



## Vasquez PEL Freight Meeting Summary CDOT CO 2701-040-21083

**Meeting Date/Time:** Monday October 17, 2016, 1:30-3:00

**Meeting Name:** Vasquez PEL Freight Focus Group

**Meeting Place (Location):** Commerce City Civic Center, 7887 E. 60th Ave., Room 2108

**Distribution/Attendees:** (See sign-in sheet)

**Brief synopsis of two projects by Kirk Webb, Atkins**

**Question 1) Interests and uses of the business, and access needs.**

- Choke points heading from 56<sup>th</sup> Ave out of Suncor and RIRR. Rail service to Suncor with tracks along UPRR, also tracks along Franklin and York, all the way to I-70. Concerned with traffic crossing rails. Have traffic along Washington north to I-76. 46<sup>th</sup> and Monaco, have small switching yard. One car equals four semis. Customer base is other railroads and freight companies.
- All of area is important to their businesses. Transload yards, Suncor trucking, concerned with losing access at Vasquez. 270/Vasquez interchange problems for trucks. Use corridor all day long, major trucking hub. Companies on York St., I-25 access as well. 74<sup>th</sup> is another access point for trucks from major arterials and highways.
- Suncor ships and receives via rail and liquid truck transport - ship gas, diesel, LPG and asphalt, receives crude mostly from NE Colorado. Railroad taking product out; bring crude in, by trucks rail and pipeline. Only 10% of trucks use 270/V. Brighton and 56<sup>th</sup> is destination. Multiple liquid transports to pick up fuel products, not their trucks. About 70% of trucks use 270/V. Only 10% of trucks at 270/Vasquez, mostly use US85 and Brighton Blvd. 25% of customer transport trucks will use 270/Vasquez. Approximately 250 trucks per day bring in crude and 250 trucks per day pick up product (1000 truck trips per day). Hazmat loads limited to routes, not on I-70 viaduct. 250 crude trucks deliver per day. 200-250 pick-up product daily. One rail switch per day, for each railroad. Bridge on 270 deficient, oversize and overweight for reroute needs.

**Question 2) specific challenges**

- Number of trucks, and number crossings, and limited crossings of streams. Worry about traffic, incident management, stay out of neighborhood.
- Access points are key, V/270 interchange big thorn, need to get across, 56<sup>th</sup> south of interchange, with large terminal traffic, southbound cross 4 lanes of traffic, or go to 52<sup>nd</sup> and turnaround. Lots of weaves up to Colorado. Rail crossings with only lights. Between 56<sup>th</sup> and 58<sup>th</sup> is big concern. Trucks avoid interchange due to poor traffic control and poor signage. Not enough positive guidance. All hazmat has to stop at rail crossing, and not allowed on elevated I-70. Oversize/overweight vehicles cannot use EB 270 to EB 70 bridge due to insufficiency status.
- Brighton /56<sup>th</sup> has no traffic light, only stop sign, confusion. Railroaders or locals get lots of questions from truckers. 56<sup>th</sup> Avenue is unsafe, BNSF crossing dangerous for speeders. BN t-boned gasoline tanker. Railroads have only sign and no lights. RIRR concerned with pedestrians in NWC area, no sidewalks, and people crossing through trains. Safety is huge concern.

### Question 3) Important goals for short and long term

- Connectivity, safety, access, for all users, will meet the needs of industry.
- Road quality degrades quickly, materials used should be durable for heavy truck traffic. Signage and wayfinding important for out of town truck drivers. Updating roadways, crossings, more functional to heavy trucks, some are dirt, differentiation between public and private roads. UP has one around the corner at 12' from 11' bridge, and RIRR has 14'. Better drainage, floodplains and drainage problems in the area. If it does flood again, there could be lots of consequences from transportation and hazmat sides.

### Question 4) Problem areas

- Use Brighton and 58<sup>th</sup> to I-25, because 56<sup>th</sup> and Vasquez is congested. Especially with UP doing any switching. Many drivers use truck-stop to turnaround. Suncor supplies 40% of retail gasoline to Front Range. Incidents in area affect large area economically. 60<sup>th</sup> interchange isn't that big a deal. But very busy. Walmart trucks struggle with making the turn through the interchange. Past 60<sup>th</sup> light is fine. Interchange is confusing. Don't want to get stuck in middle of interchange with short cycle.

### Question 5) Project improvements

- Redesign interchange, diverging diamond, west and east, east needs most improvement with terminals in 58<sup>th</sup> east of 270, and west of 270 and Vasquez to Suncor. Suncor traffic could increase traffic to 50% from 10% with improvements. Looking for direct routes, using I-25 and I-70, if the routes were more direct, and allowed hazmat. Interchange use by trucks would probably increase if all of 270 complex worked better. Hazmat route is Vasquez south to I-70 east, or 58<sup>th</sup> to I-25, and I-70 west. Separating freight from other modes improves safety. Separate rails from trucks. 56<sup>th</sup> Avenue going to 58<sup>th</sup> needs to be improved. Power Motive has oversize loads. Tire manufacturers and warehouses.
- Minimize traffic on Brighton Blvd. as well as congestion. Don't want people along fence line for security reasons. If there's an emergency, then Brighton would be closed. US 85 is okay up until it merges with Vasquez. I-76 traffic uses CO2 and US85 to get south. 85 out of Greeley is the hazmat route. Brighton is big connector for trucks.
- I-70/270 crucial. Traffic light cycles at Quebec are out of sync. 76/270 has lots of trucking companies. No definition between roads and private roads and lots, no signs. Lots of dead ends with no signage. UPS Ivy and 49<sup>th</sup>, use 270 a lot. Clearly mark freight routes so trucks stay out of residents. Like DDI, do not like roundabouts unless properly sized. I-76 and 96<sup>th</sup> roundabouts still flip trucks with a large turning radius, especially to liquid haulers (load shifts).
- Priority for CDOT project: #1 56<sup>th</sup>, #2 interchange, #3 60<sup>th</sup>. But worry about moving problems north. Fuel tanker flipped at 56<sup>th</sup>, due to geometry, and liquid movement in tank. Should worry about turning radius with liquid freight. Good place to try new ideas with mixture of modes. Recognize problems at 60<sup>th</sup> for other modes.