

Welcome

to the

US 85 & WCR 44

Public Meeting

We are eager to hear your ideas about US 85 in Peckham. Thank you for being here to help advance the study!

How to get the most out of this meeting:

- Review the meeting materials and ask questions.
- Discuss with project team members to help us understand your perspective and priorities.
- Complete a worksheet/comment card and place it in the dropbox before leaving.

Please visit the project website for more information as the project advances:

www.codot.gov/library/studies/us-85-wcr-44-intersection



COLORADO
Department of
Transportation

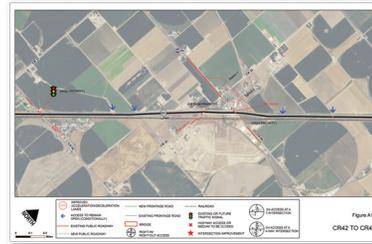




The Colorado Department of Transportation (CDOT), Weld County, local agencies, and other stakeholders have collaborated to complete multiple studies related to the US 85 and WCR 44 intersection.

US 85 Access Control Plan (1999)

Recommended the northern realignment of the intersection due to safety and visibility concerns.



Advancement of the PEL



Further evaluation of the PEL recommendations and the development of new concepts that meet the intent of the PEL are currently being evaluated. Intersections have included configurations such as a right-in, right-out intersection, a cloverleaf intersection, and roundabouts.

US 85 Planning and Environmental Linkages (PEL) Study (2016)

Recommended the realignment of frontage roads and a tight urban diamond interchange (TUDI) due to safety, mobility, and railroad proximity concerns.



Next Steps (2018-2021)

Advance preliminary design, assess environmental impacts, final design, and construction.





Purpose

The purpose of the US 85 and WCR 44 intersection project is to improve safety, provide efficient access for existing properties and future development, and to eliminate interaction between roadway traffic and the Union Pacific Railroad.

Need

This new grade-separated intersection project is needed to address the following problems:

Safety - The current US 85 and WCR 44 intersection and approaches experience higher than expected number of crashes due to the skewed corridor and angle of the intersection.

- *Between 2012 and 2016 there were 35 recorded crashes, and 72% of those were broadside crashes.*
- *The high rate of broadside crashes indicates that the east and west-bound traffic have difficulty seeing north and south-bound traffic due to the angle of the intersection.*

Railroad Proximity - The close proximity of the UPRR and the US 85/WCR 44 intersection negatively impacts the operations and safety at the intersection.

- *The railroad crossing is located only 315 feet from the existing US 85 and WCR 44 intersection.*
- *Passing or standing trains restrict travel to and from the east of US 85 and can cause substantial queuing at this cross street, sometimes extending into the through lanes of US 85.*
- *Approximately 31% of the traffic traveling westbound on WCR 44 today are heavy trucks. The large volume of heavy trucks lead to longer westbound queues that back up to the railroad crossing.*

Access - The current number, location, and design of public roadway accesses have contributed to traffic operational and safety deficiencies along the corridor.

- *The access problem is exacerbated by the proximity of the highway to the railroad tracks, which further contributes to operational and safety deficiencies, especially for larger vehicles.*





US 85 and WCR 44 Grade-Separated Intersection

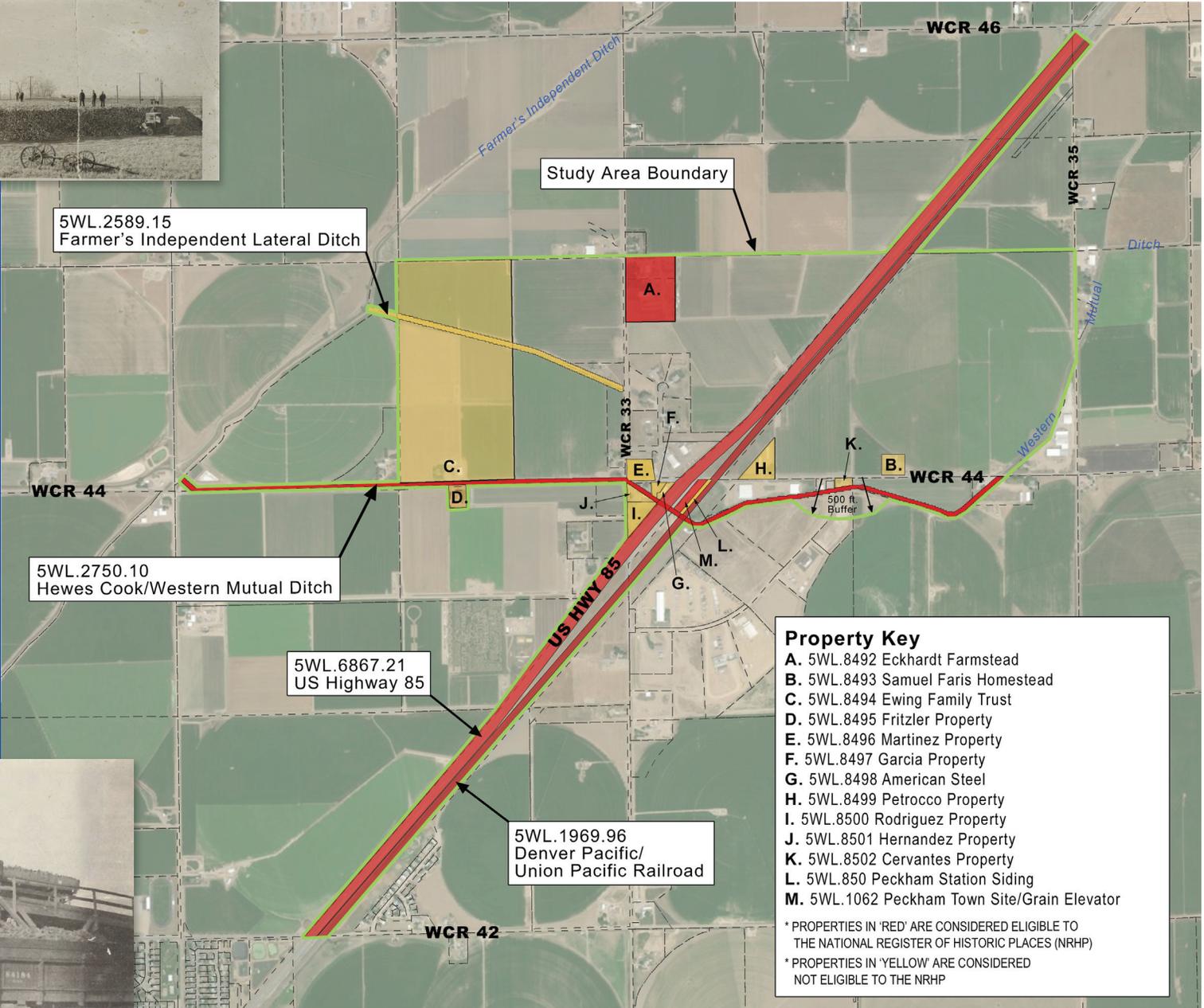
Historic Review



There is a high concentration of historic properties in close proximity to the US 85 and WCR 44 intersection that roadway improvements could indirectly or directly affect.

The project team is evaluating ways to minimize effects to historic properties.

The historic properties shown are adjacent to the study area.



5WL.2589.15
Farmer's Independent Lateral Ditch

5WL.2750.10
Hewes Cook/Western Mutual Ditch

5WL.6867.21
US Highway 85

5WL.1969.96
Denver Pacific/
Union Pacific Railroad

Property Key

- A. 5WL.8492 Eckhardt Farmstead
- B. 5WL.8493 Samuel Faris Homestead
- C. 5WL.8494 Ewing Family Trust
- D. 5WL.8495 Fritzler Property
- E. 5WL.8496 Martinez Property
- F. 5WL.8497 Garcia Property
- G. 5WL.8498 American Steel
- H. 5WL.8499 Petrocco Property
- I. 5WL.8500 Rodriguez Property
- J. 5WL.8501 Hernandez Property
- K. 5WL.8502 Cervantes Property
- L. 5WL.850 Peckham Station Siding
- M. 5WL.1062 Peckham Town Site/Grain Elevator

* PROPERTIES IN 'RED' ARE CONSIDERED ELIGIBLE TO THE NATIONAL REGISTER OF HISTORIC PLACES (NRHP)

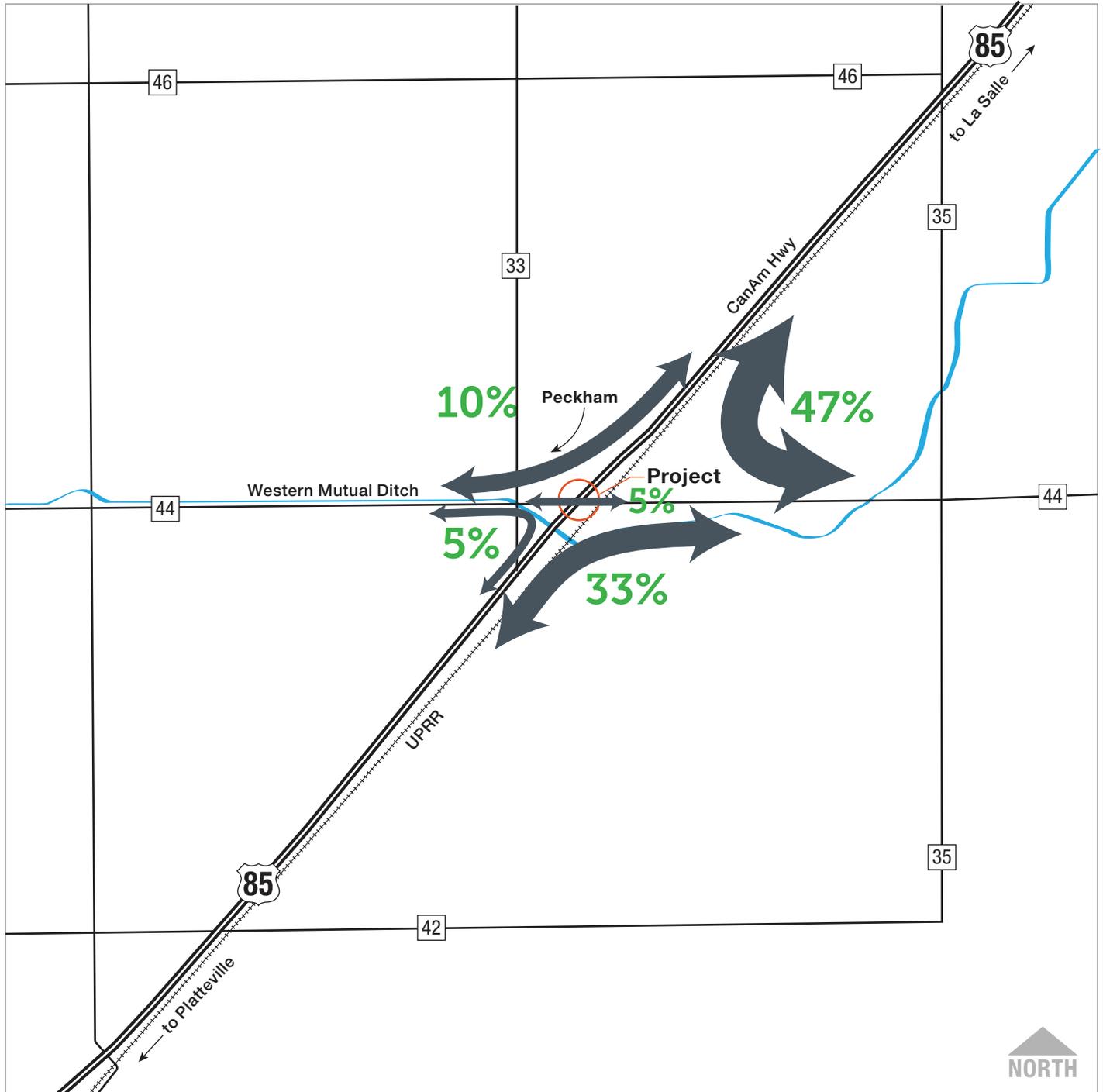
* PROPERTIES IN 'YELLOW' ARE CONSIDERED NOT ELIGIBLE TO THE NRHP





US 85 and WCR 44 Grade-Separated Intersection

Traffic Patterns



XX% = Average of AM & PM





PEL Concept

The PEL Concept Alternative realign WCR 44 to create a grade-separated intersection with US 85 north of Peckham.



Approximate new lane miles: 3

Out of direction travel: 0.25 mile out-of-direction travel for the dominant (33%) travel movements. The dominant travel movements are westbound to southbound and northbound to eastbound.

Drivers' impacted by out-of-direction travel: 43% of total users affected by out-of-direction travel.

Property impacts: Bisects 5 parcels and impacts one business. Does not require any residential displacements.

Railroad: Removes the at-grade railroad crossing.

Environmental: Impacts the Western Mutual Ditch and potential historic resources.





Birdseye View Looking North



Driver's Perspective





Roundabout Concept



Approximate new lane miles: 1.66

Out-of-direction travel: 0.20 mile out-of-direction travel for the dominant (33%) travel movements. The dominant travel movements are westbound to southbound and northbound to eastbound.

Drivers impacted by out-of-direction travel: 43% of total users affected by out-of-direction travel.

Property impacts: Avoids bisecting multiple parcels but requires the displacement of one business.

Railroad: Removes the at-grade railroad crossing.

Environmental: Minimizes impacts to potential historic properties, avoids the Western Mutual Ditch.





Birdseye View Looking North



Driver's Perspective

