

MEETING MINUTES

Region 4 - Park and Ride Scoping Meeting

MEETING DATE: March 27, 2006

LOCATION: Loveland Residency

ATTENDEES: NFRMPO
CDOT: Dave Martinez, (various departments: traffic, maintenance, ROW, planning, utilities, materials, etc.)
Larimer County Sheriff
Weld County Sheriff

PREPARER: **Carter Burgess**
Julie Morrison

COPIES: Attendees, C&B File #071609.400

MEETING SUMMARY

Introduction

400K in budget for entrancing pnr's (design and construction)

- Resurfacing
- Striping
- Add lighting to SH 60
- Expand 402 (highest occupancy)

All projects within CDOT PNR.

Question/Answers:

Q: Dave Martinez: What's the primary purpose?

A: Resurfacing with expansion only at 402.

Q: Well purpose is in question. We have house bill (HB 1310) money that could be applied to pnr's – but we haven't defined exactly what improvements should be – we need to figure out what best use of money is.

Q: Is there any money coming from STP metro?



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A: \$96K of STP with part of \$400K going to match – also asking for additional money.

Through TAC – we want to try to make this a bigger, better project.

Q: \$20K to match \$96K
\$60K for 119 cameras
\$96K from NFRMPO (surveillance camera)
\$320K for physical improvements
\$400K in House Bill 1310 (construction)

Q: Who's doing surveillance?

A: That's why ITS and Sheriff's departments are here.

Q: So someone's going to step up to do surveillance?

A: CDOT Region 4 says will do the purchase of cameras and minor maintenance.

Larimer and Weld will do data storage for reference.

Put in network – capable DVR's recording back to a remote location – Its Center n Gooden isn't interested in monitoring.

Q: When you say CDOT ITS, doesn't want to, does that mean not ever?

A: They don't want it – not interested in video, so monitoring would be by sheriff's and/or transit agencies.

Q: What is EIS looking at?

A: Something much longer term.

Q: But what about something in the near term? Commuter bus etc.? We could help find interim.

A: Basically we just don't want to preclude a solution.

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Q: Purpose of security is to catch people, not to deter them?

A: Right, for the short term, but as we catch people there will be a deterrent.

Q: How does it work functionally?

A: With microwaves to different network hubs – the Ranch (Bud Center) and/or Larimer Co. Center.

Q: What Does It Cost?

A: \$180K for 3 locations (camera, software, training hookups)

But also with DDR – that cost will change as we implement a different network using an antenna.

Q: So cameras will cost over \$200k since the network sewing the site is a wild card?

A: Not necessarily because there were line items for light standards and other environmental protection – we wouldn't.

Q: So the NFRMPO will pay what?

A: 80% of costs at two sites.

Q: What about wireless network? Would it handle the cameras?

A: No – it can handle signs and ramp metering but can't handle video streaming – cameras would need separate system – fiber may be able to handle it all later.

Q: So we'll do SH 119, 34 and 402?

A: yes

Q: Is crime happening at night? Is lighting an issue for effectiveness?

A: It should be able to record at night, but most crime is happening during the day.

Q: Lights Costs?

A: \$13K per standard.

Q: So we should have extra lighting to enhance surveillance?



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- A: Yes – but lot layout affects what you can see. You'd want camera views to be parallel and not perpendicular.
- Q: So at 402 we have 2 light poles – we'd want to light access and express points.
- Q: For the capitol costs are costs in transmission equipment or the cameras?
- A: It's the transmission costs - [REDACTED] is expensive.
- Q: Can cameras be used for broader area? Or microwave stations handle multiple cameras?
- A: The more equipment of any kind the higher the cost.
- Q: So where are cameras?
- A: Three (3) at each location:
1) access _____
2) Lot itself
3) _____
- Q: Cost of \$180 based on 3 cameras at 3 locations – total of 9 cameras – pole mounted – but camera type would change depending on input from county sheriffs.
- Q: What about light intensity? Do I need to check on that?
- A: Yes – will check with Shawn (CDOT) because lighting will determine camera effectiveness.
- Q: As far as safety at Harmony Transfer Center – how has it been?
- A: We're not sure – it may be that they already have issues on that. They're afraid of them – but transient bad guys don't know that it exists because it's off the freeway.
- Q: Would lighting help?
- A: 90% of our crimes happen during the day time.
-



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- Q: Looks like first priority should be security and not expansion.
- A: Well, NFRMPO's original proposal was to put in \$340K to complement your efforts and we just lack information on where the money will go.

Q: Do you have cots for each location? It might really help to know what an extra \$250K could buy us.

- Q: There are 6 locations
- 1) 1 Upper front range (with cameras)
 - 2) 5 NFRMPO (2 have cameras)

We need these itemized to see needs and costs.....

Q: So if you had \$250K extra, what would you do with it?

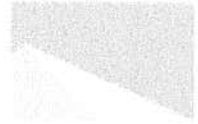
- A:
- 1) Resurfacing
 - 2) Restriping
 - 3) Expansion
 - 4) Lighting

Where this evolved from is that we were going to sweep and restripe but the pavement was so bad that we saw we needed to resurface....Then we thought if we're going to do this we should look at security and make the improvements that really need to be made....

Q: What's the recommendation for 56?

- A:
- ¾ inch overlay
 - 2 inch overlay
 - Curb repair (help with drainage and access control)
 - Striping

Look lighting, but probably no additional needed, Johnstown patrols it
Crime is opportunity driven – if not high utilization, then not much crime.



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Q: What about SH 60?

A: Access control – new curbs, lighting, resurface and restripe.

Q: Do we have a pnr standard? Do we need one?

A: We may want to include ADA stalls at each one – it'd be good to note the standard and try to reach it over time.

Q: Improvements to SH 402?

A: Resurface
Restripe
Camera
Expansion by 100' (about 20 stalls)
Lighting

Look at circulation?

Survey?

Drainage?

Protection (gate to stockpile to the south)

Environmental? (this is an MS-4 area....stormwater? look at BMPs?)

How could bus circulate through?

I think future commuter bus improvements are outside the scope of this project, but should be considered as a future interim expansion?

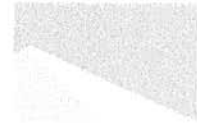
Q: What are improvements to 34?

A: Interchange improvements will make it:

- R-in, R-out, and L-in, no L-out
- Expanded (lengthwise) but narrower – maintain existing capacity

We'll add: surface
Striping
Lighting
Cameras (will need 4) cover both access points
signing

Q: What improvements to SH 392?



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A: resurface
Striping

Q: Isn't Region 4 making improvements to what intersection?

A: Yes, we're looking at it – have to use the dollars for safety because part of "hazard elimination program"

Q: can we get an incident history of pnr's?

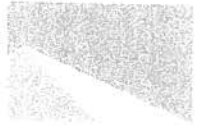
A: Yes, can get that but not all of these get reported – and case numbers get duplicated when multiple break-ins happen on same car.

Design will be to van vehicle standard and lighter – will no design to bus or ____-axle vehicles.

Along interstate utilities only allowed between frontage road and fence line – only thing might run into is connecting lines – If you're adding lights, might need an extra or expanded service center.

Might be a good time to add conduit locations – fiber and utilities can't be in same conduit.

Every light has a photo cell with 240 electrical services – may need additional service depending on camera and microwave network type.



Meeting Minutes

To: North I-25 EIS Project Management Team
From: Jessica Woolery
Date: October 17, 2006
Subject: Meeting Minutes, Tri-town meeting on S vs. V alignment

Project Representatives:

Paul Brown – Carter & Burgess
Julie Walker – Carter & Burgess
David Martinez – CDOT
Steve Olson – CDOT
Mindy Crane – CDOT
Jessica Woolery – PRACO
Holly Buck – FHU
Long Nguyen – CDOT
Wendy Wallach – Carter & Burgess
Kim Podobnik – PRACO

Introductions:

Dick Lefflen – City of Fredrick
Karen Cumbo – City of Dacono
Renee Witty – Carbon Valley Chamber of Commerce
Glen Massarotti – City of Erie
Cheryl Hauger – City of Erie
Andrew Moore – City of Erie
Mike Acimovic – City of Erie
Derek Todd – City of Frederick
Dennis Crock – City of Erie

- I. **Meeting Overview** – David Martinez
CDOT agrees with the consultant recommendation to go ahead with Alignment V.
- II. **Information Review** – Paul Brown
 - A. Background - The first part of the packet is a review of the information that was shared TAC and this group in July. There was concurrence regarding portions of the alignments and further evaluations was requested or Alignments S & V.
 - B. Goals – Connect Longmont to the FasTrack North Metro Corridor. RTD is currently has a consultant working on the EIS process for the North Metro Corridor and they are not as far along in the process as we are.
 - i. Reduce out-of-direction travel
 - C. Objectives – Minimize Travel, use existing corridors, and minimize environmental impacts



Meeting Minutes

- D. Alignments Overview – No new issues have been identified and the Commuter Rail would go over I-25.
 - i. Alignment S – along two subdivisions, Dacono Trail, alignment along WCR11 also identified.
 - ii. Alignment V – along one subdivision, abandoned rail corridor, affect water pumping station.
- E. Base Analysis - Alignment S reaches more of the estimated 2030 population and employment.
 - i. Environmental elements are balanced between S & V.
 - ii. Alignment V has the shorter distance and travel time.
 - iii. S was selected to move forward.
- III. **Information from Small Group meeting**
 - A. Base analysis plus station area population within a 4 mile radius and employment radius within half a mile radius.
 - i. With a full radius, Alignment V reaches more of the population and employment.
 - ii. Within the North half-radius, Alignment S reaches more of the population and Alignment V reaches more of the employment.
 - B. No final conclusion was reached.
- IV. **Information after further review**
 - A. Alignment review of S, Smod (S along WCR 11) and V. Numbers are rounded and not exact.
 - i. Alignment V is in more of the transportation corridor with 95%. – S (55%), Smod (70%)
 - ii. Smod and V are preferable because they do not run along the Dacono Trail as Alignment S would.
 - iii. Smod has four at-grade crossings. – S (3), V (5/3 reused). The actual grade of the crossings have not been done yet, but will be completed and documented in the DEIS.
 - iv. Alignment V is preferable with affects to only one major utility station, the water pump station. – S (3), Smod (3). These utilities are would be major to relocate. They are not just lines that go across connecting to someone's house.
 - B. Community Reviews of S, Smod & V.
 - i. There is more interest from Municipal input for V.
 - ii. Alignment V will affect only one existing subdivision vs. S & Smod affecting 2 existing subdivisions.
 - iii. V will affect no permitted subdivisions and three pending. – S (6/10), Smod (4/6).
 - Q: When do CDOT policies consider land a subdivision? What if it is still Ag. Land, but person is planning to sell in the near future?
 - A: Land is not considered until it is plotted and in a certain part in the building permitting process.
 - Q: Are the number of dwellings in the subdivision evaluated?



March 8, 2006

Mr. Dave Martinez
CDOT Engineering Office
2207 E. Highway 402
Loveland, CO 80537

RE: Broomfield Comments on Level Three Screening for the North I-25 EIS

Dear Dave:

Thank you for meeting with Broomfield staff representatives on February 23, 2006 to discuss the Level 3 DEIS Packages for the North I-25 EIS. The purpose of this letter is to communicate the opportunities and issues these packages raise.

1. We appreciate that DEIS Package B: MT + BRT includes a Bus Rapid Transit Station south of Highway 7. This is consistent with Broomfield's North I-25 Sub-Area Plan.
2. DEIS Package A: 6 GP + WCR does not include BRT or Commuter Bus along North I-25. Since rail alternatives do not serve our community, we would like to see BRT included in any packages that move forward.
3. The December 14, 2005 Memorandum on Access Planning raises two issues.
 - a) An interchange with Sheridan and I-25 is not included in the Preliminary Access Planning Results. This interchange is included in Broomfield's plans and in the DRCOG 2030 Metro Vision Regional Roadway System (See attachment A). We request that the DEIS document acknowledge this interchange, acknowledging that it is subject to the 1601 process.
 - b) The Preliminary Access Plans recommend that the interchange of North I-25 and Highway 7 is reconstructed to an enhanced diamond configuration. We anticipate growth will demand more extensive improvements. As such, the DEIS should not preclude a revised 1601 for Highway 7 and I-25 that would include the addition of cloverleaf ramps in the northwest and southeast quadrants and other improvements to facilitate traffic.

ACKNOWLEDGE
BUT NOT
INCLUDE .

We will continue to be active participants in the DEIS and appreciate the opportunity to provide input throughout the process.

Sincerely,

Debra A. Baskett
Transportation Manager

SIDE - LOAD SOUTH BRT STATION
© SH 7 - WOULD TEAM CONSIDER
A SIDELOADED ALT.

Enc.

Cc: Kevin Standbridge, Assistant City Manager
Burt Knight, City Engineer



HIGHWAY GROUP C

CITY AND COUNTY OF BROOMFIELD

One DesCombes Drive • Broomfield, CO 80020 • Phone: (303) 469-3301

March 30, 2006

Mr. Steve Olson
CDOT
Region 4 - Loveland Residency
2207 E. Highway 402
Loveland, CO 80537

RE: Access plans for State Highway 7 in Broomfield

Dear Steve:

Per your request, I'm sending some information that I hope will assist in your understanding of Broomfield's local access planning along Highway 7. Some of it you may have seen before, but the three attachments relate to each other in level of detail.

1. 2030 Recommended Roadway Plan – this is a part of Broomfield's Comprehensive Plan, updated at the end of 2005. FHU was the contractor for this project.
2. SH7/I-25 Interchange Design Concept – I have provided this previously, and it provides a clear articulation of Broomfield's view of the ultimate reconstruction of the interchange.
3. Exhibit M: Roadway Master Plan from the I-25 Sub-Area Plan. It is my understanding that a roadway connecting "S" and "PP" is not included in this plan, but planned by Broomfield as a road that would go under I-25.

Please let me know if I can provide any clarification or further information.

Sincerely,

A handwritten signature in cursive script that reads 'Debra'.

Debra A. Baskett
Transportation Manager

Enc. (3)

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region Four

2207 East Highway 402
Loveland, CO 80537
(970) 622-1270 Fax (970) 669-0289



December 11, 2006

Mr. Burt Knight
City and County of Broomfield
One DesCombes Drive
Broomfield, CO 80020

Re: **CDOT's North Corridor Environmental Study and Basic Engineering – Design Assumptions used on Cross Streets**

Dear Mr. Knight;

Attached please find the North Corridor Environmental Study's Technical Memorandum documenting design assumptions related to improvements/impacts of local roads crossing I-25 from approximately US 36 to SH 7.

One of the North Corridor alternatives that are being considered includes widening I-25 to include managed lanes. This wider section of I-25 will require the reconstruction of some local roads crossing I-25. As part of the local agency coordination during this study, we are asking for your review of this document to verify that the assumptions made in developing the alternatives and identifying impacts associated with the alternative is consistent with the City and County of Broomfield's policy and criteria.

Please review this document and forward any comments to me by **December 22, 2006**. If you agree with our approach and criteria used for the City and County of Broomfield's roadways, please sign the attached letter and return to me. If you have any questions or need any additional information, please contact me at 970-622-1280 or Long.Nguyen@dot.state.co.us.

Thank you for your assistance and participation on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Long Nguyen', is positioned above the typed name and title.

Long Nguyen, P.E.
Colorado Department of Transportation
Assistant Project Manager

Cc: D. Martinez (CDOT), J. Schwab (CDOT), S. Olson (CDOT), M. Pavlik(FHWA), T. Anzia (FHU)

Attachments

"Taking Care To Get You There"

MEETING MINUTES

Discuss Stations

MEETING DATE: October 28, 2005

LOCATION: City of Fort Collins

ATTENDEES: Fort Collins: Mark Jackson, Kathleen Bracke
C&B: Gina McAfee, Julie Morrison, Jennifer Merer

PREPARER: ~~Carter~~ **Burgess**
Gina McAfee

COPIES: Attendees, Craig Gaskill, Chris Primus, Don Leidy, Tom Anzia,
Bob Felsburg Holly Buck, Bob Garcia, Stanley Elmquist,
Dave Martinez, Becky Noe, C&B File #071609.400

MEETING SUMMARY

1. Julie Morrison went over the station area selection process and criteria (attached).
2. Mark Jackson pointed out that BRT will allow more stations in the more urbanized areas.
3. Kathleen suggested that for the Station Area Selection Process memo, the section regarding "Activity Centers" 3)b, should show CSU and Downtown Fort Collins combined as one line item. The Fort Collins South Transit Center should have been modeled with parking—the Harmony and Timberline station should also have included parking. We should have looked at Fort Collins' transit plans—the site that Fort Collins is looking at is as close as Fort Collins could come to being at Harmony and College.

We need to work with Chris to determine what type of ridership impact this lack of parking might have.

4. What about BRT along 287? The BRT should be in a dedicated guideway along Mason/BN—from Prospect to Harmony.

The Mason Transportation Corridor (MTC) project is in an approved plan for Fort Collins. It was adopted by the City Council in October 2000. Funding for the MTC project has been received via the NFR MPO from FHWA/CDOT, as well as local funding.

Fort Collins has spent a lot of money showing the bus service along 287 does not work.



MEETING MINUTES

Discuss Stations
October 28, 2005
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5. We need to get back with Fort Collins regarding:
 - Revising our South Transit station to be the same as the Mason BRT South Transit station.
 - The dot for Harmony needs to be moved.
 - How we will treat BRT along Mason.(Action: Bob F.)
6. For a CRMF, their recommendation is to expand the CDOT/city maintenance site, which is located near the intersection of Vine Drive/Lemay Avenue—it is publicly owned, on the rail spur.
7. For the BMF, we need to assume the Transfort site.
8. We may want to assume that commuter bus also operates on the Mason Transportation Corridor.
9. Harmony is also identified by the City as an “enhanced travel corridor.”
10. We should check our No-Action network again. Some of the Fort Collins projects are not funded and others are. (Action: Holly)
11. TAC meetings are good for receiving information from the project team, but not so good at giving detailed information to the team. As we are developing the DEIS alternatives, we should set up meetings with city staff to get their detailed input on the drawings. This can include public works and planning people. (Action: Tom and Holly)



MEETING MINUTES

BNRR Screening for BRT

MEETING DATE: December 15, 2005

LOCATION: SW Weld County Services Building

ATTENDEES: Fort Collins: Kathleen Bracke and Mark Jackson
FHU: Tom Anzia
C&B: Craig Gaskill and Paul Brown

PREPARER: **Carter-Burgess**
Craig Gaskill

COPIES: Attendees, Gina McAfee, Bob Garcia, Stanley Elmquist, Dave Martinez, Carol Parr, Becky Noe, C&B File #071609.400

MEETING SUMMARY

1. Background:

- The North I-25 project team had previously screened out BRT on the BNRR freight rail corridor. This was conducted during development of alternatives leading into Level 2 evaluation. The primary reason for the screening was comparative safety concerns in mixing freight rail traffic with an adjacent bus system.
- Fort Collins is proposing a BRT system on the existing Mason Transportation Corridor. The Mason Transportation Corridor includes the BNRR freight rail tracks. Fort Collins has reached an agreement with the BNRR that safety is adequate with the adjacent BRT.
- The North I-25 project team includes the same firms that worked for Fort Collins in developing the Mason Transportation Corridor. The North I-25 project team felt that the slower speed and urban rail in Fort Collins was sufficiently different that the higher speed, more rural BNRR corridor south of Fort Collins to justify a different conclusion on safety. This is consistent with other freight rail corridors, including the Union Pacific rail line between Denver and DIA currently being studied as part of the East Corridor EIS.

MEETING MINUTES

BNRR Screening for BRT
December 15, 2005
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2. Discussion:

- The City of Fort Collins believes the recommendation to screen out BRT on the BNRR corridor is inconsistent with the recommendations of the Mason Transportation Corridor and will undermine the ability to move the Mason Transportation Corridor forward.

This resulted in the following discussion points.

- Suggestion to conduct further evaluation of the BRT on BNRR alternative, given the new information, and determine if this alternative would still be screened out, and if so, why.
- Suggestion to compare the BRT on BNRR alternative with the Commuter Rail on BNRR alternative. If BRT compares poorly with Commuter Rail and Commuter Rail is screened out in level 3, BRT would likely be screened out for similar reasons (and not the safety issue).
- Provide language in the EIS that allows BRT on the BNRR to be considered in the future (for different needs). The EIS analysis had identified unmet local transit needs along the US 287/BNRR corridor, outside of the North I-25 project needs.

Due to limited time for this meeting, it was agreed that a follow-up meeting would be set up by Tom Anzia. A resolution will be developed using input from the December 15 TAC and CAC meetings and subsequent Level 3 screening.



TOWN OF FREDERICK

401 LOCUST STREET • P.O. BOX 435 • FREDERICK, CO 80530-0435
PHONE: (303) 833-2388 • FAX: (303) 833-3817

August 10, 2006

Mr. David M. Martinez, P.E.
CDOT Engineering Office
2207 E. Highway 402
Loveland, CO 80537

Dear Mr. Martinez: *DMW rec'd 8/17/06*

The Town of Frederick has been involved in the North I-25 EIS from the beginning and appreciates the opportunity to participate in this project that is vital to the Town and Northern Colorado in shaping the future of transportation for the region. The Town continues to be supportive of the transit options being considered in the EIS and has included provisions for transit oriented design opportunities in recent discussions with developers of property located near the intersection of State Highway 52 and CR 13 (Colorado Blvd extended north from the Denver metro area). Options for shared parking with commercial centers and regional trail connections are examples of these discussions. The developers of these properties have been cooperative and receptive to these concepts. The Town is very excited about the options for commuter rail that are proposed to be included in the Draft Environmental Impact Statement (DEIS).

This letter is being provided to voice the Town of Frederick's strong support for the recommended Alignment S for the connection between Longmont and the FasTracks North Metro Corridor. Town staff has discussed this issue with the Board and provided information related to the recent meetings that have been held. It is the Town's opinion that this Alignment S is the best option for the region considering existing development, current development proposals, and future land uses as depicted in adopted comprehensive land use plans. We understand that concerns about potential impacts to future trails and subdivisions have been expressed and note that these were already identified in the study that led to the recommended alternative. The reality is that any of the alignments studied will pass through areas that are planned for subdivisions. It is our opinion that the impacts to adjacent development will be relatively similar in type and magnitude, whether it is 2 or 3 large developments or 7 or 8 smaller ones. Like any option for a major transportation improvement, there are going to be conflicts associated with the best of alignments. Actually one of the environmental impacts noted for Alignment S was a Census Identified Minority Population in Section 35, T2N, R68W, for property that is owned by the Kent Nelson family, a well respected local family. This entire section is owned by the Nelsons, is annexed and zoned, and includes one uninhabited house on the property.

It is the Town Board's position that the selection of Alignment S as the recommend connection was made using appropriate criteria and a process that was developed after months of involvement by all interested parties, and that this remains the best option. We would be available and certainly want to be included in any further discussions regarding this issue. While refinements to the EIS can and should be made where clearly warranted, it is not appropriate to redo the study because it yields an answer that is not what some parties may prefer for their individual purposes. The Town of Frederick strongly recommends that Alignment S move forward as the recommended alignment for further consideration in the Draft Environmental Impact Statement.

Respectfully,


Eric E. Doering, Mayor

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 4
2207 E. Highway 402
Loveland, CO 80537



November 7, 2006

Mr. Eric E. Doering, Mayor
Town of Frederick
401 Locust Street
PO Box 435
Frederick, CO 80530-0435

Re: North I-25 EIS Commuter Rail Alignment Evaluation

Dear Mr. Doering:

The North I-25 EIS team has reviewed your letter of August 10, 2006 and input received from the Town of Frederick at our meetings on July 26, 2006 and October 13, 2006 regarding the potential commuter rail alignment between Longmont and Thornton. At the most recent meeting, the Town requested further information regarding the more detailed evaluation of Alignments S and V resulting in the recommendation of Alignment V. The attached table summarizes the information that changed as a result of the more detailed evaluation. As this table shows, we have confirmed the accuracy of our data and our conclusion to move ahead with Alignment V. We have also included the full technical analysis of the alignments for your information.

Although the team is aware of the Town's support for Alignment S, we are moving forward with Alignment V for the DEIS analysis based on the more detailed evaluation. The Town will have further opportunities for input during the review of the DEIS and during the FEIS process.

Please feel free to contact me with any questions.

Sincerely,

David M. Martinez
CDOT R-4, Project Manager

Cc: Town of Firestone
Town of Erie
Town of Dacono



Meeting Minutes

To: North I-25 EIS Project Team
From: Lindsey Larson
Date: March 13, 2006
Subject: Draft Meeting Minutes: US 34 Interchange Planning with the City of Loveland February 22, 2006 at CDOT R4, Loveland

Introductions and Discussion

Project Team:

Tom Anzia, FHU
Jeanne Sharps, FHU
Todd Frisbie, FHU
Bob Garcia, CDOT
Steve Olson, CDOT
Lindsey Larson, PRACO

City of Loveland:

Dave Klockeman, Loveland City Engineer
Keith Reester, Loveland Public Works
Phil Weisbaud, Loveland Program Manager

Others:

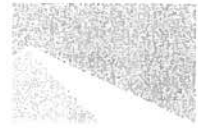
Steve Pouliat, Wilson and Company
Scott Waterman, Wilson and Company

US 34 and I-25 Interchange and North I-25 EIS Concerns

Keith Reester, Loveland Public Works:

- **In context of EIS, US 34 is a critical interchange.**
 - Loveland is in the 1601 process for Interim upgrades.
 - Fully directional interchange seen at US 34 and I-25 is documented in plans.
 - Loveland has annexed three-quarters of interchange corners.
 - The US 34 and I-25 interchange must be supported by business community.
 - Fully directional makes no provision for businesses abutting US 34 and I-25.
 - By the time money is approved, this interchange will be an urban interchange like 120th Ave.
 - If ROD or DEIS indicates business closings, Loveland will not give support.
 - Many regional studies are ongoing.
 - What can we do to get buy in from communities on your project?
 - Loveland has more extensive parallel and arterial road networks in its plan – driven by developers.
 - Community very concerned about impacts on homes and businesses.
 - Mitigation taken very seriously.
 - When will we leave the Interim state and have CDOT “come to the table”?
 - After the Interim ends, there will be pressure to mainline I-25 and fix SH 392 and other interchanges; US 34 won't be fixed for a long time.
 - All major Loveland arterials are state and federally owned.
 - Biggest issue is fixing US 34 between US 287 and I-25.
 - Loveland and CDOT should find long term solution at interchange.
 - Perhaps a partial clover would be functional in 2030.
-

NORTH I-25 EIS



information. cooperation. transportation.

-
- Taxpayer money must be invested wisely.
 - If 100 percent of Interim is gone in 2030, that is unacceptable.
 - To leverage safety issues, there may also be an opportunity to fix capacity issues, but not through regulation.
 - CDOT approach is that of a safety issue. As a Separate Action, capacity enhancements are just a benefit.
 - Don't know what the ultimate interchange looks like today.
 - Interim must continue and hopefully be integrated within the ultimate.
 - As a local agency taking on the improvements for a state and federal highway, it is frustrating to see the money pot continue to grow, but Loveland doesn't see any of the funds.
 - Allard was going to earmark \$2 million, but we may not be able to use it.
 - Request for "contact-sensitive" design in EIS.
 - CR 5 was inexplicably linked to US 34 and I-25, and the same for Rocky Mountain. If you build an interchange at US 34, you need them at CR 5 and Rocky Mountain.

Dave Klockeman, Loveland City Engineer:

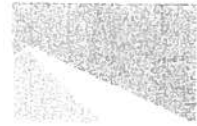
- Interim improvements at US 34 and I-25 are undeniably necessary – and soon – so pulling the plug on the Interim isn't an option.
- The North I-25 EIS process from Level 3 to DEIS alternatives was great.
- Memo from Todd lists US 34/I-25 as fully directional: how did you get there?
- Loveland is not tied to the lifestyle center at US 34 and I-25: it's more regional because of growth in other cities.
- Especially on the west side of I-25, we don't see how a fully directional interchange will work.
 - Looked at partial clover at Centerra.
 - US 34 access plan shows it as an ultimate interchange.
- Maybe a partial clover/fully directional hybrid will work?
- Interim solutions should meet the current need to improve safety.
- Communication is key: continue to tell us what's going on.

Phil Weisbaud, Loveland Program Manager:

- I-25 is being used as a regional arterial, rather than what it was originally intended for.
- Had thought CDOT didn't want to put any money into Interim improvements because after 2030 the interchange will be blown away to resemble the "ultimate interchange."
- We want to know that we can move forward with the Interim and a Separate Action and see what the EIS team can do with it.
- The key to separate action justification: is that it rests on its own merit and fixes the current problem.
- Where are the problem spots? How can we modify the interchange so that we can live with the modifications in the long term?

CDOT:

- CDOT is very aware of local access issues at US 34 and I-25.
- We may need to step back from highway interchanges and look at local road networks.
- Concerning long term access at US 34, wish to remain consistent with design plans.
 - Wants exchange to learn about other's US 34 goals.
- We may evaluate several interchange alternatives for US 34 and I-25 in the DEIS.
- We are beginning to discuss phased ROD With FHWA.



-
- US 34 and I-25 will probably be fixed sooner than later.
 - CDOT wants a travel demand sensitive interchange.
 - Can't see widening I-25 to 6 lanes without full interchange improvements.
 - We would like the interchange to be at LOS C or D, but under the NEPA process the environmental impacts would be too great.
 - A compromise/happy medium is needed between No Action alternative and fully directional.
 - People will become "polarized."
 - Alternatives need to remain realistic in terms of needs as seen through traffic modeling.
 - To make the long term plan work, what can be salvaged in the Interim?
 - Nothing, if Interim involves substandard loops.
 - A planning consensus and realistic alternatives are essential.

Bob Garcia, CDOT:

- What can be salvaged from the Interim improvements? If the Interim involves loops, nothing can be salvaged: loops are sub-standard designs.
- We recommend Loveland cancel the Interim and wait until the EIS ends, then go to the MPO for support.
- In the Interim, CDOT does not plan on partnering or participating in funding.
- Urban vs. Rural:
 - CDOT wants to retain a rural feel along north I-25, but certain areas are exceptions, such as US 34 and I-25.

Tom Anzia, FHU:

- Focus needs to shift to access issues.
 - Multiple interchange meetings will try to address these issues.
- Necessity for a reasonable range of interchange alternatives, not just ones that rely solely on local roads and access.
- Are we going to *coordinate or isolate*?
- Interim improvements have a purpose and a life.
 - Despite the fact that it is separate from EIS purpose and need is important.
 - Meeting before March 15 to sit and look at movement numbers and issues of access is critical.

Todd Frisbie, FHU traffic engineer:

- Parallel road network can reduce traffic on I-25 by 15-20 percent.
- Traffic numbers:
 - Model run with parallel arterials and six lanes on I-25.
 - Doubling of traffic over next 25 years.
 - Partial clover doesn't work; ramps fail.
 - Would be well over 1,000 vehicles per hour.
 - LOS E but if we take it to a higher-level design criteria, LOS could increase.
- Additional lanes on US 34 would make Interim partial clover work better and longer.
- Six lanes, with aux lanes, on I-25:
 - Loveland asked what the LOS would be at the US 34 interchange, as well as with six lanes on US 34.
- Six lanes on US 34:
 - Interim becomes part of our No Action in the EIS and ROD.



MEETING MINUTES

CONCEPTUAL DESIGN

MEETING DATE: May 31, 2006
LOCATION: FHU
ATTENDEES: See Sign in Sheet
PREPARER: Felsburg Holt & Ullevig – Jeanne Sharps
MEETING PURPOSE: I-25/US 34 Interchange Meeting

MEETING SUMMARY

A meeting was held on May 31, 2006 with CDOT, the City of Loveland, FHU and Wilson & Co. to discuss the I-25/US 34 Interchange layout concepts previously developed, and to decide on a reasonable interchange concept to advance in the DEIS.

Following is a brief summary of decisions/agreements made on further development of the I-25/US 34 interchange layout for the N I-25 DEIS:

1. Design Parameters

- Minimum LOS
 - For N I-25 EIS the minimum LOS should be = or > D (approved by EOC)
 - City of Loveland minimum LOS = or > C.
 - If the achieving a LOS = C or greater for mainline I-25 and/or US 34 involves minimal construction costs, make the design changes necessary to achieve the higher LOS.
- Directional ramp grades should be < or = 4%.
- Directional ramp design speed should be > or = 45 mph.
- Ramp terminal spacing and weave distances should be in accordance with AASHTO specifications.

2. Access Requirements

- Full/direct access – signalized:
 - I-25 to/from Rocky Mountain Avenue and LCR 5 via US 34
 - US 34 to/from Rocky Mountain Avenue, LCR 5 and LCR 3
- Full/direct access – directional ramps:
 - o I-25 to/from US 34
- Restricted access – right-in/right-out
 - US 34 to/from LCR 3E (only if possible)



MEETING MINUTES

I-25/US 34 Interchange Meeting
May 31, 2006
Page 2 of 2

3. DEIS I-25/US 34 Proposed Interchange System Concept

- Separate I-25 to/from US 34 traffic movements between “business access” and “bypass”.
- US 34 traffic between RMA and LCR 5 will be separated into business (inside) and bypass (outside) lanes.
- US 34 bypass lanes will not be continuous between I-25 off/on ramps; this will eliminate the need for a 5th level at I-25 and US 34.
- US 34 through traffic will go on the business lanes (through signals).
- I-25 to/from US 34 business lanes will be via ramps with signalized ramp terminal intersections at US 34.
- I-25 to/from US 34 bypass lanes will be via directional ramps.
- US 34 & RMA and US 34 & LCR 5 will be grade separated using SPUI interchanges (US 34 over RMA and LCR 5).
- US 34 and LCR 3 will be grade separated with a modified off-set diamond interchange (off set ramps required because of UPRR crossing of LCR 3).
- US 34 will be grade separated at the UPRR west of LCR 3.

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region Four

2207 East Highway 402
Loveland, CO 80537
(970) 622-1270 Fax (970) 669-0289



December 11, 2006

Mr. Heath W. Klein
City of Northglenn
P.O. Box 330061
Northglenn, CO 80233-8061

**Re: CDOT's North Corridor Environmental Study and Basic Engineering – Design
Assumptions used on Cross Streets**

Dear Mr. Klein;

Attached please find the North Corridor Environmental Study's Technical Memorandum documenting design assumptions related to improvements/impacts of local roads crossing I-25 from approximately US 36 to SH 7.

One of the North Corridor alternatives that are being considered includes widening I-25 to include managed lanes. This wider section of I-25 will require the reconstruction of some local roads crossing I-25. As part of the local agency coordination during this study, we are asking for your review of this document to verify that the assumptions made in developing the alternatives and identifying impacts associated with the alternative is consistent with the City of Northglenn's policy and criteria.

Please review this document and forward any comments to me by **December 22, 2006**. If you agree with our approach and criteria used for the City of Northglenn's roadways, please sign the attached letter and return to me. If you have any questions or need any additional information, please contact me at 970-622-1280 or Long.Nguyen@dot.state.co.us.

Thank you for your assistance and participation on this project.

Sincerely,



Long Nguyen, P.E.
Colorado Department of Transportation
Assistant Project Manager

Cc: D. Martinez (CDOT), J. Schwab (CDOT), S. Olson (CDOT), M. Pavlik(FHWA), T. Anzia (FHU)

Attachments

"Taking Care To Get You There"

Meeting Minutes

Project: North I-25 Front Range EIS

Purpose: Meeting with Northglenn to Discuss Grant Park

Date Held: March 30, 2007

Location: City of Northglenn

Attendees: see attached

Copies: Attendees, Carol Parr, Tom Anzia, Gayl Harrison, Thor Gjelsteen, Gina McAfee, Jim Clarke, Jeff Kloska (Region 6), Justin Werdel, File 071609.400

SUMMARY OF DISCUSSION:

1. Introductions were made. Wendy gave an overview of the project including project limits and improvements proposed under the No-Action Alternative, Package A and Package B. The Preferred Alternative may be a combination of certain components of each of the packages. Nothing has been decided at this time.
2. The City asked when the document would be available for public review. This is anticipated to be June or July of 2008. The City asked if we had any idea about cost. Long Nguyen answered that it could be greater than \$1 billion but it is difficult to tell since a preferred alternative will not be selected as a part of DEIS.
3. Wendy briefly covered NEPA requirements and Section 4(f) requirements.
4. Wendy explained that Grant Park was listed as a park which could be potentially affected in the project area. According to discussions with Jim Urland, the Park Supervisor, the park is used for drainage and it has an adjacent bike trail. The City added that there is a lot of bike traffic on the trail through the park. There are also benches in the park, as well as a picnic area. The City indicated they do consider it to be a "significant park."
5. Wendy said one purpose for the meeting was to discuss anticipated impacts in the vicinity of Grant Park. There are some improvements proposed for the roadway close to Grant Park which will temporarily impact a portion of the trail. This portion of the trail to be impacted is within CDOT right-of-way and will be replaced in kind when construction is completed. The original design impacted homes in the subdivisions near Grant Park in order to accommodate the water quality ponds. The project team found these impacts to be unacceptable and investigated other water quality pond locations in the vicinity. Grant Park has been proposed as a place for these. The City agreed that placing the water quality ponds in Grant Park is more desirable than impacting homes in the nearby subdivision.

6. The meeting was turned over to Ed Lind, the drainage engineer to talk more about the need for ponds. He said that Northglenn is in a Phase 2 MS4 area and CDOT has Phase I requirements. This requires 80% treatment of total suspended solids and 100% WQ capture.
7. The team explored several options for containing water in this area. Option 1 had impacts to homes and impacts to the mall. They are instead proposing to put water quality ponds in nearby infields and Grant Park. Northglenn asked how the sub-basins were broken down? These areas are indicated on the map (attached).
8. Northglenn asked "who would be responsible for maintenance"? Long answered CDOT.
9. Northglenn said they do not want standing water close to a trail and prefer a dry alternative. There were two pond locations proposed in Grant Park. One of the ponds is on top of a 42" sewer line and would need to be moved. Northglenn will provide FHU with utility information in Cadd and GIS.
10. Urban Drainage just improved the channel through the park from I-25 to Grant Street in January of 2006, there are mitigation wetlands for this project in Grant Park that we need to avoid.
11. David Allen asked if the ponds could be placed south of 104th. This area is near a topographic high and would be ineffective as a pond location.
12. The City would like to be sure to maintain recreation in the park. The pond could be designed as a water quality feature and as an amenity. Additional coordination with the city would be necessary for the potential realignment of the trail resulting from the proposed water quality ponds.
13. As far as mitigation, the city would like to suggest the pond at Washington Street as a possibility, since it is already over detained. They also have concerns at 120th and I-25 near the Ramada Inn. They would like to discuss this with CDOT.
14. Scout Park is another park in the vicinity that we should be aware of. The City is currently replatting this, and the boundaries are going to be changed by the end of the month. Currently it is open to the public, used by the Boy Scouts frequently, and has an archery range.
15. FHU is going to propose new pond locations on site, which won't interfere with utilities. They will present the revised plan to Northglenn for review. Northglenn has also requested to see other water quality ponds as a result of the North I-25 project.
16. Wendy Wallach is to follow up with the City (Travis Reynolds) to review the boundaries of Scout park and the amenities associated with the park.

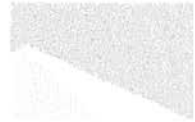
NORTH I-25
EIS

information. cooperation. transportation.

SIGN IN SHEET

Meeting with Northglenn re: Grant Park
 March 30, 2007
 10:00 a.m. to 11:00 a.m.
 City of Northglenn

Name	Agency	E-Mail Address
Wendy Wallach	C - B	wendy.wallach@co.b.co.us
DAVID SINGER	CDOT REG. 6 ENV	DAVID.SINGER@DOT.STATE.CO.US
LONG NGUYEN	CDOT - Region 4	long.nguyen@dot.state.co.us
David Allen	Northglenn	dallan@northglenn.org
Pam Azz	Northglenn	PAZZ@northglenn.org
Heath Klein	Northglenn	hklein@northglenn.org
TRAVIS REYNOLDS	Northglenn	freynolds@northglenn.org
Kurt Kowar	Northglenn	kkowar@northglenn.org
Ed Lind	Felsburg Holt Sollers	ed.lind@shurey.com
Kendra Gabbert	Felsburg Holt + Wiggins	kendra.gabbert@shurey.com



MEETING MINUTES

EMIT Results Meeting

MEETING DATE: May 14, 2007

LOCATION: Carter & Burgess, Inc.

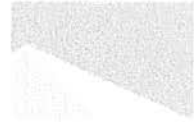
ATTENDEES: CDOT: Long Nguyen, Justin Werdez
C&B: Wendy Wallach
FHU: Kendra Gabbert, Ed Lind
Northglenn: Joliette Woodson, Travis Reynolds, Kurt Kowar,
Pam Acre

PREPARER: ~~Carter & Burgess~~
Wendy Wallach

COPIES: Attendees, Carol Parr, Tom Anzia, Gayl Harrison, Bob Garcia,
Dave Martinez, C&B File #071609.400

MEETING SUMMARY

1. Introductions were made:
2. Grant Park did a detailed grading plan. There is a line from the middle of I-25 down extending east through the park. On the north side of the creek we are showing waterline but not sewerline north of the trail. FHU tried to avoid the waterlines but did not have sewerlines in place when they designed it.
3. Travis said what will proposed design and maintenance look like in future. At design time CDOT would work with agency with design, construction and maintenance.
4. If it is okay with you we would like to move ahead. For utilities but not south pond needs to outfall under the trail, not okay to have water trickling over trail. There would be box culvert under.
5. Pam said there is a neighborhood south of 107th where there is a storm line that runs east of the trail parallel and daylights into the creek.
6. Justin said there is a project for 104th. However, there is a significant grade light there.



MEETING MINUTES

*Meeting with Northglenn re: Grant Park
May 14, 2007
2 of 3*

7. Pam said it is hard to give blessing until final design. In theory its okay but their hands are tied, water doesn't have jurisdictions boundaries.
8. We are sizing ponds for capture only. Pam said we are not getting much water quality improvement because there is nothing there now.

Ed Lind will send PDF.

- Olson needs to send a cadd file to FHU.
 - FHU needs to contact Thornton regarding design file.
 - Final PDF attending this meeting.
 - Including utilities that we did get.
9. 120th—Kurt said there are some detention ponds, and they are wondering about removing berm to use for water quality and detention.

CDOT does not allow for detention in their right-of-way.

Kurt said if they connect these ponds and enlarge the ponds wouldn't it create efficiencies.

10. Justin said the way this was handled is there was some wetland mitigation in SE quadrant at 120th. They would like to bring current detention pond around the hotel. Kurt is curious. Northglenn does not want to put anything on CDOT's property, Justin would need to see proposal. Kurt will send conceptual design to Justin for follow-up.
 11. Midstream status of Scout Park:

Scout Park—what plan is there? Travis needs to check master plan—is it occur in a master plan.
 12. Pam said this is currently unused open space with some natural habitat qualities.
 13. Ed can tweak the water quality ponds—and avoid impacts to the park.
 14. Timing of land swap, maybe with a year.
-



MEETING MINUTES

*Meeting with Northglenn re: Grant Park
May 14, 2007
3 of 3*

15. Travis needs to send Wendy any plans documenting existing use and future use. And Wendy needs to work with FHU to let Northglenn know why we are acquiring right-of-way at number:

- Number 171903300003
- Number 171903000015
- Number 171903000018

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION
Region Four

2207 East Highway 402
Loveland, CO 80537
(970) 622-1270 Fax (970) 669-0289



December 11, 2006

Mr. Gene Putnam
City of Thornton
9500 Civic Center Drive
Thornton, CO 80229

Re: **CDOT's North Corridor Environmental Study and Basic Engineering – Design Assumptions used on Cross Streets**

Dear Mr. Putnam;

Attached please find the North Corridor Environmental Study's Technical Memorandum documenting design assumptions related to improvements/impacts of local roads crossing I-25 from approximately US 36 to SH 7.

One of the North Corridor alternatives that are being considered includes widening I-25 to include managed lanes. This wider section of I-25 will require the reconstruction of some local roads crossing I-25. As part of the local agency coordination during this study, we are asking for your review of this document to verify that the assumptions made in developing the alternatives and identifying impacts associated with the alternative is consistent with the City of Thornton's policy and criteria.

Please review this document and forward any comments to me by **December 22, 2006**. If you agree with our approach and criteria used for the City of Thornton's roadways, please sign the attached letter and return to me. If you have any questions or need any additional information, please contact me at 970-622-1280 or Long.Nguyen@dot.state.co.us.

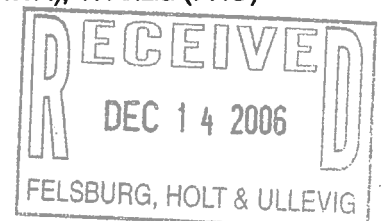
Thank you for your assistance and participation on this project.

Sincerely,

Long Nguyen, P.E.
Colorado Department of Transportation
Assistant Project Manager

Cc: D. Martinez (CDOT), J. Schwab (CDOT), S. Olson (CDOT), M. Pavlik(FHWA), T. Anzia (FHU)

Attachments



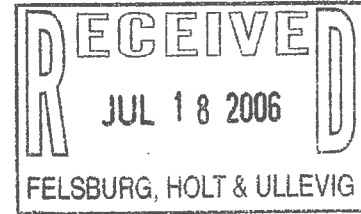
"Taking Care To Get You There"

Gene Putman

To: Holly.Buck

Subject: RE: North I-25 July RCC Meeting

Holly Buck, PE
Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, CO 80111
303-721-1440 tel
303-721-0832 fax
www.fhueng.com



Re: Comments on the Northwest Rail and North Metro Rail Connection

Dear Holly;

Attached is a drawing I put together to day on the discussion of yesterday and my review. The following is my comments that go along with the drawing:

- 1) Maximize the use of existing track and existing railroad right-of-way. The small green line is the existing railroad tracks, and the green dashed line is existing right-of-way but no tracks.
- 2) Coming off of the existing tracks out of Longmont and getting over to WCR 7, I looked at the elevation contours and found a location where SH 119 goes down a large grade just west of the river crossing. I have an enlargement that shows a tunnel or it could be a set of bridge structures of SH 119 where the railroad would go under SH 119 during that grade change and go from the north side to the south side and miss all of the ponds.
- 3) My suggested alignment would use WCR 7 from SH 119 south to the Union Pacific Boulder Branch and then follow that track and right-of-way south east to the North Metro Line Station at 162nd & Colorado.
- 4) I placed a station in the Southwest corner of the intersection of SH 52 and WCR 7. This seems to be a good location that is basically midway between the communities of Frederick, Firestone, Dacono, and Erie. With it being on SH 52 it is on the primary east-west roadway that the Tri-Citys use..

I hope you find this helpful. It is just my ideas.

Gene Putman, P.E., P.T.O.E.
Transportation Planning Manager
City of Thornton

7/14/2006




MEETING MINUTES

GWRR Coordination Meeting

MEETING DATE: April 14, 2006

LOCATION: OmniTrax offices
252 Clayton Street, Suite 400
Denver, CO

ATTENDEES: **GWRR:** Alex Yeros (Broe Properties)
C&B: Paul Brown, Craig Gaskill

PREPARER: ~~Carter-Burgess~~
Paul Brown 

COPIES: Attendees, Dave Martinez (CDOT), Tom Anzia (FHU), Steve Silkworth (MDG), Gina McAfee, Julie Morrison, Chris Primus, Jennifer Merer (C&B), C&B File #071609.400

MEETING SUMMARY

1. Alex Yeros opened the meeting with a brief description of the Great Western RR and its current ownership. He actually works for Broe Properties, and part of his role is management of development opportunities for the GWRR.
 - a. Broe Properties purchased the Great Western Railroad (GWRR) from the Great Western Sugar Company in 1986 as their first venture into the railroad industry. Since that time, Broe has formed OmniTrax, a railroad management division, that owns and/or operates about eighteen short line railroads or rail terminal facilities in the US and Canada (including the GWRR).
 - b. When purchased in 1986, the GWRR moved about 400 carloads of goods. In 2005, the railroad moved over 13,000 carloads (almost 20% annual growth). Current major GWRR customers include Anheuser Busch in Fort Collins and Eastman Kodak in Windsor. Connections are available to both the Union Pacific and the Burlington Northern Santa Fe.

2. Paul Brown and Craig Gaskill presented the overall North I-25 Environmental Impact Statement (EIS) process and shared the current Draft EIS alternatives (copies attached).
 - a. The EIS process consists of defining purpose and need, developing a broad universe of alternatives, screening those alternatives to a small group that can be evaluated in detail, and determining a Preferred Alternative that best meets the project Purpose and Needs statement and project goals.
 - b. The North I-25 EIS has defined a Purpose and Need statement that includes addressing congestion on I-25 between the Denver area and the North Front



MEETING MINUTES

GWRR Coordination Meeting
April 14, 2006
2 of 2

- Range, repair or replacement of aging infrastructure, safety, and providing multimodal solutions.
- c. The EIS team has evaluated many alternatives, and has screened them down to two alternatives that will be evaluated in detail in the Draft EIS. Package A includes commuter rail along the BNSF, highway improvements, and commuter bus along US 85. Package B includes managed lanes along I-25 and bus rapid transit on those lanes.
3. Alex noted that the feeder bus network provided in Package A mimics the GWRR system to a great extent (map attached). Therefore, a commuter rail feeder system may be feasible.
- a. He described a desire to use the GWRR alignments to connect communities in the North Front Range via rail instead of a bus network. Key services would be along the GWRR line between Greeley and Fort Collins via Windsor and along the line between Windsor and Loveland.
 - b. Alex has met with the North Front Range MPO regarding the use of GWRR lines for future commuter rail.
 - c. Alex noted that Windsor has downtown redevelopment plans that are adjacent to the existing GWRR line (near Windsor Lake), and that a station in the redevelopment area would be beneficial to Windsor.
 - d. He noted that the GWRR is working with Broe to redevelop much of the area around the existing Eastman Kodak facility in Windsor. This includes significant industrial, commercial, and residential development. One industrial site that is already in operation is a glassware manufacturer that produces bottles for Anheuser Busch that the GWRR ships to the Fort Collins brewery. Plans also include further partnerships with Eastman Kodak as they re-align themselves from film products into the digital imaging marketplace.
4. We discussed how various GWRR rail facilities relate to Draft EIS Package A.
- a. The GWRR now owns North Yard in Fort Collins. It was acquired from BNSF as part of the GWRR's service to Anheuser Busch. The GWRR would be willing to consider expansion for commuter rail layover or maintenance needs.
 - b. The GWRR is not particularly involved with redevelopment around the Sugar Mill site in Longmont, other than knowledge that plans exist for this area. Alex did not see significant GWRR conflicts with RTD or EIS plans in this area.
 - c. Paul asked a few questions about track speeds and connections at various junctions. Alex responded that Mike Ogborn would be better able to answer these types of questions. A follow-up meeting (to include Mike) was proposed for about four weeks out (mid-May). Monday is often Mike's most available day.




MEETING MINUTES

GWRR Coordination Meeting

MEETING DATE: May 15, 2006

LOCATION: OmniTrax offices
252 Clayton Street, Suite 400
Denver, CO

ATTENDEES: **GWRR:** Alex Yeros, Mike Ogborn (Broe Properties)
C&B: Paul Brown, Craig Gaskill

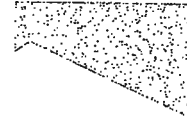
PREPARER: **Carter-Burgess** 
Paul Brown

COPIES: Attendees; Dave Martinez, Bob Garcia, Stan Elmquist, Carol Parr,
Steve Olson (CDOT); Tom Anzia, Gayl Harrison (FHU);
Steve Silkworth (MDG); Gina McAfee, Julie Morrison, Chris Primus,
Jennifer Merer (C&B); C&B File #071609.400

MEETING SUMMARY

1. Paul Brown opened the meeting with a brief summary of the April Great Western RR (GWRR) coordination meeting to bring Mr. Ogborn up to speed. A general GWRR background discussion followed, which built upon the April 14th information.
 - a. In 2005, the railroad moved over 13,000 carloads. The railroad is expecting significant growth in 2006, with an ethanol plant coming on line and the Owens Illinois glass plant reaching full production (both are in Windsor). Mike estimated that carloads would grow by 4,000-6,000 over 2005 values (25%-50% growth).
 - b. Much of the GWRR's interchange with BNSF and UPRR occurs in Fort Collins (North Yard for BNSF, along Riverside Drive for UP). The 75-car unit corn trains for the ethanol plant will typically come from UPRR, and UPRR has built an interchange track in Fort Collins for this purpose. GWRR is hoping to shift this interchange to Greeley, and is discussing the costs and logistics with UPRR.
 - c. The railroad currently operates about 80 miles of track. This reflects the fact that they recently ceased operations between Windsor and Eaton. The alignment is being preserved under a rails-to-trails agreement in case the GWRR ever needs to restore service.

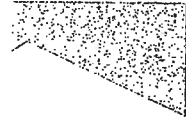
 2. A discussion of operations followed. Most GWRR lines see an average of one round-trip train per day, but this can increase significantly for several weeks during various agricultural harvests in the North Front Range. Service is typically provided weekday or weekday plus Saturday, using a staff of 20-25 employees.
 - a. Anheuser Busch is switched daily from North Yard.
-



MEETING MINUTES

*GWRR Coordination Meeting
May 15, 2006
2 of 3*

- b. At least one train per day runs between Windsor and Fort Collins, and can run further east (toward Greeley) based on shipper needs. The inbound unit corn train and outbound unit ethanol train are expected to run weekly along this line in addition to the daily service.
 - c. One train per day generally runs between Loveland and Windsor
 - d. One train per day generally runs between Loveland and either Johnstown or Milliken.
 - e. Service between Johnstown and Longmont (through Mead) is typically provided 2-3 times per week.
 - f. The Welty sub (west from Johnstown between SH 56 and SH 60) is generally not used except during harvest season.
 3. Paul began a discussion of the various I-25 crossings in the study area.
 - a. There are four GWRR crossings of I-25 – Mead (north of SH 66; highway overpass), the Welty line (between SH 56 and SH 60; highway overpass), Loveland (south of US 34; railroad overpass), and Fort Collins (north of Harmony Road; highway overpass).
 - b. At a minimum, the GWRR expects any crossings modified to be replaced with a single track plus access road. Future service expansions may occur, and related needs should be discussed with the GWRR engineering team (contact is Chris Dodge, Vice President of Engineering) and the operations team (contact is Al Sauer (sp?), Manager of Operations). Mike Ogborn committed to initiating these contacts.
 4. Paul began a discussion of GWRR facilities that may be involved in the North I-25 EIS (above and beyond the I-25 crossings).
 - a. The GWRR has had several discussions with RTD regarding the Sugar Mill site and rail access to it. The GWRR's interchange with the BNSF here is minimal and the current GWRR traffic is limited, so there do not appear to be many issues. A layover facility has also been discussed with RTD.
 - b. The GWRR is open to developing a maintenance facility or layover facility at North Yard in Fort Collins. They are also looking to build their locomotive maintenance business in Loveland, and could provide this service via the existing BNSF / GWRR interchange in Loveland.
 - c. Alex volunteered that there is at least one difficult landowner along the GWRR in Longmont, and the GWRR would consider helping the EIS staff work with this individual if needed.
 - d. OmniTrax operates the Chicago Rail Link RR (Chicago, Illinois) and is comfortable with operating around commuter rail time windows.
 5. Alex revived the feeder system discussion started in April. He reiterated that the feeder bus network provided in Package A mimics the GWRR system to a great extent, and that a commuter rail feeder system may be feasible.
-



MEETING MINUTES

GWRR Coordination Meeting

May 15, 2006

3 of 3

- a. Craig described how a preferred alternative from this EIS might be funded. Mechanisms include (but are not limited to) CDOT or other state funds, transit fares, toll lane revenues, a potential Regional Transportation Authority (referred to as an RTA, which the North Front Range MPO is considering), and possibly various federal sources.
- b. Alex asked how OmniTrax could encourage consideration of a rail feeder service in lieu of a bus feeder service. Craig noted that the consultant team has considered rail feeder service but due to the limited feeder ridership, considered bus service more cost effective. Craig did note that regional transit service between north front range communities could make rail service more attractive. There is a NFRMPO transportation summit planned for June 13, 2006 to discuss the RTA and other regional transportation issues in the North Front Range. This may be an appropriate forum to discuss rail service. Alex will contact the MPO regarding this event and potential GWRR participation.

MEETING MINUTES

GWRR Coordination Meeting

MEETING DATE: October 31, 2006

LOCATION: FHU Office
6300 S. Syracuse Way, Ste. 600
Centennial, CO 80111

ATTENDEES: GWRR: Chris Dodge (Omnitrax)
FHU: Tom Anzia, Jerry Albin, Cassie Gouger

PREPARED: Felsburg Holt & Ullevig
Cassie Gouger

MEETING PURPOSE: Discuss Frontage Road Impacts for Packages A & B

MEETING SUMMARY

1. Tom Anzia opened the meeting with a brief description of the North I-25 EIS process, schedule, and the impacts to the GWRR.
2. Discussion of general project issues
 - Packages A & B do not add or remove any frontage road crossings with GWRR.
 - GWRR has no issue with relocating the existing at grade crossings in association with I-25 improvements. Even though the project is not adding any new at-grade crossings, Chris Dodge mentioned that the GWRR is vehemently opposed to adding any new at-grade crossings.
 - General track structure allowance is for one track and an access road unless otherwise noted below in the specific location discussions.
 - At-grade Crossing Information:
 - A. Material Standards when relocating:
 1. 115# CWR
 2. Concrete crossing material
 - B. Chris Dodge has a few crossing projects currently close to construction and noted that one of his 70 feet crossings is estimated at \$50,000, which includes rail, ties, crossing material, and OTM. He is getting crossing material from \$200-\$250 per linear foot (transportation not included).
 - Chris Dodge agreed with previous project discussions with GWRR relative to commuter rail possibilities on the GWRR.

MEETING MINUTES

GWRR Railroad Coordination
October 31, 2006
Page 2 of 2

3. Attendees discussed any issues or circumstances surrounding the five GWRR crossings with I-25 and the associated frontage roads.
 - Black Hollow Line (Located between LCR 48 and SR 14)
 - A. GWRR currently goes under I-25.
 - B. Two frontage roads currently exist on the east and west side of I-25.
 - C. Existing horizontal clearance is acceptable. No need to increase, to allow for access road, because Chris mentioned that any increase in clearance will likely entice more vehicles to use the access road for a u-turn on frontage roads.
 - D. Service has recently been reactivated on the east side of I-25 with two to three trains per week.
 - Greeley Line (Located just north of LCR 40)
 - A. GWRR currently goes under I-25.
 - B. Existing frontage road on the east side of I-25.
 - C. The GWRR has recently installed a private crossing for the City of Fort Collins just west of I-25 to access the nature preserve. Access is from the existing frontage road on the northeast of the crossing of I-25 and GWRR tracks then traverses along the north side of the GWRR, and then crosses over the GWRR track west of I-25. This crossing will likely need to be relocated with the I-25 improvements.
 - Loveland Line (Located one half mile south of US 34)
 - A. GWRR currently goes over I-25
 - B. The existing frontage road on the east side of I-25 is at the elevation of the GWRR.
 - C. Chris Dodge mentioned that CDOT has plans to upgrade the signal at the crossing, currently only lights, to gates and lights within the next 2 years.
 - D. The railroad bridge over I-25 only needs to accommodate the one existing track. No allowance for an access road is required.
 - E. Chris Dodge also mentioned that there are possible development plans for the east side of I-25 north of the GWRR to US 34.
 - Welty Line (Located one mile north of SR 56)
 - A. GWRR currently goes under I-25.
 - B. Existing frontage road on the east side of I-25.
 - C. GWRR currently has no service on this line, but a company is interested in leasing GWRR land east of I-25 for use of unloading poles via GWRR.
 - Main Line (Located between WCR 36 and SCR 34)
 - A. GWRR currently goes under I-25.
 - B. Existing frontage road on the east side of I-25 has bells and lights.



FELSBURG
HOLT &
ULLEVIG

engineering paths to transportation solutions

MEMORANDUM

To: Tom Anzia
cc: Holly Miller (FHU), Paul Brown (C-B)
From: Stephanie Sangaline
Date: March 18, 2005
Subject: BNSF Railway Meeting 3-18-05 9:00 AM
Attendees: Ed Gallagher, BNSF Railway Division Engineer
Stephanie Sangaline, FHU

I met this morning with Ed Gallagher at the BNSF Globeville Yard to show him the possible commuter rail corridors being considered in the North I-25 EIS. I left the Rail exhibit with alternatives and "pros/cons" list with Ed for his file.

Ed mentioned that the rail line made more sense on the west side of I-25 as there are more communities that seem to have a commuting interest to Denver or south to the Tech Center. Ed also felt that commuter rail along I-25 might not be as effective in that if people need to drive their cars all the way to I-25, they might just continue driving on I-25 rather than get on a train.

I let Ed know that the EIS is in process, and in the future as screening progresses, I will need to come back and visit with him regarding any BNSF corridors that may appear to be good options for passenger rail. He said that was fine, and appreciated the information.

ACTION ITEMS: Steph will update Ed periodically with project information as screening progresses.



FELSBURG
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ULLEVIG

Transmittal

6300 South Syracuse Way, Suite 600
Centennial, Colorado 80111
(303) 721-1440
FAX (303) 721-0832

To: Andy Amparan
BNSF Railway
4515 Kansas Avenue
Kansas City, KS 66106
Ph. 913-551-4964

Project No.
Date: 8/20/2007
Subject: North I-25 EIS
Denver, CO

The following items are transmitted via: Hand Deliver

<u>No. of Copies</u>	<u>Description</u>
1	Portion of Level 3 Alternatives involving Commuter Rail

Description or Remarks:

Andy –
Enclosed are three exhibits and attached text descriptions of possible alternatives incorporating commuter rail into the North I-25 corridor north of Denver. This EIS is progressing with further evaluation at this time. However, we wanted to put this in front of you and ask for any comments or suggestions with regard to these three potential commuter rail routes. The designated FasTracks routes are shown in grey. Extensions being considered as part of the North I-25 EIS are shown in gold. The existing BNSF track that is included in these routes is the line between Longmont and Fort Collins.

Please let me know if you have any comments or concerns about these possible routes with regard to any operational or maintenance issues or possible planned improvements for the BNSF track that should be considered as the EIS analysis continues. I would appreciate any feedback you can offer.

Thanks in advance. Your feedback is always appreciated.

The above items are submitted:
At your request
For your review
For your files
For your approval
For your action
For your information

Copies are being sent to: Project File,
T. Anzia – FHU, P. Brown – C&B

By: Stephanie J. Sangaline, P.E., CPESC



FELSBURG
HOLT &
ULLEVIG

engineering paths to transportation solutions

September 26, 2006

MEMORANDUM

TO: File

FROM: Cassie Gouger

SUBJECT: FHU Reference No. 05-071

I met with Sue Grabler of Union Pacific Railroad (UPRR) about the two locations of I-25 and UPRR crossings.

I-25 (Loveland) & UPRR

The NE quadrant of I-25 that is adjacent to the UPRR mainline has had major development recently. Currently there are no frontage roads that cross UPRR at-grade. UPRR had a private crossing near the I-25 overpass of UPRR but UPRR removed it because the developer was misusing the crossing. Sue only recommends grade separated crossing at this location for the frontage road. Currently there are 4 trains a day and 2 more are planned.

I-25 (Dacono) & UPRR

UPRR sold the bridge to CDOT, which has been removed, and has removed the track west of I-25 and for some distance to the east of I-25. STB will not allow UPRR to abandon the stretch that has been removed, so UPRR still has ownership. UPRR does not currently have any interest in reestablishing track along this stretch, so the frontage roads at this location would not cross any track and could be at grade.

NORTH I-25 EIS



information. cooperation. transportation.

January 28, 2008

Paula Fitzgerald
Parks & Open Space Projects Coordinator
City of Longmont
7 South Sunset Street
Longmont, CO 80501

RE: North I-25 Environmental Impact Statement and Oligarchy Primary Greenway

Dear Ms. Fitzgerald,

The Federal Highway Administration and the Federal Transit Administration, in cooperation with the Colorado Department of Transportation (CDOT), have initiated an Environmental Impact Statement (EIS) to identify and evaluate multi-modal transportation improvements along the 70-mile I-25 transportation corridor extending from the Fort Collins/Wellington area to Denver. The improvements being considered in this Draft EIS would address regional and inter-regional movement of people, goods, and services in the I-25 corridor. The purpose and need for the improvements is to address mobility, accessibility, safety, and aging infrastructure problems along I-25, as well as to provide for a greater variety of transportation choices and support economic growth.

Two multi-modal build packages, Package A and Package B, are being evaluated, as well as the No-Action Alternative in accordance with National Environmental Policy Act requirements. Types of highway improvement being considered as a part of the multi-modal packages include highway widening, tolled express lanes and interchange reconstruction. Transit improvements being considered in the multi-modal packages include commuter rail, commuter bus, and bus rapid transit (BRT) on three different alignments.

The proposed improvements in Package A (Attachment A) may affect bicycle and pedestrian facilities within your jurisdiction, including this proposed section of the Oligarchy Primary Greenway. These improvements include an additional railroad track, adjacent to the existing Burlington Northern Santa Fe alignment. If Lanyon Trail exists at the time of construction a trail closure will be required, necessitating a detour of pedestrian and bicycle traffic (Attachment B).

CDOT is asking that you concur that these improvements would not adversely affect Oligarchy Primary Greenway, and therefore be classified as a "temporary occupancy" as defined by Section 4(f) of the U.S. Department of Transportation Act of 1965. To be classified as such, five specific conditions must be satisfied. These conditions, and CDOT's efforts to meet them, are outlined below:

Condition (i)

Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.

The trail closure will only occur during times of immediately adjacent construction and there will be no change in ownership of the land.

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Letter of Concurrence, Oligarchy Primary Greenway

Condition (ii)

Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the resource are minimal.

Package A calls for the construction of an additional railroad track that will cross the trail. This would result in an additional rail crossing, both adjacent to, and at the same grade, as the existing crossing.

Condition (iii)

There are no anticipated permanent adverse physical impacts, nor there interference with the activities or purpose of the resource, on either a temporary or permanent basis.

CDOT will provide detours, with signage, for the duration of the trail closure. The map and narrative description (Attachment B) provide the proposed detour route.

Condition (iv)

The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project.

With the exception of a slight visual alteration caused by the additional at-grade crossing and related signage, the trail will see no permanent adverse impacts.

Condition (v)

There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

The attached letter of concurrence serves as the agreement of local officials that the efforts described above would meet these conditions.

Should you, or others in your department, have concerns or questions regarding the above information please contact Wendy Wallach, Senior Project Manager, at 303-820-4807, or wendy.wallach@jacobs.com.

Sincerely,

Cc: Project file

Letter of Concurrence, Oligarchy Primary Greenway

Attachment A: Package A, North I-25 Environmental Impact Statement

LEGEND

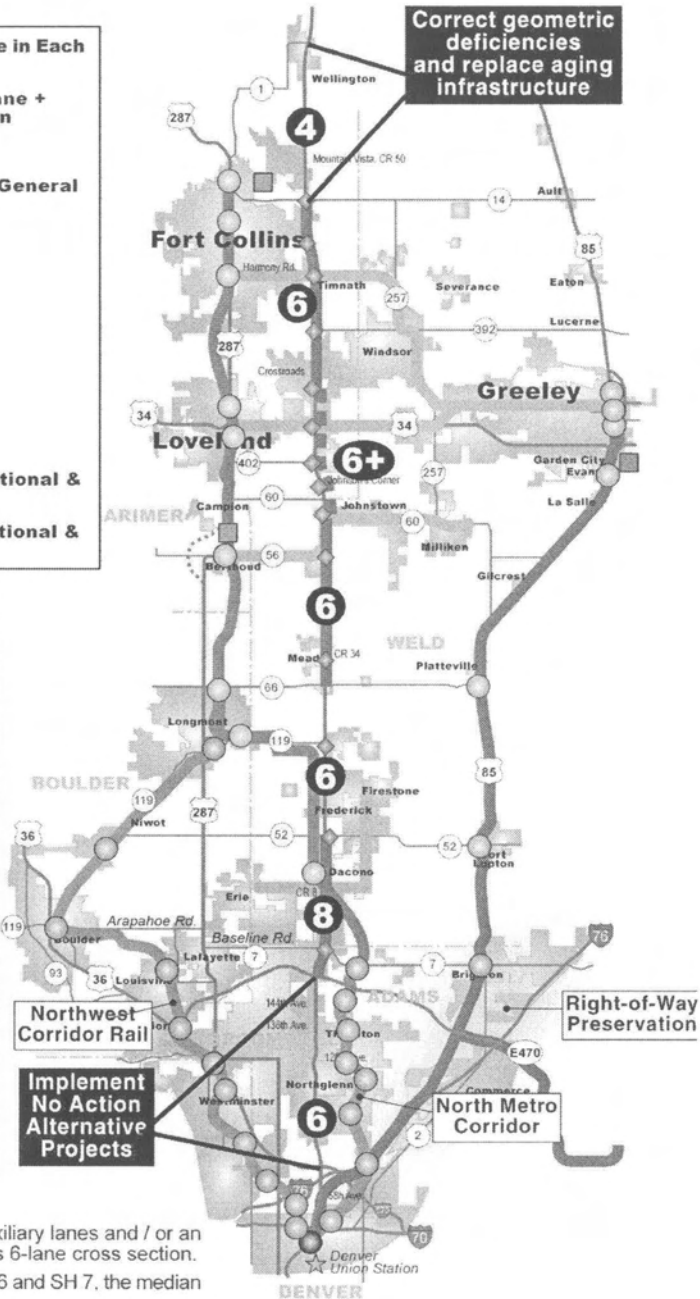
	1 New General Purpose (GP) Lane in Each Direction
	1 New General Purpose (GP) Lane + Auxiliary Lane in Each Direction
	Commuter Rail (CR)
	Commuter Bus (CB) Service in General Purpose Lanes and Que Jumps
	Feeder Bus Service
	Interchange Upgrades
	Number of Lanes
	Commuter Bus Station / Stop
	Commuter Rail Station
	FasTracks Rail Line
	FasTracks Transit Station
	Potential Commuter Rail Operational & Maintenance Facility
	Potential Commuter Bus Operational & Maintenance Facility

Congestion Management Measures could include:

- New local transit routes
- New express transit routes
- Enhanced carpool lot parking capacity and amenities
- Courtesy patrol (incident management) from SH 14 to SH 7
- Variable messaging signs at all transit stations
- Automated Vehicle Locaters on all transit vehicles - "next bus" technology
- Ramp metering and variable messaging signs at selected interchanges
- Access management along US 85
- Continuous links to local bike and pedestrian systems
- Support for development of a Transportation Management Organization (TMO)

NOTE:

- Select sections of I-25 would require auxiliary lanes and / or an additional through lane in addition to this 6-lane cross section.
- Where widening is needed between SH 66 and SH 7, the median would be used.



Letter of Concurrence, Oligarchy Primary Greenway

Attachment B: Detour Map and Description



File No. 2004-10-0008
Oligarchy Primary Greenway, at 15th, 17th, and 19th

The detour will require trail users to take 15th Avenue east to Lamplighter Drive, then north until 17th Avenue, and west to reconnect with Oligarchy Primary Greenway.

Please advise if alternative detour routes exist that you would prefer.

NORTH I-25
EIS



information. cooperation. transportation.

January 28, 2008

Paula Fitzgerald
Parks & Open Space Projects Coordinator
City of Longmont
7 South Sunset Street
Longmont, CO 80501

Wendy Wallach
Senior Project Manager
Jacobs Carter Burgess
707 17th Street, Suite 2300
Denver, CO 80202

RE: Letter of Concurrence North I-25 EIS and Oligarchy Primary Greenway

Dear Ms. Wallach,

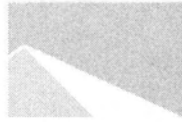
Based on the provided information the City of Longmont finds that the criteria of a temporary occupancy have been satisfied. Thus, the City of Longmont concurs with the temporary occupancy designation for the Oligarchy Primary Greenway in regard to the North I-25 Environmental Impact Statement.

Printed Name: Paula Fitzgerald

Date: 1/29/08

Signature: Paula Fitzgerald

NORTH I-25 EIS



information. cooperation. transportation.

January 31, 2008

Bill Bodkins
Public Works Director
Town of Wellington
3735 Cleveland Avenue
Wellington, CO 80549

RE: North I-25 Environmental Impact Statement and the Box Elder Creek Trail

Dear Mr. Bodkins,

The Federal Highway Administration and the Federal Transit Administration, in cooperation with the Colorado Department of Transportation (CDOT), have initiated an Environmental Impact Statement (EIS) to identify and evaluate multi-modal transportation improvements along the 70-mile I-25 transportation corridor extending from the Fort Collins/Wellington area to Denver. The improvements being considered in this Draft EIS would address regional and inter-regional movement of people, goods, and services in the I-25 corridor. The purpose and need for the improvements is to address mobility, accessibility, safety, and aging infrastructure problems along I-25, as well as to provide for a greater variety of transportation choices and support economic growth.

Two multi-modal build packages, Package A and Package B, are being evaluated, as well as the No-Action Alternative in accordance with National Environmental Policy Act requirements. Types of highway improvement being considered as a part of the multi-modal packages include highway widening, tolled express lanes and interchange reconstruction. Transit improvements being considered in the multi-modal packages include commuter rail, commuter bus, and bus rapid transit (BRT) on three different alignments.

The proposed improvements, in both Package A and Package B (Attachment A), may affect bicycle and pedestrian facilities within your jurisdiction, including the Box Elder Creek Trail. These improvements include the lengthening of the existing underpass as part of the effort to replace aging infrastructure along Interstate 25, necessitating a temporary trail closure and detour of pedestrian and bicycle traffic (Attachment B).

CDOT is asking that you concur that these improvements would not adversely affect the Box Elder Creek Trail, and therefore be classified as a "temporary occupancy" as defined by Section 4(f) of the U.S. Department of Transportation Act of 1965. To be classified as such, five specific conditions must be satisfied. These conditions, and CDOT's efforts to meet them, are outlined below:

Condition (i)

Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.

The trail closure will only occur during times of immediately adjacent construction and there will be no change in ownership of the land.

Letter of Concurrence, Box Elder Creek Trail

Condition (ii)

Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the resource are minimal.

Package A and Package B calls for safety improvements, including the lengthening of the Interstate 25 Underpass of Box Elder Creek Trail. This will not affect the existing trail alignment.

Condition (iii)

There are no anticipated permanent adverse physical impacts, nor there interference with the activities or purpose of the resource, on either a temporary or permanent basis.

CDOT will provide detours, with signage, for the duration of the trail closure. The map and narrative description (Attachment B) illustrate the proposed detour route.

Condition (iv)

The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project.

With the exception of a slight visual alteration caused by the lengthening of the underpass, the trail will see no permanent adverse impacts.

Condition (v)

There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

The attached letter of concurrence serves as the agreement of local officials that the efforts described above would meet these conditions.

Should you, or others in your department, have concerns or questions regarding the above information please contact Wendy Wallach, Senior Project Manager, at 303-820-4807, or wendy.wallach@jacobs.com.

Sincerely,

Cc: Project file

Letter of Concurrence, Box Elder Creek Trail

Attachment A (1 of 2): Package A, North I-25 Environmental Impact Statement

LEGEND

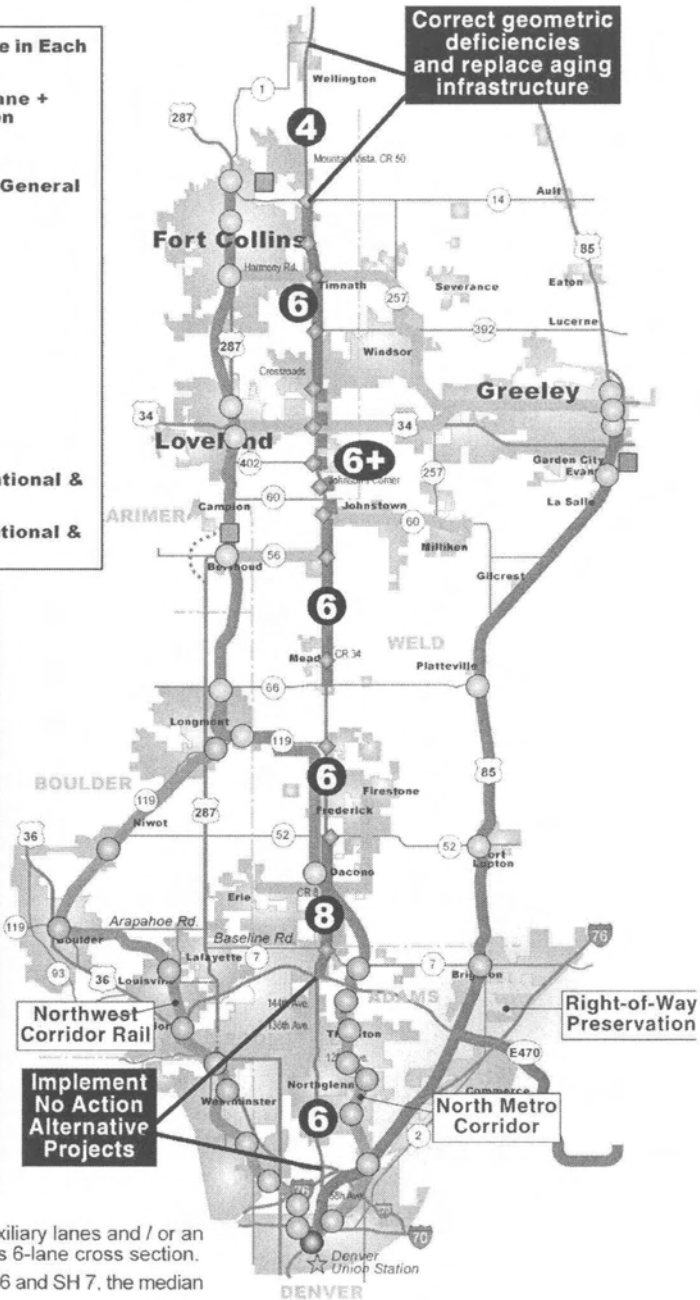
	1 New General Purpose (GP) Lane in Each Direction
	1 New General Purpose (GP) Lane + Auxiliary Lane in Each Direction
	Commuter Rail (CR)
	Commuter Bus (CB) Service in General Purpose Lanes and Que Jumps
	Feeder Bus Service
	Interchange Upgrades
	Number of Lanes
	Commuter Bus Station / Stop
	Commuter Rail Station
	FasTracks Rail Line
	FasTracks Transit Station
	Potential Commuter Rail Operational & Maintenance Facility
	Potential Commuter Bus Operational & Maintenance Facility

Congestion Management Measures could include:

- New local transit routes
- New express transit routes
- Enhanced carpool lot parking capacity and amenities
- Courtesy patrol (incident management) from SH 14 to SH 7
- Variable messaging signs at all transit stations
- Automated Vehicle Locaters on all transit vehicles - "next bus" technology
- Ramp metering and variable messaging signs at selected interchanges
- Access management along US 85
- Continuous links to local bike and pedestrian systems
- Support for development of a Transportation Management Organization (TMO)

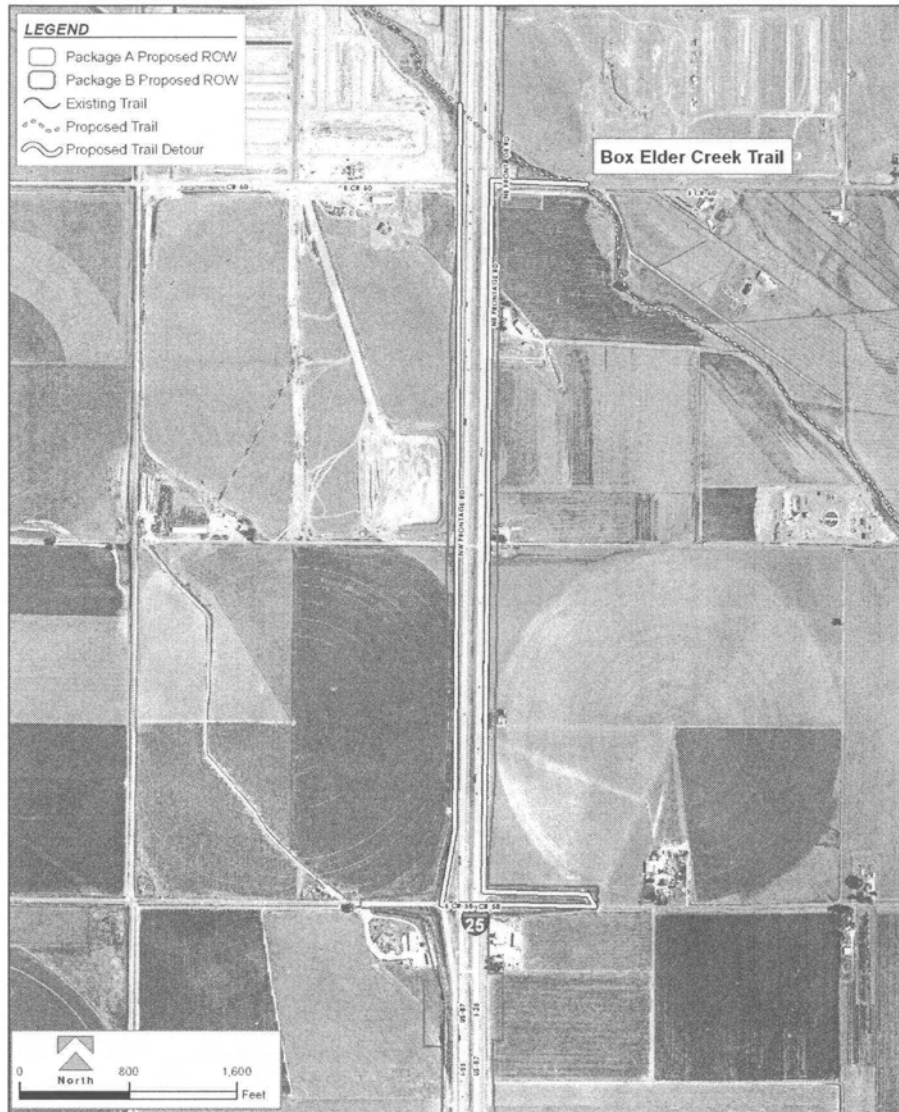
NOTE:

- Select sections of I-25 would require auxiliary lanes and / or an additional through lane in addition to this 6-lane cross section.
- Where widening is needed between SH 66 and SH 7, the median would be used.



Letter of Concurrence, Box Elder Creek Trail

Attachment B: Detour Map and Description



This detour will require trail users to take GW Bush Avenue west, then proceed south on the eastern frontage road to CR 58, west on CR 58 to the western frontage road, and then proceed north to Box Elder Creek Trail..

Please advise if alternative detour routes exist that you would prefer.

Letter of Concurrence, Box Elder Creek Trail

January 31, 2008

Bill Bodkins
Public Works Director
Town of Wellington
3735 Cleveland Avenue
Wellington, CO 80549

Wendy Wallach
Senior Project Manager
Jacobs Carter Burgess
707 17th Street, Suite 2300
Denver, CO 80202

RE: Letter of Concurrence North I-25 EIS and the Box Elder Creek Trail

Dear Ms. Wallach,

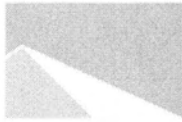
Based on the provided information the Town of Wellington finds that the criteria of a temporary occupancy have been satisfied. Thus, the Town of Wellington concurs with the temporary occupancy designation for the Box Elder Creek Trail in regard to the North I-25 Environmental Impact Statement.

Printed Name: Bill Bodkins

Date: 2/1/08

Signature: 

NORTH I-25 EIS



information. cooperation. transportation.

January 28, 2008

Travis Reynolds
Senior Planner
Planning and Zoning Division
City of Northglenn
11701 Community Center Drive
Northglenn, CO 80233-8061

RE: North I-25 Environmental Impact Statement and the 120th Avenue Underpass and Farmers Highline Canal Trail

Dear Mr. Reynolds,

The Federal Highway Administration and the Federal Transit Administration, in cooperation with the Colorado Department of Transportation (CDOT), have initiated an Environmental Impact Statement (EIS) to identify and evaluate multi-modal transportation improvements along the 70-mile I-25 transportation corridor extending from the Fort Collins/Wellington area to Denver. The improvements being considered in this Draft EIS would address regional and inter-regional movement of people, goods, and services in the I-25 corridor. The purpose and need for the improvements is to address mobility, accessibility, safety, and aging infrastructure problems along I-25, as well as to provide for a greater variety of transportation choices and support economic growth.

Two multi-modal build packages, Package A and Package B, are being evaluated, as well as the No-Action Alternative in accordance with National Environmental Policy Act requirements. Types of highway improvement being considered as a part of the multi-modal packages include highway widening, tolled express lanes and interchange reconstruction. Transit improvements being considered in the multi-modal packages include commuter rail, commuter bus, and bus rapid transit (BRT) on three different alignments.

The proposed improvements in Package B (Attachment A) may affect bicycle and pedestrian facilities within your jurisdiction, including the 120th Avenue Transit Station Underpass and Farmers Highline Canal Trail. These improvements include the lengthening of the existing underpasses to accommodate additional traffic lanes on Interstate 25, necessitating a temporary trail closure and detour of pedestrian and bicycle traffic (Attachment B).

CDOT is asking that you concur that these improvements would not adversely affect the 120th Avenue Underpass or the Farmer Highline Canal Trail, and therefore be classified as a "temporary occupancy" as defined by Section 4(f) of the U.S. Department of Transportation Act of 1965. To be classified as such, five specific conditions must be satisfied. These conditions, and CDOT's efforts to meet them, are outlined below:

Condition (i)

Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.

Letter of Concurrence, 120th Avenue Underpass and Farmers Highline Canal Trail

The trail closures will only occur during times of immediately adjacent construction and there will be no change in ownership of the land.

Condition (ii)

Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the resource are minimal.

Package B calls for the construction of additional lanes on Interstate 25. To accommodate this construction, the existing underpasses at 120th Avenue and along the Farmers Highline Canal Trail, require lengthening. This will not affect the existing trail alignment at either location.

Condition (iii)

There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, on either a temporary or permanent basis.

CDOT will provide detours, with signage, for the duration of the trail closures. The map and narrative description (Attachment B) illustrate the proposed detour routes.

Condition (iv)

The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project.

With the exception of a slight visual alteration caused by the lengthening of the underpasses, the trails will see no permanent adverse impacts.

Condition (v)

There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

The attached letter of concurrence serves as the agreement of local officials that the efforts described above would meet these conditions.

Should you, or others in your department, have concerns or questions regarding the above information please contact Wendy Wallach, Senior Project Manager, at 303-820-4807, or wendy.wallach@jacobs.com.

Sincerely,

Cc: Steve Zoet, Director of Parks and Recreation
Project file

Letter of Concurrence, 120th Avenue Underpass and Farmers Highline Canal Trail

Attachment A: Package B, North I-25 Environmental Impact Statement

LEGEND

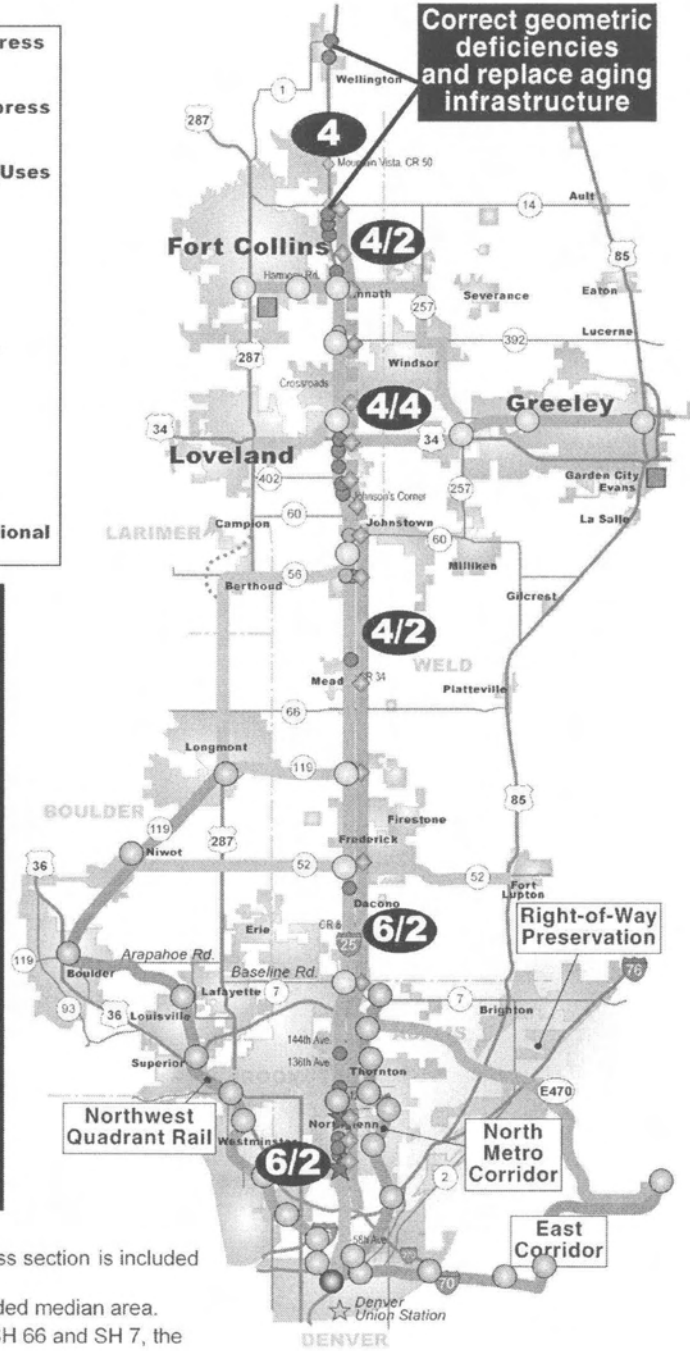
	1 Buffer-Separated Tolled Express Lane (TEL) in Each Direction
	2 Barrier-Separated Tolled Express Lanes (TEL) in Each Direction
	Bus Rapid Transit (BRT) Route (Uses TELs on I-25)
	Feeder Bus Service
	Interchange Upgrades
	Number of Lanes: General Purpose/Tolled Express Lanes
	Bus Rapid Transit Station
	FasTracks Rail Line
	FasTracks Transit Station
	Potential Commuter Bus Operational & Maintenance Facility

Congestion Management Measures could include:

- New local transit routes
- New express transit routes
- Enhanced carpool lot parking capacity and amenities
- Courtesy patrol (incident management) from SH 14 to SH 7
- Variable messaging signs at all transit stations
- Automated Vehicle Locators on all transit vehicles - "next bus" technology
- Ramp metering and variable messaging signs at selected interchanges
- Signal coordination along US 34 and Harmony Road
- Continuous links to local bike and pedestrian systems
- Support for development of a Transportation Management Organization (TMO)

NOTE:

- A wider barrier and express lanes cross section is included between SH 60 and Harmony Road.
- BRT stations located within an expanded median area.
- Where widening is needed between SH 66 and SH 7, the median would be used.



Letter of Concurrence, 120th Avenue Underpass and Farmers Highline Canal Trail

Farmers Highline Canal

The detour will require trail users to take Community Center Drive south at EB Rains Jr. Memorial Park. Community Center Drive crosses I-25 as an overpass with wide sidewalks suitable for bicycles. Once on the west side of I-25, users would take West 112th Avenue to Huron Street, go south and reconnect with the Farmers Highline Canal Trail.

Please advise if alternative detour routes exist that you would prefer.



Letter of Concurrence, 120th Avenue Underpass and Farmers Highline Canal Trail

January 28, 2008

Travis Reynolds
Senior Planner
Planning and Zoning Division
City of Northglenn
11701 Community Center Drive
Northglenn, CO 80233-8061

Wendy Wallach
Senior Project Manager
Jacobs Carter Burgess
707 17th Street, Suite 2300
Denver, CO 80202

RE: Letter of Concurrence North I-25 EIS and the 120th Avenue Underpass and Farmers Highline Canal Trail

Dear Ms. Wallach,

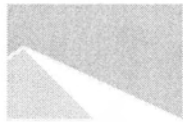
Based on the provided information the City of Northglenn finds that the criteria of a temporary occupancy have been satisfied. Thus, the City of Northglenn concurs with the temporary occupancy designation for both the Farmers Highline Canal Trail and the 120th Avenue Underpass in regard to the North I-25 Environmental Impact Statement.

Printed Name: TRAVIS REYNOLDS

Date: 2/27/08

Signature: 

NORTH I-25 EIS



information. cooperation. transportation.

February 19, 2008

Craig Foreman
Park Planning and Development
City of Fort Collins
413 South Bryan Street
Fort Collins, CO 80521

RE: North I-25 Environmental Impact Statement and the Spring Creek Trail

Dear Mr. Foreman,

The Federal Highway Administration and the Federal Transit Administration, in cooperation with the Colorado Department of Transportation (CDOT), have initiated an Environmental Impact Statement (EIS) to identify and evaluate multi-modal transportation improvements along the 70-mile I-25 transportation corridor extending from the Fort Collins/Wellington area to Denver. The improvements being considered in this Draft EIS would address regional and inter-regional movement of people, goods, and services in the I-25 corridor. The purpose and need for the improvements is to address mobility, accessibility, safety, and aging infrastructure problems along I-25, as well as to provide for a greater variety of transportation choices and support economic growth.

Two multi-modal build packages, Package A and Package B, are being evaluated, as well as the No-Action Alternative in accordance with National Environmental Policy Act requirements. Types of highway improvement being considered as a part of the multi-modal packages include highway widening, tolled express lanes and interchange reconstruction. Transit improvements being considered in the multi-modal packages include commuter rail, commuter bus, and bus rapid transit (BRT) on three different alignments.

The proposed improvements in Package A (Attachment A) may affect bicycle and pedestrian facilities within your jurisdiction, including the Spring Creek Trail. These improvements include an additional railroad track, adjacent to the existing railway, necessitating a temporary trail closure and detour of pedestrian and bicycle traffic (Attachment B).

CDOT is asking that you concur that these improvements would not adversely affect the Spring Creek Trail, and therefore be classified as a "temporary occupancy" as defined by Section 4(f) of the U.S. Department of Transportation Act of 1965. To be classified as such, five specific conditions must be satisfied. These conditions, and CDOT's efforts to meet them, are outlined below:

Condition (i)

Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.

The trail closure will only occur during times of immediately adjacent construction and there will be no change in ownership of the land.

Letter of Concurrence, Spring Creek Trail

Condition (ii)

Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the resource are minimal.

Package A calls for the construction of an additional railroad track. To accommodate this construction the underpass will require lengthening, which will have no impact on the trail alignment.

Condition (iii)

There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, on either a temporary or permanent basis.

CDOT will provide detours, with signage, for the duration of the trail closures. The map and narrative description (Attachment B) illustrate the proposed detour routes.

Condition (iv)

The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project.

With the exception of a slight visual alteration caused by the lengthened underpass, the trail will see no permanent adverse impacts.

Condition (v)

There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

The attached letter of concurrence serves as the agreement of local officials that the efforts described above would meet these conditions.

Should you, or others in your department, have concerns or questions regarding the above information please contact Wendy Wallach, Senior Project Manager, at 303-820-4807, or wendy.wallach@jacobs.com.

Sincerely,

Cc: Project file

Letter of Concurrence, Spring Creek Trail

Attachment A: Package A, North I-25 Environmental Impact Statement

LEGEND

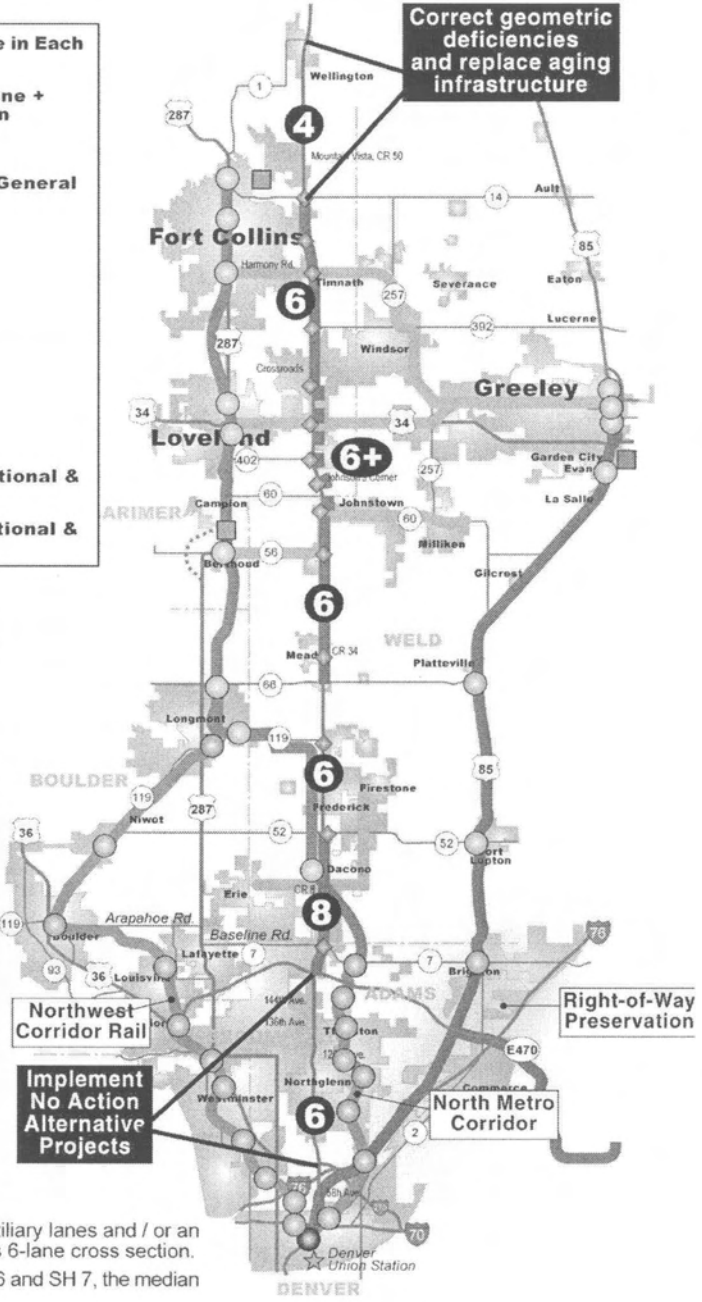
	1 New General Purpose (GP) Lane in Each Direction
	1 New General Purpose (GP) Lane + Auxiliary Lane in Each Direction
	Commuter Rail (CR)
	Commuter Bus (CB) Service in General Purpose Lanes and Que Jumps
	Feeder Bus Service
	Interchange Upgrades
	Number of Lanes
	Commuter Bus Station / Stop
	Commuter Rail Station
	FasTracks Rail Line
	FasTracks Transit Station
	Potential Commuter Rail Operational & Maintenance Facility
	Potential Commuter Bus Operational & Maintenance Facility

Congestion Management Measures could include:

- New local transit routes
- New express transit routes
- Enhanced carpool lot parking capacity and amenities
- Courtesy patrol (incident management) from SH 14 to SH 7
- Variable messaging signs at all transit stations
- Automated Vehicle Locaters on all transit vehicles - "next bus" technology
- Ramp metering and variable messaging signs at selected interchanges
- Access management along US 85
- Continuous links to local bike and pedestrian systems
- Support for development of a Transportation Management Organization (TMO)

NOTE:

- Select sections of I-25 would require auxiliary lanes and / or an additional through lane in addition to this 6-lane cross section.
- Where widening is needed between SH 66 and SH 7, the median would be used.



Letter of Concurrence, Spring Creek Trail

Attachment B: Detour Map and Description



Maple, 2012.05.15.008
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The detour will require trail users to take Centre Avenue north to Lake Street, then east until Remington Street and back south to reconnect with Spring Creek Trail. This detour takes advantage of on-street cycling facilities with the exception of a single block between College Avenue and Remington Street.

Please advise if alternative detours routes exist that you would prefer.

NORTH I-25
EIS



information. cooperation. transportation.

February 19, 2008

Craig Foreman
Park Planning and Development
City of Fort Collins
413 South Bryan Street
Fort Collins, CO 80521

Wendy Wallach
Senior Project Manager
Jacobs Carter Burgess
707 17th Street, Suite 2300
Denver, CO 80202

RE: Letter of Concurrence North I-25 EIS and the Spring Creek Trail

Dear Ms. Wallach,

Based on the provided information the City of Fort Collins finds that the criteria of a temporary occupancy have been satisfied. Thus, the City of Fort Collins concurs with the temporary occupancy designation for the Spring Creek Trail in regard to the North I-25 Environmental Impact Statement.

Printed Name: Craig L. Foreman Date: 2/21/08

Signature: 

NORTH I-25 EIS



information. cooperation. transportation.

February 19, 2008,

Craig Foreman
Park Planning and Development
City of Fort Collins
413 South Bryan Street
Fort Collins, CO 80521

RE: North I-25 Environmental Impact Statement and the Fossil Creek Drive Trail

Dear Mr. Foreman,

The Federal Highway Administration and the Federal Transit Administration, in cooperation with the Colorado Department of Transportation (CDOT), have initiated an Environmental Impact Statement (EIS) to identify and evaluate multi-modal transportation improvements along the 70-mile I-25 transportation corridor extending from the Fort Collins/Wellington area to Denver. The improvements being considered in this Draft EIS would address regional and inter-regional movement of people, goods, and services in the I-25 corridor. The purpose and need for the improvements is to address mobility, accessibility, safety, and aging infrastructure problems along I-25, as well as to provide for a greater variety of transportation choices and support economic growth.

Two multi-modal build packages, Package A and Package B, are being evaluated, as well as the No-Action Alternative in accordance with National Environmental Policy Act requirements. Types of highway improvement being considered as a part of the multi-modal packages include highway widening, tolled express lanes and interchange reconstruction. Transit improvements being considered in the multi-modal packages include commuter rail, commuter bus, and bus rapid transit (BRT) on three different alignments.

The proposed improvements in Package A (Attachment A) may affect bicycle and pedestrian facilities within your jurisdiction, including the proposed Fossil Creek Drive Trail. These improvements include an additional railroad track, adjacent to the existing railway, necessitating a temporary trail closure and detour of pedestrian and bicycle traffic (Attachment B).

CDOT is asking that you concur that these improvements would not adversely affect the Fossil Creek Drive Trail, and therefore be classified as a "temporary occupancy" as defined by Section 4(f) of the U.S. Department of Transportation Act of 1965. To be classified as such, five specific conditions must be satisfied. These conditions, and CDOT's efforts to meet them, are outlined below:

Condition (i)

Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.

The trail closure will only occur during times of immediately adjacent construction and there will be no change in ownership of the land.

Letter of Concurrence, Fossil Creek Drive Trail

Condition (ii)

Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the resource are minimal.

Package A calls for the construction of an additional railroad track. To accommodate this construction the underpass will require lengthening, which will have no impact on the trail alignment.

Condition (iii)

There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, on either a temporary or permanent basis.

CDOT will provide detours, with signage, for the duration of the trail closures. The map and narrative description (Attachment B) illustrate the proposed detour routes.

Condition (iv)

The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project.

With the exception of a slight visual alteration caused by the lengthened underpass, the trail will see no permanent adverse impacts.

Condition (v)

There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

The attached letter of concurrence serves as the agreement of local officials that the efforts described above would meet these conditions.

Should you, or others in your department, have concerns or questions regarding the above information please contact Wendy Wallach, Senior Project Manager, at 303-820-4807, or wendy.wallach@jacobs.com.

Sincerely,

Cc: Project file

Letter of Concurrence, Fossil Creek Drive Trail

Attachment A: Package A, North I-25 Environmental Impact Statement

LEGEND

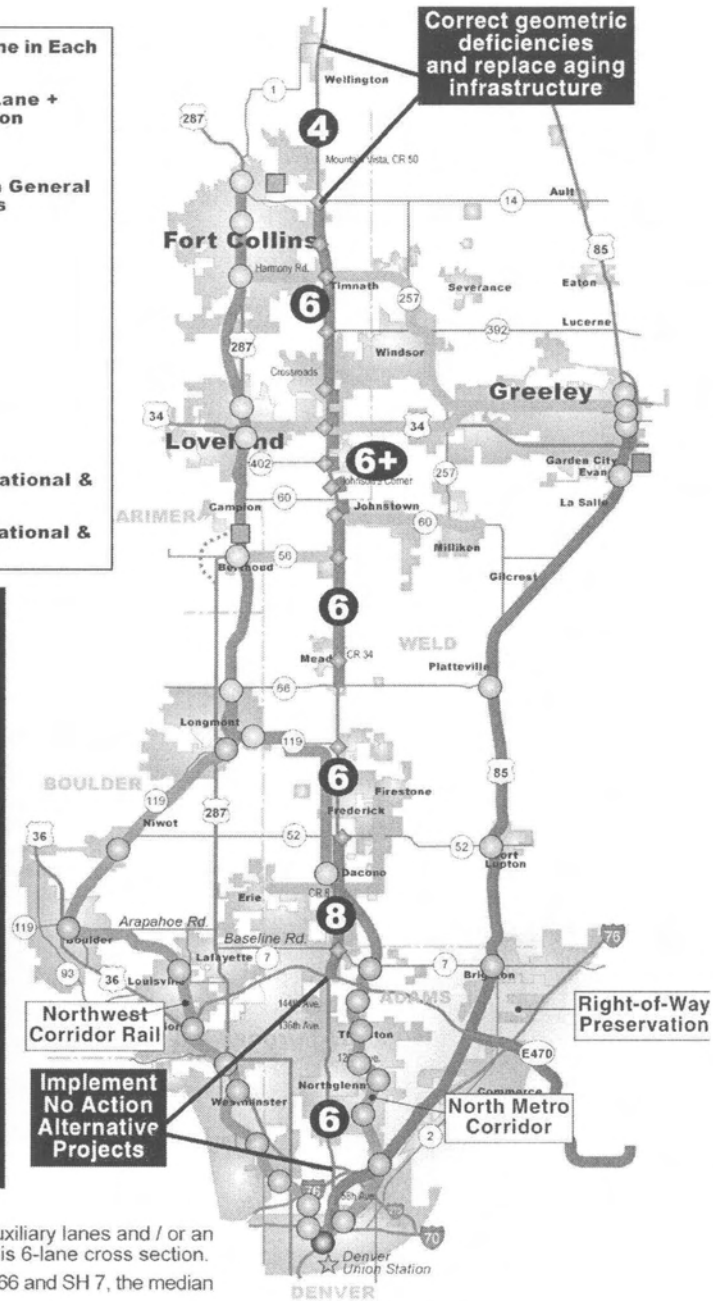
	1 New General Purpose (GP) Lane in Each Direction
	1 New General Purpose (GP) Lane + Auxiliary Lane in Each Direction
	Commuter Rail (CR)
	Commuter Bus (CB) Service in General Purpose Lanes and Que Jumps
	Feeder Bus Service
	Interchange Upgrades
	Number of Lanes
	Commuter Bus Station / Stop
	Commuter Rail Station
	FasTracks Rail Line
	FasTracks Transit Station
	Potential Commuter Rail Operational & Maintenance Facility
	Potential Commuter Bus Operational & Maintenance Facility

Congestion Management Measures could include:

- New local transit routes
- New express transit routes
- Enhanced carpool lot parking capacity and amenities
- Courtesy patrol (incident management) from SH 14 to SH 7
- Variable messaging signs at all transit stations
- Automated Vehicle Locaters on all transit vehicles - "next bus" technology
- Ramp metering and variable messaging signs at selected interchanges
- Access management along US 85
- Continuous links to local bike and pedestrian systems
- Support for development of a Transportation Management Organization (TMO)

NOTE:

- Select sections of I-25 would require auxiliary lanes and / or an additional through lane in addition to this 6-lane cross section.
- Where widening is needed between SH 66 and SH 7, the median would be used.



NORTH I-25
EIS 

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February 19, 2008

Craig Foreman
Park Planning and Development
City of Fort Collins
413 South Bryan Street
Fort Collins, CO 80521


Wendy Wallach
Senior Project Manager
Jacobs Carter Burgess
707 17th Street, Suite 2300
Denver, CO 80202

RE: Letter of Concurrence North I-25 EIS and the Spring Creek Trail

Dear Ms. Wallach,

Based on the provided information the City of Fort Collins finds that the criteria of a temporary occupancy have been satisfied. Thus, the City of Fort Collins concurs with the temporary occupancy designation for the Spring Creek Trail in regard to the North I-25 Environmental Impact Statement.

Printed Name: Craig L. Foreman Date: 2/21/08

Signature: 

NORTH I-25 EIS



information. cooperation. transportation.

February 20, 2008

Rich Dahl
Parks Services Manager
Parks, Recreation and Libraries
City of Westminster
4800 W. 92nd Avenue
Westminster, CO 80031

RE: North I-25 Environmental Impact Statement and the Big Dry Creek Trail

Dear Mr. Dahl,

The Federal Highway Administration and the Federal Transit Administration, in cooperation with the Colorado Department of Transportation (CDOT), have initiated an Environmental Impact Statement (EIS) to identify and evaluate multi-modal transportation improvements along the 70-mile I-25 transportation corridor extending from the Fort Collins/Wellington area to Denver. The improvements being considered in this Draft EIS would address regional and inter-regional movement of people, goods, and services in the I-25 corridor. The purpose and need for the improvements is to address mobility, accessibility, safety, and aging infrastructure problems along I-25, as well as to provide for a greater variety of transportation choices and support economic growth.

Two multi-modal build packages, Package A and Package B, are being evaluated, as well as the No-Action Alternative in accordance with National Environmental Policy Act requirements. Types of highway improvement being considered as a part of the multi-modal packages include highway widening, tolled express lanes and interchange reconstruction. Transit improvements being considered in the multi-modal packages include commuter rail, commuter bus, and bus rapid transit (BRT) on three different alignments.

The proposed improvements in Package B (Attachment A) may affect bicycle and pedestrian facilities within your jurisdiction, including the Big Dry Creek Trail. These improvements include the lengthening of the existing underpass to accommodate additional traffic lanes on Interstate 25. Construction impacts may be mitigated in one of the following two ways:

1. A temporary trail closure and detour of pedestrian and bicycle traffic (Attachment B).
2. A three-sided trail enclosure, which would protect trail users from overhead construction.

The specifics regarding the proposed improvements, such as the construction footprint or the location of cut and fill slopes, will not be known until final design. These details will provide the required information regarding safety and viability of the alternatives, therefore it is during final design phase that the alternative will be selected.

CDOT is asking that you concur that these improvements would not adversely affect the Big Dry Creek Trail, and therefore be classified as a "temporary occupancy" as defined by Section 4(f) of the U.S. Department of Transportation Act of 1965. To be classified as such, five specific

Letter of Concurrence, Big Dry Creek Trail

conditions must be satisfied. These conditions, and CDOT's efforts to meet them, are outlined below:

Condition (i)

Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.

The trail closure and/or enclosure will only occur during times of immediately adjacent construction and there will be no change in ownership of the land.

Condition (ii)

Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the resource are minimal.

Package B calls for the construction of additional lanes on Interstate 25. To accommodate this construction the existing underpass at Big Dry Creek Trail requires lengthening. This will not affect the existing trail alignment.

Condition (iii)

There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, on either a temporary or permanent basis.

CDOT will either provide an enclosure, or in the case of a trail closure, detours with signage, for the duration of the trail closure. The map and narrative description (Attachment B) provide the proposed detour route.

Condition (iv)

The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project.

With the exception of a slight visual alteration caused by the lengthening of the underpass, the trail will see no permanent adverse impacts.

Condition (v)

There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

The attached letter of concurrence serves as the agreement of local officials that the efforts described above would meet these conditions.

Should you, or others in your department, have concerns or questions regarding the above information please contact Wendy Wallach, Senior Project Manager, at 303-820-4807, or wendy.wallach@jacobs.com.

Sincerely,

Letter of Concurrence, Big Dry Creek Trail

Attachment A: Package B, North I-25 Environmental Impact Statement

LEGEND

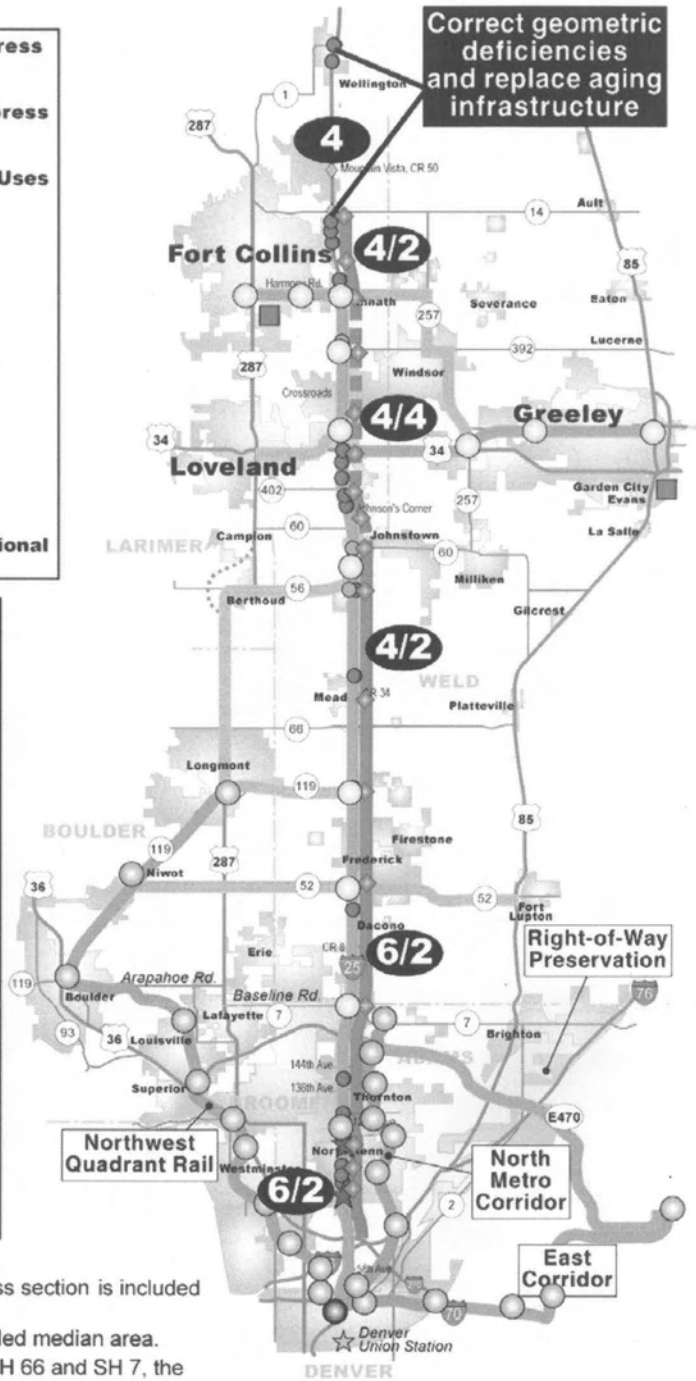
	1 Buffer-Separated Tolled Express Lane (TEL) in Each Direction
	2 Barrier-Separated Tolled Express Lanes (TEL) in Each Direction
	Bus Rapid Transit (BRT) Route (Uses TELs on I-25)
	Feeder Bus Service
	Interchange Upgrades
	Number of Lanes: General Purpose/Tolled Express Lanes
	Bus Rapid Transit Station
	FasTracks Rail Line
	FasTracks Transit Station
	Potential Commuter Bus Operational & Maintenance Facility

Congestion Management Measures could include:

- New local transit routes
- New express transit routes
- Enhanced carpool lot parking capacity and amenities
- Courtesy patrol (incident management) from SH 14 to SH 7
- Variable messaging signs at all transit stations
- Automated Vehicle Locaters on all transit vehicles - "next bus" technology
- Ramp metering and variable messaging signs at selected interchanges
- Signal coordination along US 34 and Harmony Road
- Continuous links to local bike and pedestrian systems
- Support for development of a Transportation Management Organization (TMO)

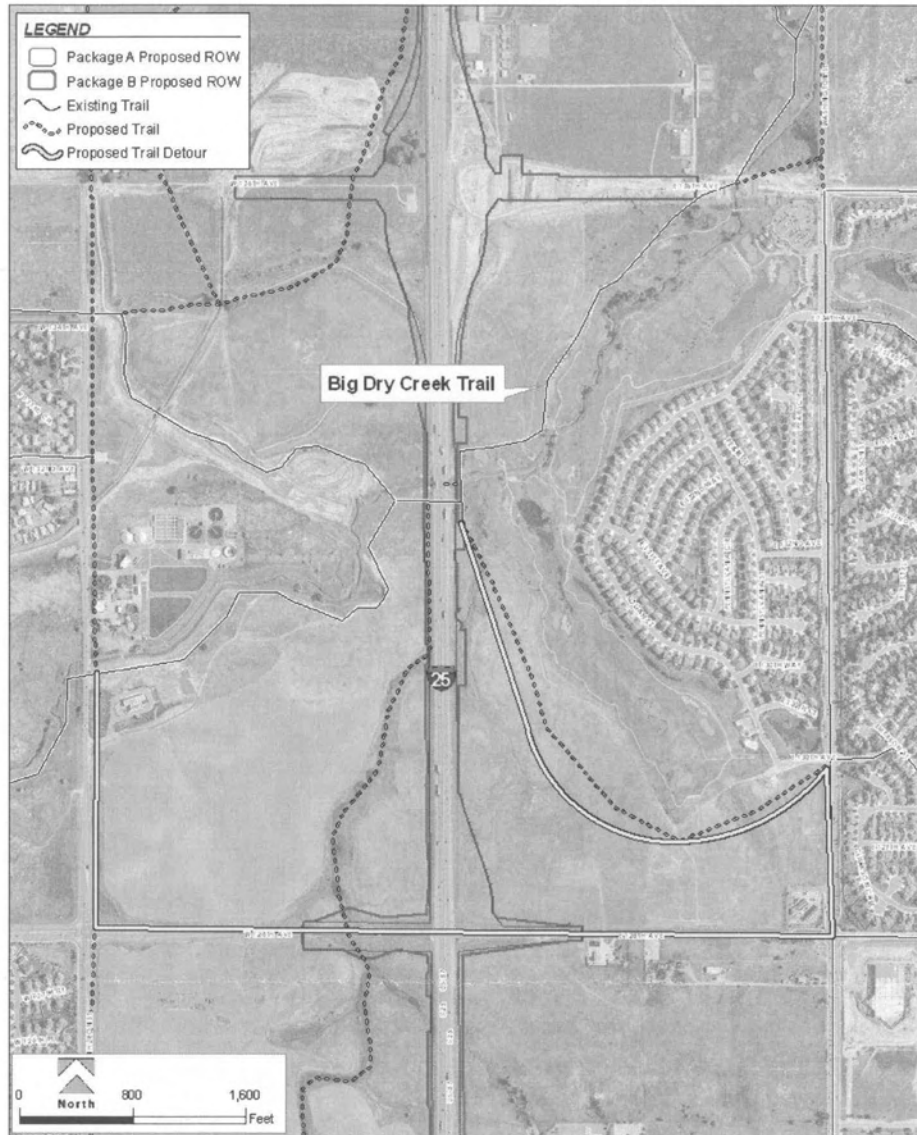
NOTE:

- A wider barrier and express lanes cross section is included between SH 60 and Harmony Road.
- BRT stations located within an expanded median area.
- Where widening is needed between SH 66 and SH 7, the median would be used.



Letter of Concurrence, Big Dry Creek Trail

Attachment B: Detour Map and Description



The detour will require trail users to follow Thornton #2 Trail south until reaching Washington Street, then continue south to 128th Avenue. Trail users would then proceed west on 128th Avenue to Huron Street, then turn north until reconnecting to the existing Big Dry Creek Trail

Please advise if alternative detour routes exist that you would prefer.

NORTH I-25
EIS



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February 20, 2008

Rich Dahl
Parks Services Manager
Parks, Recreation and Libraries
City of Westminster
4800 W. 92nd Avenue
Westminster, CO 80031


Wendy Wallach
Senior Project Manager
Jacobs Carter Burgess
707 17th Street, Suite 2300
Denver, CO 80202

RE: Letter of Concurrence North I-25 EIS and the Big Dry Creek Trail

Dear Ms. Wallach,

Based on the provided information the City of Westminster finds that the criteria of a temporary occupancy have been satisfied. Thus, the City of Westminster concurs with the temporary occupancy designation for the Big Dry Creek Trail in regard to the North I-25 Draft Environmental Impact Statement.

Printed Name: RICHARD DAHL Date: 2-29-08

Signature: 
Parks Services Manager

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