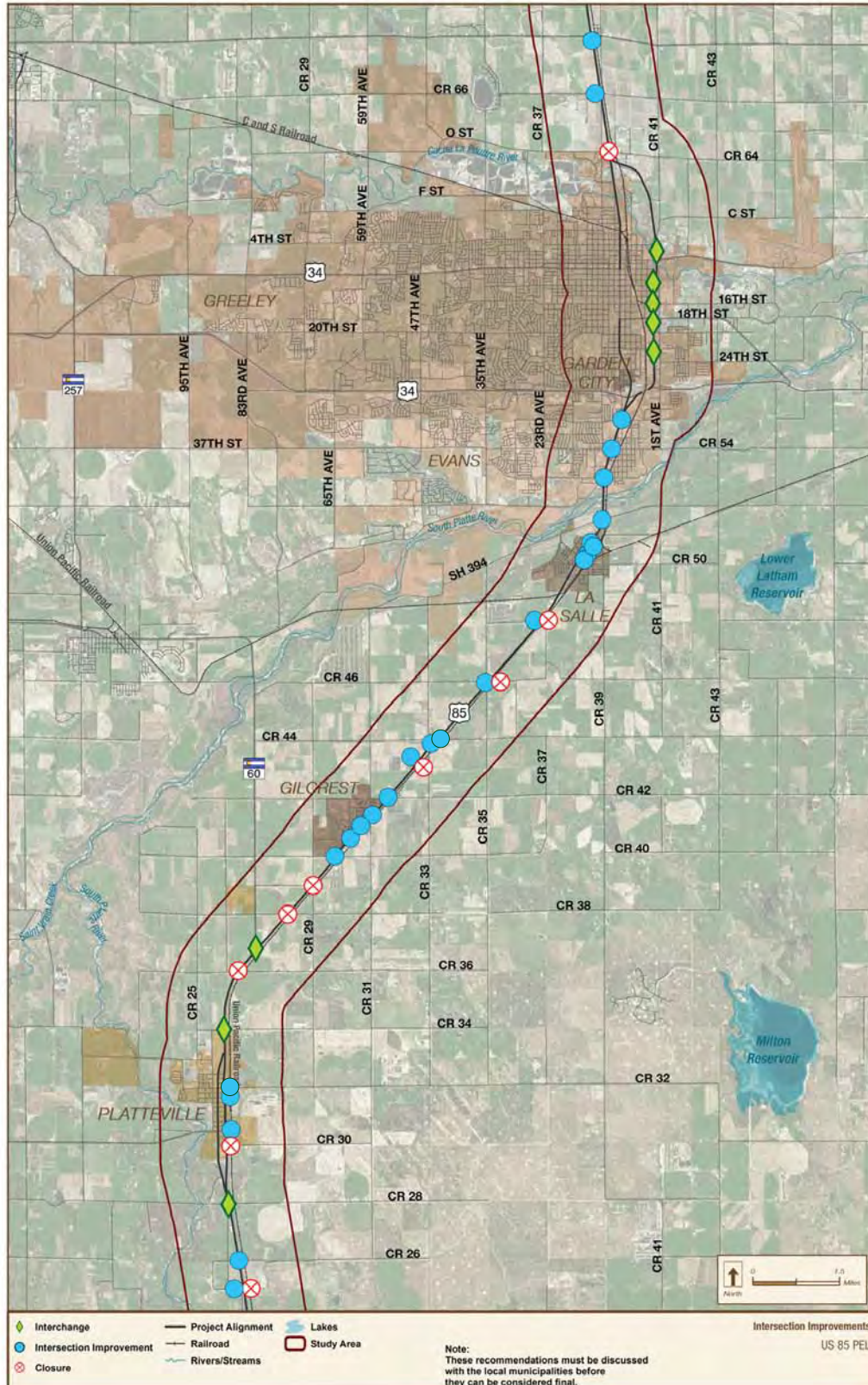
I-76 - WCR 24





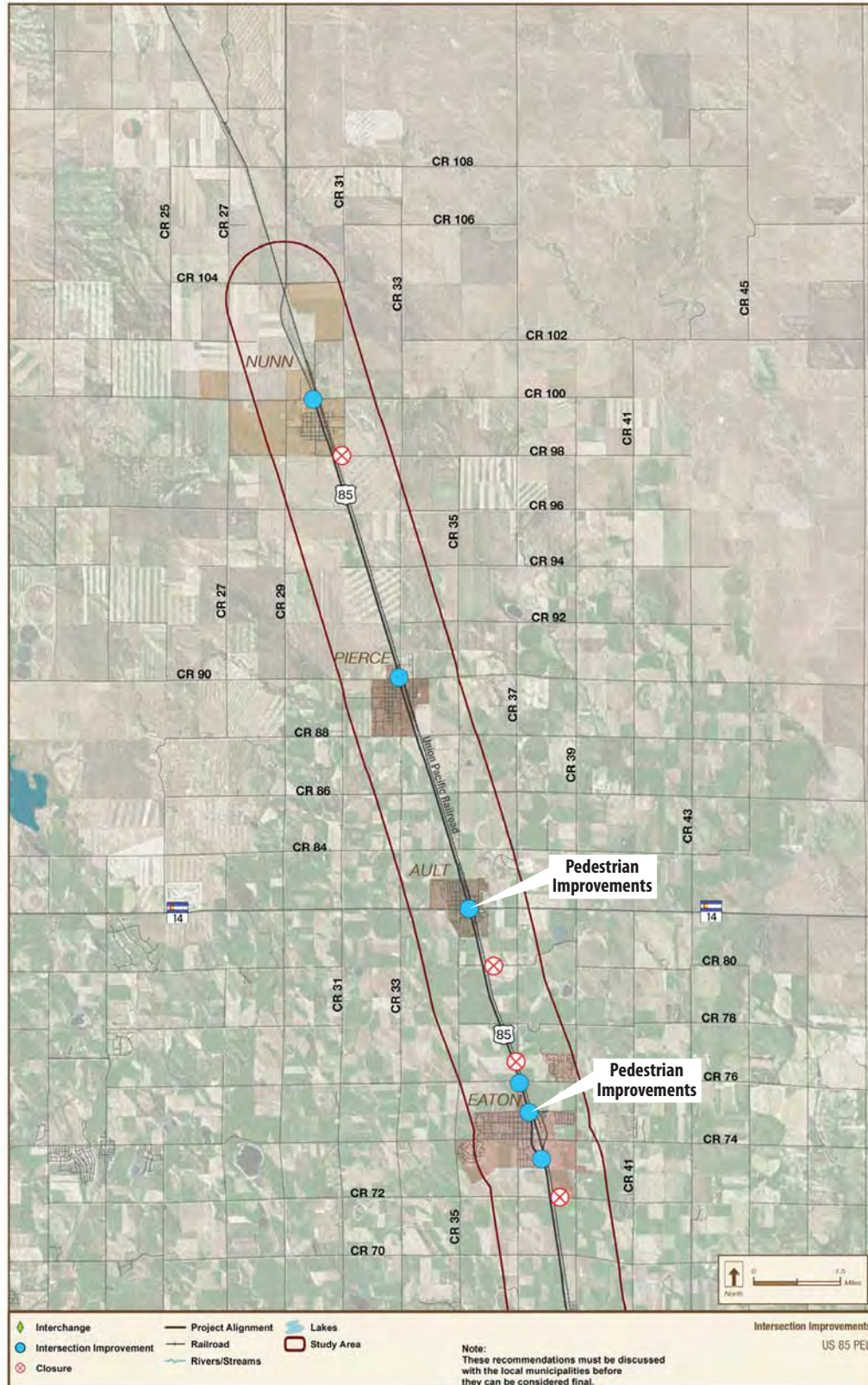
Ultimate Intersection Type Recommendations

WCR 24.5 - WCR 68





Ultimate Intersection Type Recommendations WCR 70 - WCR 100

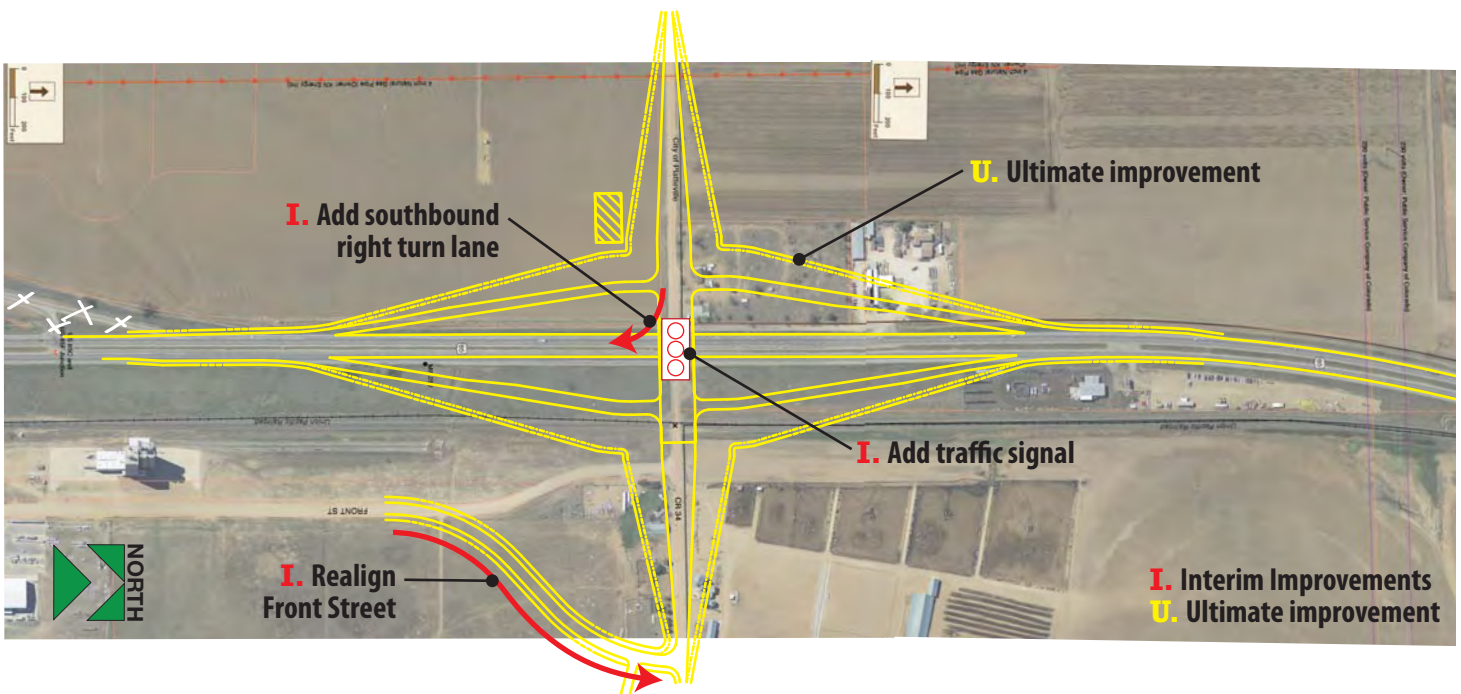


Interim Improvements

The proposed ultimate improvements are longer-term and consider future needs in 2035.

Interim improvements may be completed in the near-term to address safety, mobility, proximity to the railroad and/or alternate modes.

For example, at WCR 34 the ultimate proposed improvement is an interchange. In the interim, a traffic signal and turn lanes may be added to address safety and mobility issues.



Please see a project team member if you have questions on interim improvements at specific locations!

Prioritization

Process

- **Each intersection along the corridor was evaluated based on its need, relative to the following criteria:**
 - Mobility
 - Safety
 - Proximity to the railroad
- **Analysis yielded a ‘score’ at every intersection for each of the criteria above.**
- **This approach allows updating as new data becomes available.**
- **Locations can be sorted by the different criteria scores to seek specific funding sources.**

Preliminary Results

The following locations are in greatest need of improvement based on the three criteria above:

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

(These locations are in order from south to north)

Next Steps

The project team will complete the PEL project by:

- Finalizing interim and ultimate improvement recommendations.
- Developing cost estimates.
- Documenting recommendations in a final report.

Local agencies, CDOT and FHWA, will use the guidance from this PEL to:

- Reserve right-of-way.
- Seek funding opportunities.
- Conduct NEPA analysis.
- Move into design and construction.

US 85 Planning and Environmental Linkages Study



Public Meeting

March 30, 2016 | 4:00pm to 7:00pm
 Adams County Conference Center
 4430 S Adams County Pkwy, Brighton, CO 80601

Name	Community	Phone	Email
Joe Smith	Brighton	303 655 2037	jsmith@brightonco.gov
Kimberly Dall	Brighton	303 655 2112	Kdalle@brightonco.gov
Jeanne Kniss	Brighton	3-659-2196	JeanneKniss@aol.com
Adem Kniss	"	"	ademkniss@aol.com
Anna Sparks	Adams County	720-523-6859	asparks@adco.gov.org
Mark Moskowitz	Adams County	720-523-6838	mmoskowitz@adco.gov.org
Shawn McDowell	Henderson	7/221-4537	midnight.flash@mac.com
Shannon McDowell	↓	↓	↓
Kurt Kionka	CDOT	3/398-6738	Kurt.Kionka@state.co.us

US 85 Planning and Environmental Linkages Study



Public Meeting

March 30, 2016 | 4:00pm to 7:00pm
Adams County Conference Center
4430 S Adams County Pkwy, Brighton, CO 80601

Name	Community	Phone	Email
Allison Lockwood	Brighton		allison@localcolormag.com



US 85 Planning and Environmental Linkages Study



Public Meeting

April 6, 2016 | 4:00pm to 7:00pm
 Eaton Town Hall
 223 1st St, Eaton, CO 80615

Name	Community	Phone	Email
L Joy McDonald	Nunn	970 381-0967	jimcdona/d@co.weld.co.us
Ron & Joy BREKER	EATON	(970) 775-3323	N/A
Elizabeth Relford	Weld		



US 85 Planning and Environmental Linkages Study



Public Meeting

March 29, 2016 | 4:00pm to 7:00pm
 Riverside Library and Cultural Center
 3700 Golden St, Evans, CO 80620

Name	Community	Phone	Email
CLAUDIA RICH, Trustee	LASALLE	970-284- 6806	reichc63@gmail.com
Jeff Nelson Gilcrest Mayor		970 673 2202	nelnelcont@gmail.com
Becky Kurasako	NFRMPO	970-416-2757	bkaraska@nfrmpo.org
Dale Beal	La Salle		dale6654@comcast.net
Maria Seerest	Greeley	970 352 - 5546	maria_seerest@ gardner.senate.gov
Jo Ann Manns	Evans		



SUMMARY OF 2016 PUBLIC MEETINGS

Dates and Locations

Three public meetings were held in March and April 2016:

- Tuesday, March 29, 2016
Riverside Library and Cultural Center
3700 Golden Street, Evans, CO
- Wednesday, March 30, 2016
Adams County Conference Center
4430 S. Adams County Parkway, Brighton, CO 80601
- Wednesday, April 6, 2016
Eaton Town Hall
223 1st St., Eaton, CO 80615

All meetings were held from 4pm to 7 pm.

Advertisement

The public meetings were advertised via CDOT’s website, a press release from CDOT, posting of flyers in local communities (at the local agencies’ discretion), email distribution to the Technical Advisory Committee (TAC) and Executive Committee (EC), and North Front Range Metropolitan Planning Organization’s newsletter.



Overview

The public meetings were open house format where the public could drop by anytime to discuss the study with the project team, learn about the corridor’s current conditions, provide input on the transportation problems and potential solutions, as well as learn about the interim improvements, prioritization process, and next steps. The same information was provided at each meeting.

A total of 24 people attended the public meetings. Sign-in sheets from each public meeting are included as an attachment.

The public meetings included the following stations (the boards are provided as an attachment to this summary):

- Sign-in
- Welcome and introductory information
- Base maps
- Interim improvements, prioritization, and next steps
- Comment cards



Input from the public was obtained through discussions with the project team, sticky notes on the community boards, and comment sheets.

Overview of Public Comments

The input received from the public during the open house meetings ranges from general comments on the existing problems along the corridor (e.g. potholes and pavement condition) to travel pattern observations and location-specific problems (e.g. like the inability to cross 112th Avenue when a train is passing).

Attachments

- Save the Date Flyer
- Sign-in Sheets
- Public Meeting Boards
- Corridor Maps with Comments



COLORADO

Department of
Transportation

US 85 Planning and Environmental Linkages Study

PUBLIC MEETINGS

The Colorado Department of Transportation (CDOT) is conducting a Planning and Environmental Linkages (PEL) study to create a vision for the US 85 corridor from I-76 to the Town of Nunn.

Save the Dates!

Please consider attending an upcoming public meeting:

- Tuesday, March 29, 2016**
 4:00 - 7:00pm
 Riverside Library and Cultural Center
 3700 Golden St., Evans, CO
- Wednesday, March 30, 2016**
 4:00 - 7:00pm
 Adams County Conference Center
 4430 S. Adams County Pkwy.,
 Brighton, CO 80601
- Wednesday, April 6, 2016**
 4:00 - 7:00pm
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The project team will be presenting potential solutions (short-term and long-term) and are seeking your input. The meetings will be open houses where attendees can drop by anytime to learn about the US 85 corridor, discuss the study, and provide input on the potential solutions.

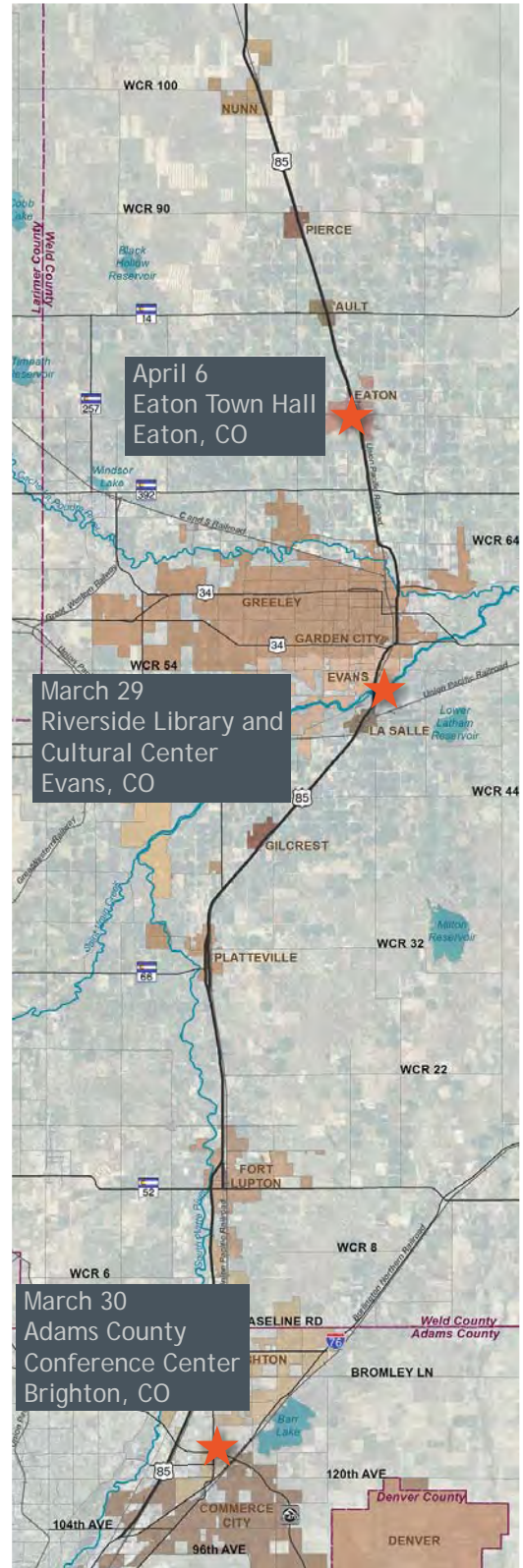
Unable to Attend?

Meeting materials and additional information can be found on the study's website:

www.codot.gov/projects/us85pel



Thank you for taking the time to get involved in the future of the US 85 corridor!



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.

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Shawn McDowell	Henderson	7/221-4537	midnight.flash@mac.com
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Becky Kurasako	NFRMPO	970-416-2757	bkaraska@nfrmpo.org
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COMMENT FORM

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COLORADO

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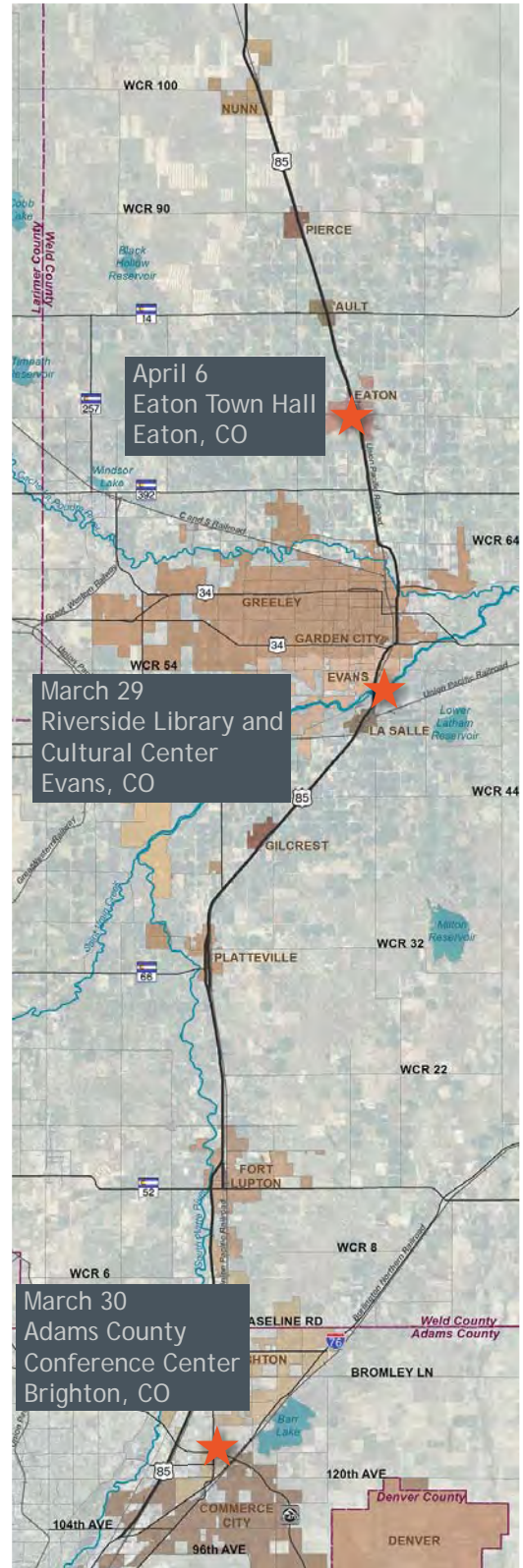
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Section 1A

I-76 to North of 120th Avenue

FREEWAY

Conceptual Improvement Recommendations

Section 1A

I-76 to North of 124th Avenue

FREEWAY



104th Ave.
• Flyover Single Point Urban Interchange (SPUI)

Close Longs Peak Drive access
• Allow emergency access

COMMERCE CITY

112th Ave.
• Single Point Urban Interchange (SPUI)

120th Ave.
• Diverging Diamond Interchange (DDI)

OPTION

120th Ave.
• Diamond Interchange

124th Ave.
• Full closure



104th Ave. OPTION
• Split Diamond



Section 1B

Nome Street to North of 144th Avenue

FREEWAY

Conceptual Improvement Recommendations

Section 1B

Nome Street to North of 144th Avenue

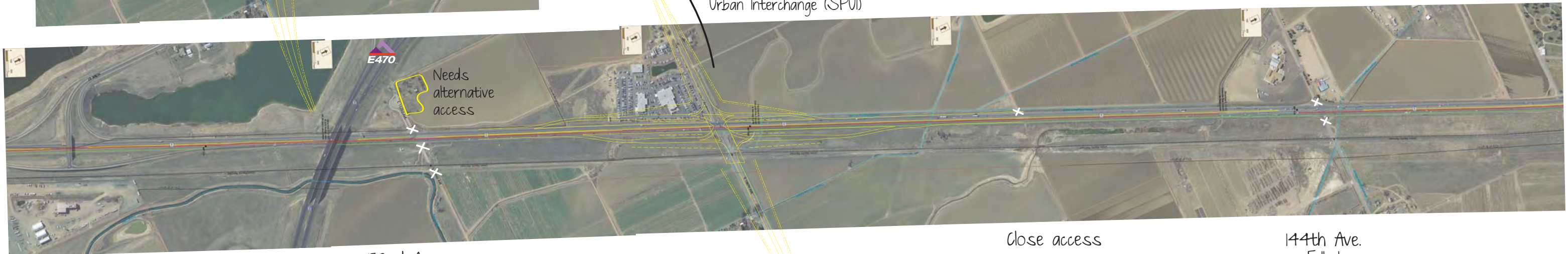
FREEWAY



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

Option ←

136th Ave.
• Single Point Urban Interchange (SPUI)



No change at E-470

132nd Ave.
• Full closure
• Allow emergency access

Close access

144th Ave.
• Full closure



Section 1C

South of Bromley Lane to North of CR 2.5

FREEWAY

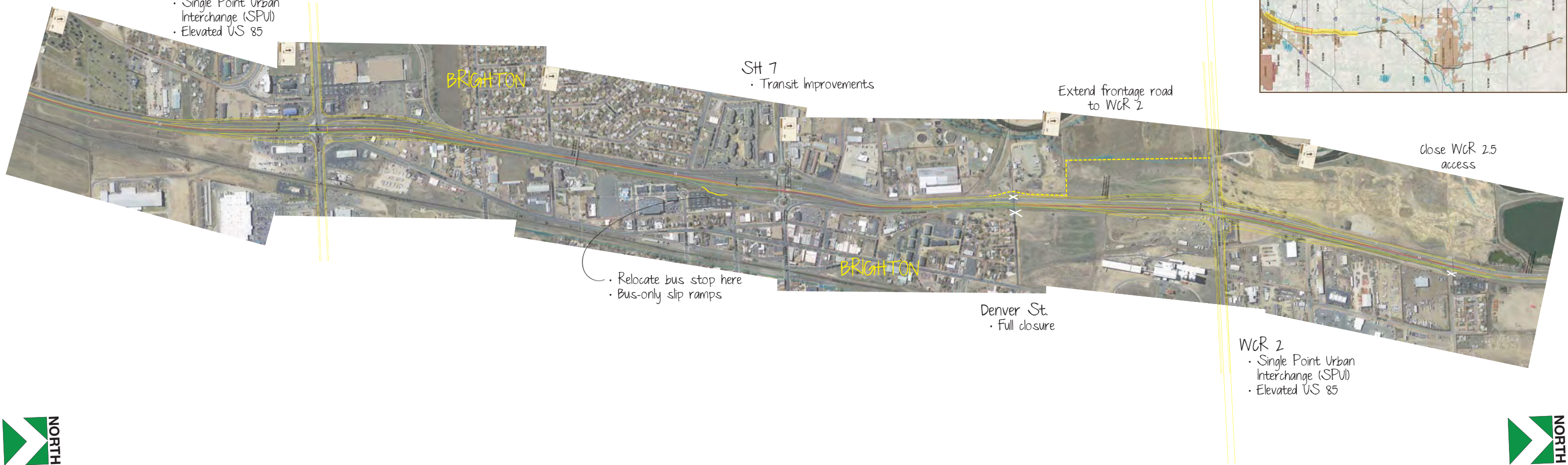
Conceptual Improvement Recommendations

Section 1C

South of Bromley Lane to North of CR 2.5

FREEWAY

Bromley Lane
• Single Point Urban Interchange (SPUI)
• Elevated US 85



Section 1D

South of CR 4 to CR 10

FREEWAY

Conceptual Improvement Recommendations

Section 1D

South of CR 4 to CR 10

FREEWAY



WCR 6
• Tight Diamond Interchange

OPTION

WCR 6
• Parclo interchange

WCR 8
• Junior interchange
• Hook ramps

Close access,
provide alternate
access

WCR 10
• No access

Extend access
to WCR 8

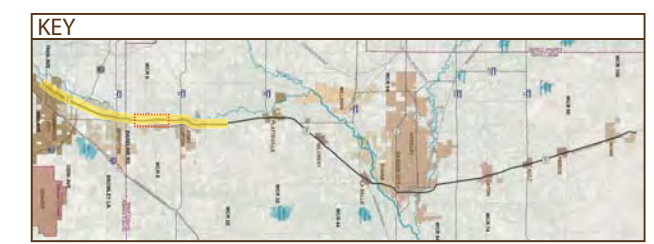
No alternative access



WCR 4
• Full closure

Close
access

WCR 6.25
• Full closure



Section 1E

North of CR 10 to CR 16

FREEWAY

Conceptual Improvement Recommendations

Section 1E

North of CR 10 to CR 16

FREEWAY



US 95 P&I 02-18 01/2016

Section 1F

North of CR 16 to CR 22

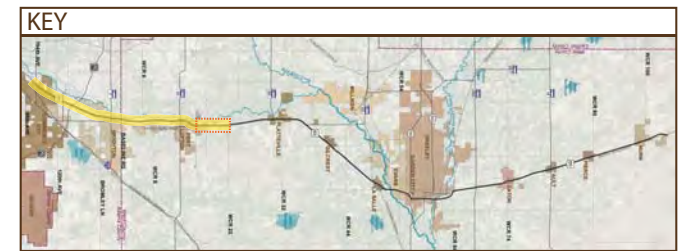
ENHANCED EXPRESSWAY

Conceptual Improvement Recommendations

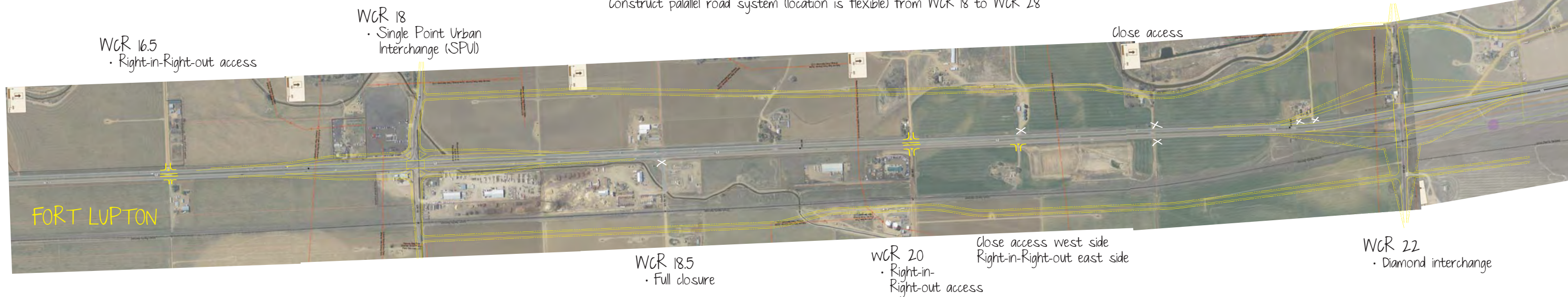
Section 1F

North of CR 16 to CR 22

ENHANCED EXPRESSWAY



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



Section 2A

South of WCR 22 to South of CR 30 in Platteville

ENHANCED EXPRESSWAY

Conceptual Improvement Recommendations

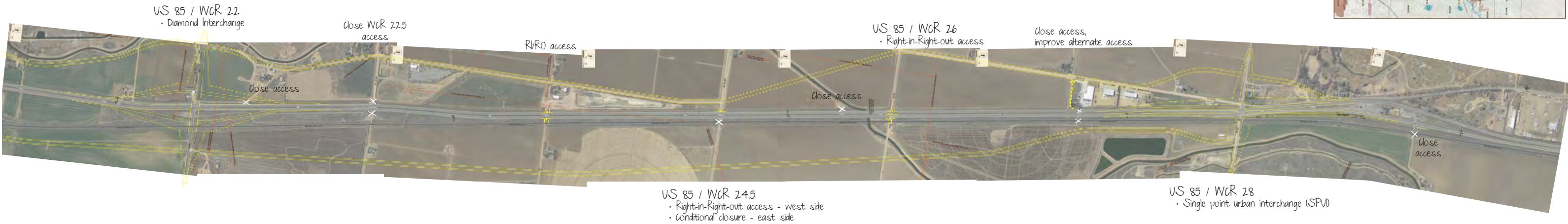
Section 2A

South of WCR 22.5 to South of CR 30 in Platteville

ENHANCED EXPRESSWAY



Add parallel frontage roads east and west of US 85 between WCR 22 and WCR 2 (location is flexible)



Section 2B

WCR 30 in Platteville to SH 60

STANDARD EXPRESSWAY

Conceptual Improvement Recommendations

WCR 30 in Platteville to North of SH 60

ENHANCED EXPRESSWAY



Section 2C

North of SH 60 to North of WCR 42

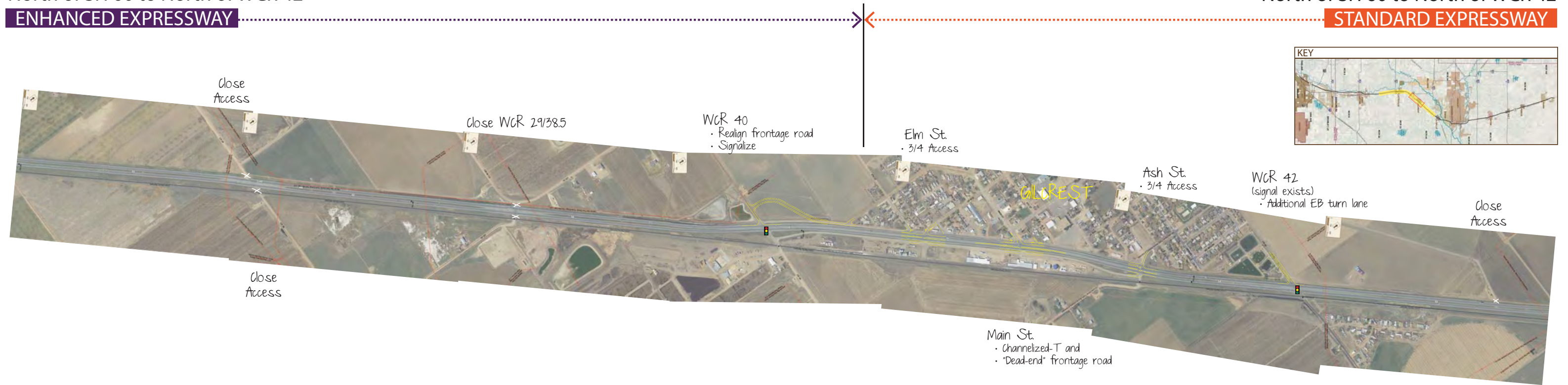
ENHANCED EXPRESSWAY

Conceptual Improvement Recommendations

Section 2C

North of SH 60 to North of WCR 42

STANDARD EXPRESSWAY



US 10 PBL 1/4 1/13/16

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

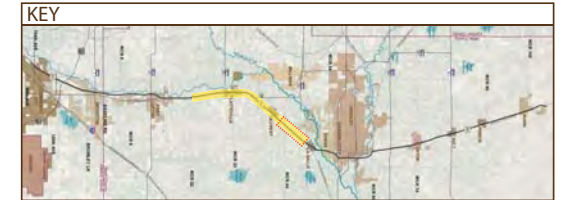
- Closure at WCR 33
- Signal at WCR 44
- East side connection WCR 33 to WCR 44

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



Section 3A

UPRR Bridge South of LaSalle to North of 31st Street in Evans

STANDARD EXPRESSWAY

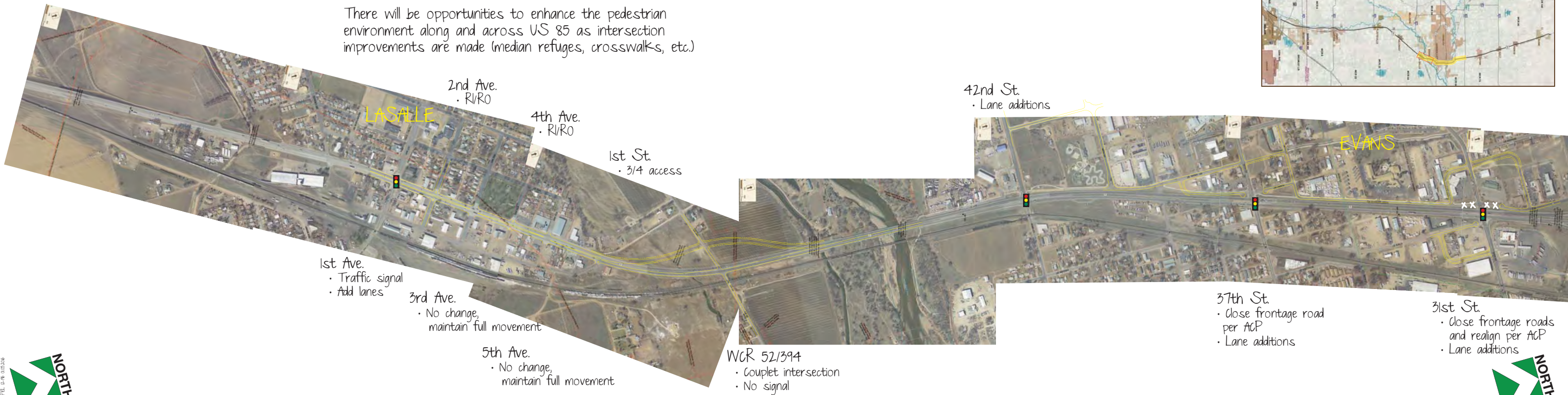
Conceptual Improvement Recommendations

Section 3A

UPRR Bridge South of LaSalle to North of 31st Street in Evans

STANDARD EXPRESSWAY

There will be opportunities to enhance the pedestrian environment along and across US 85 as intersection improvements are made (median refuges, crosswalks, etc.)

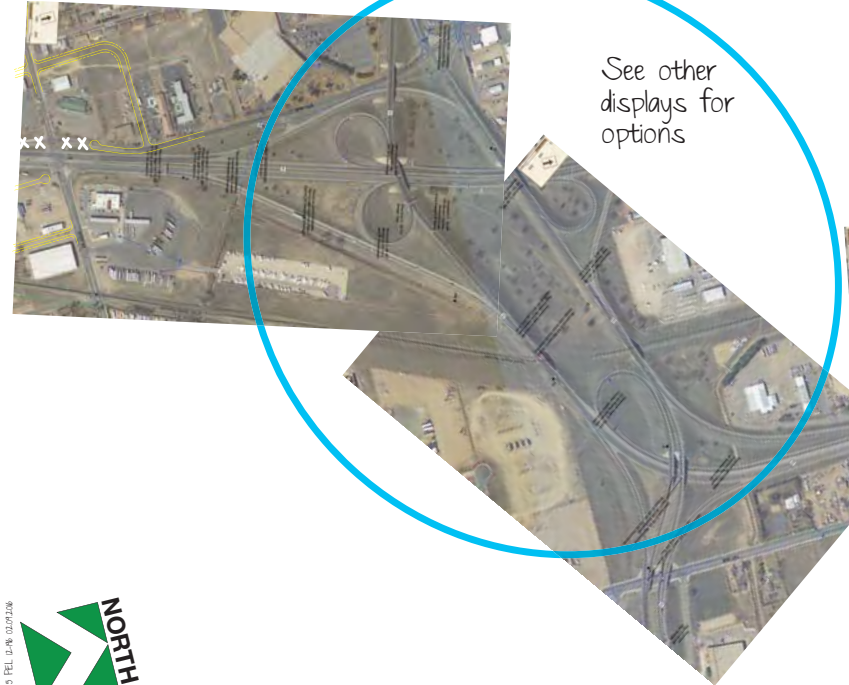


Section 3B

31st Street to North of 5th Street in Greeley

STANDARD EXPRESSWAY

- 31st St.
- Close frontage roads and realign per ACP
 - Lane additions



See other displays for options

Conceptual Improvement Recommendations

31st Street to North of 5th Street in Greeley

STANDARD EXPRESSWAY



South of 22nd St, alternative access plan

Realign WCR 41 to 5th St

- 22nd St. to 5th St.
- Texas U-turn interchanges
 - Convert frontage road to one-way
 - Construct frontage road on east side



Section 3C

North of 5th Street to North of SH 392

ENHANCED EXPRESSWAY

Conceptual Improvement Recommendations

Section 3C

North of 5th Street to North of SH 392

ENHANCED EXPRESSWAY

10th St.
• Close and connect to WCR 66

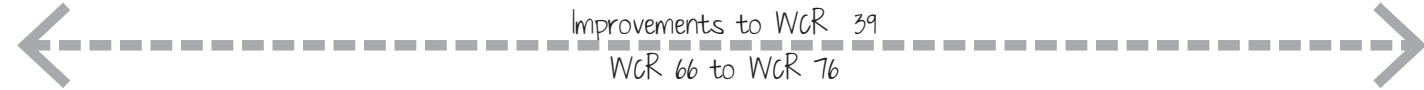
Close and realign 11th Ave.

WCR 66
• Traffic signal

SH 392
• Traffic signal
• Lane enhancements

New connection from WCR 64 to WCR 66

Improvements to WCR 39
WCR 66 to WCR 76



Section 4A

South of WCR 70 to North of WCR 76

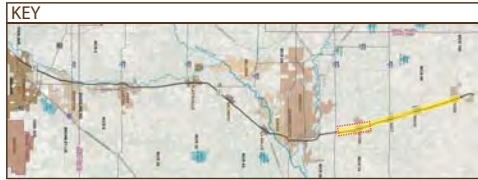
STANDARD EXPRESSWAY

Conceptual Improvement Recommendations

Section 4A

South of WCR 70 to North of WCR 76

STANDARD EXPRESSWAY



Improvements to WCR 39
WCR 66 to WCR 76



Section 4B

WCR 78 to North of WCR 84

STANDARD EXPRESSWAY

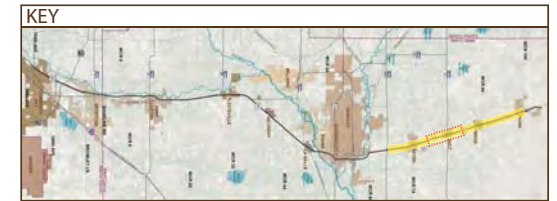
Conceptual Improvement Recommendations

MAIN STREET

Section 4B

WCR 78 to North of WCR 84

RURAL HIGHWAY



Close access

WCR 80
· Close east side

SH 14 / 1st St.
· Pedestrian crossing
enhancements



Option
· Eaton to Nunn - improved shoulders



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



Section 4D

South of CR 94 to CR 100

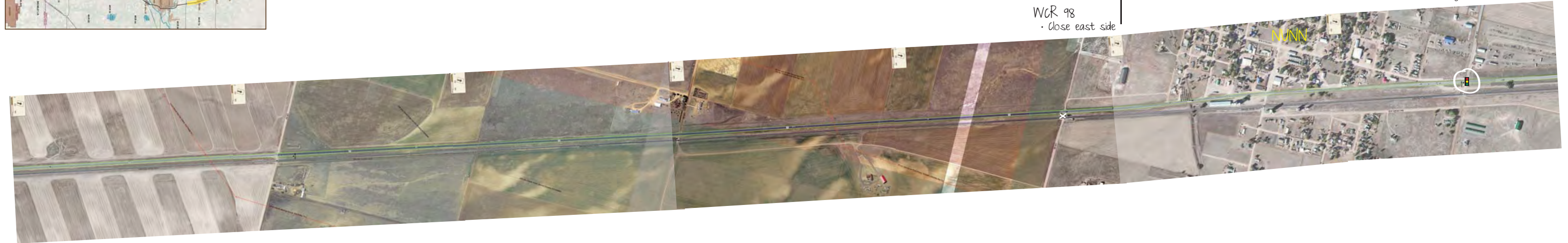
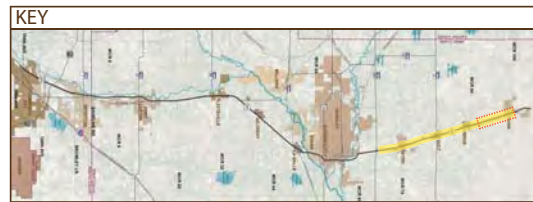
RURAL HIGHWAY

Conceptual Improvement Recommendations

Section 4D

South of CR 94 to CR 100

ARTERIAL



Option
· Eaton to Nunn - improved shoulders

Option
· Eaton to Nunn - improved shoulders

