

Public Meeting Summary March 20, 2018

Materials and Advertising

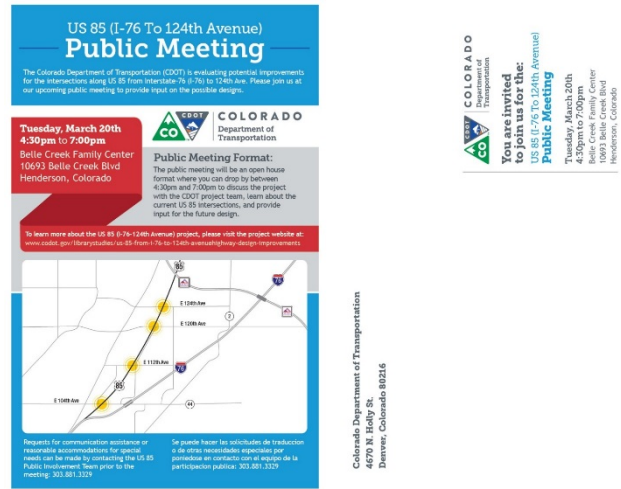
The Colorado Department of Transportation (CDOT) held a public meeting regarding the US 85 (I-76 to 124th Avenue) project on March 20, 2018. CDOT hosted this meeting from 4:30 pm to 7:00 pm at the Belle Creek Family Center at 10693 Belle Creek Blvd in Henderson, Colorado.

Residents were informed of the public meeting through several ways:

- ▶ Postcard – Postcards were mailed to all verified addresses between the South Platte River to the west, E-470 to the north, I-76 and First Creek to the east, and 96th Avenue to the south.
- ▶ Fliers at local community gathering places – Fliers were posted at Henderson Elementary School, Prairie View Middle School, Prairie View High School, Henderson Community Church, Orchard Church, John W Thimmig Elementary School, Belle Creek Family Center, Ziggi’s Coffee, and Haraf Foods Market.
- ▶ Press release – A press release was distributed to the Belle Creek Homeowners Association (HOA), River Run HOA, River Oaks HOA, Stillwater HOA, Dunes Park HOA.
- ▶ Next Door social networking application.

The public meeting was an open house format which had 110 people in attendance. 44 individuals left comments either written or electronically, this does not include comments written on the interactive boards in the public meeting (**Attachment A**).

Figure 1. Sample Postcard



The following summarizes (**Attachment B**) public comments received at the public meeting and CDOT’s responses. If you have questions or comments about these responses, please contact:

- ▶ Katie Dawson: CDOT Region 1 Senior Project Manager katie.dawson@state.co.us
- ▶ Kevin Maddoux Project Manager kevin.maddoux@fhueng.com

Additional project information is available online at the project website located at: <https://www.codot.gov/library/studies/us-85-from-i-76-to-124th-avenue-highway-design-improvements>.



Attachment A: Public Meeting Boards

WELCOME!

US 85

(I-76 TO 124th Avenue)

Project

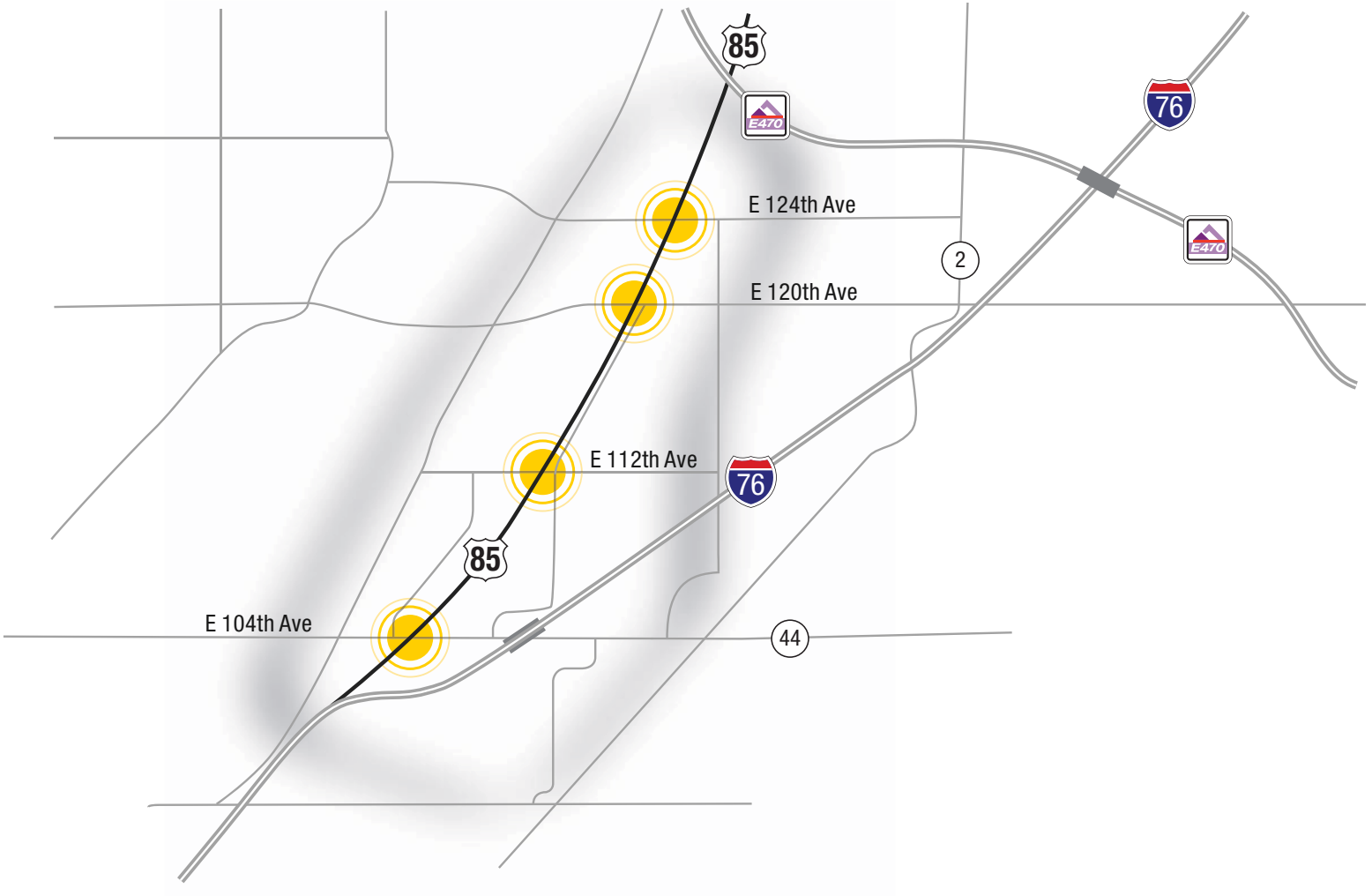


COLORADO

Department of
Transportation



Study Area & Vicinity





How to Comment & Stay Connected

Leave your comments
at today's meeting



Visit the project website:



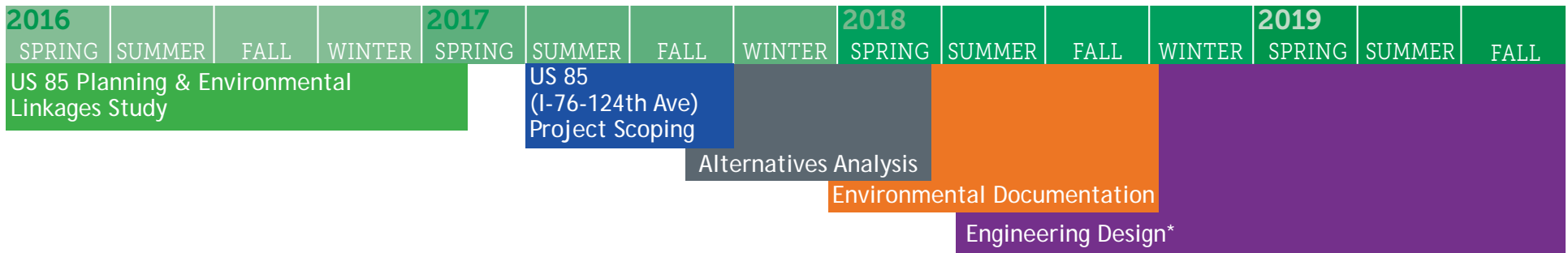
www.codot.gov/library/studies/us-85-from-i-76-to-124th-avenue-highway-design-improvements

Contact the US 85
(I-76 to 124th Ave)
Stakeholder Engagement team:
jody@jseassociates.com





Schedule







*When Funded construction may be within 24 months



What is the Purpose of the Transportation Improvements?

The purpose of the proposed transportation improvements in the US 85 corridor from I-76 to 124th Avenue are to:

-  Improve safety
-  Reduce existing and future traffic congestion
-  Improve connectivity for and between transit (bus), bicyclists, and pedestrians
-  Improve regional operations for cars, freight, and transit (bus), along US 85 between the Denver metropolitan area and communities in Adams and Weld Counties and provide reasonable access for existing and future land use



Why are the Transportation Improvements Needed?

Safety



There is a higher than expected number of rear-end crashes at the US 85/104th Avenue and US 85/120th Avenue intersections. The proximity of the railroad to the intersections is not adequate to safely accommodate queues that form between the railroad tracks and US 85 when a train is present.

Vehicle and Transit (Bus) Operations

Traffic operations along the corridor and at the intersections are congested today and are expected to worsen by 2040 due to local and regional population and employment growth.



Bicycle and Pedestrian Connectivity

Infrastructure for, and connectivity among, multimodal travel modes (transit, bicyclist, and pedestrian) do not meet the existing or future (2040) needs. Corridor demand for biking and walking trips east-west across the US 85 corridor and to access transit along US 85 is expected to increase in the future.



Regional Operations and Access Control

US 85 is a regionally significant corridor for regional operations for cars, freight movement (truck and rail), and transit. The spacing distance between the at-grade intersections of US 85/104th Avenue, US 85/Longs Peak Drive, US 85/112th Avenue, US 85/120th Avenue, and US 85/124th Avenue conflict with the corridor's mobility function.





Existing & Forecasted 2040 Operational Deficiencies

1 Existing daily traffic volumes along the corridor are approximately 32,000 to 42,000 vpd. Daily truck volumes are approximately 13 percent of the daily traffic volumes (4,100 to 5,500 trucks per day).

2 The distance between the railroad and US 85 ranges from approximately 200 to 220 feet between US 85 and the 112th Avenue, 120th Avenue, and 124th Avenue at-grade railroad crossings. The distance between US 85 and the 104th Avenue railroad crossing is approximately 800 feet.

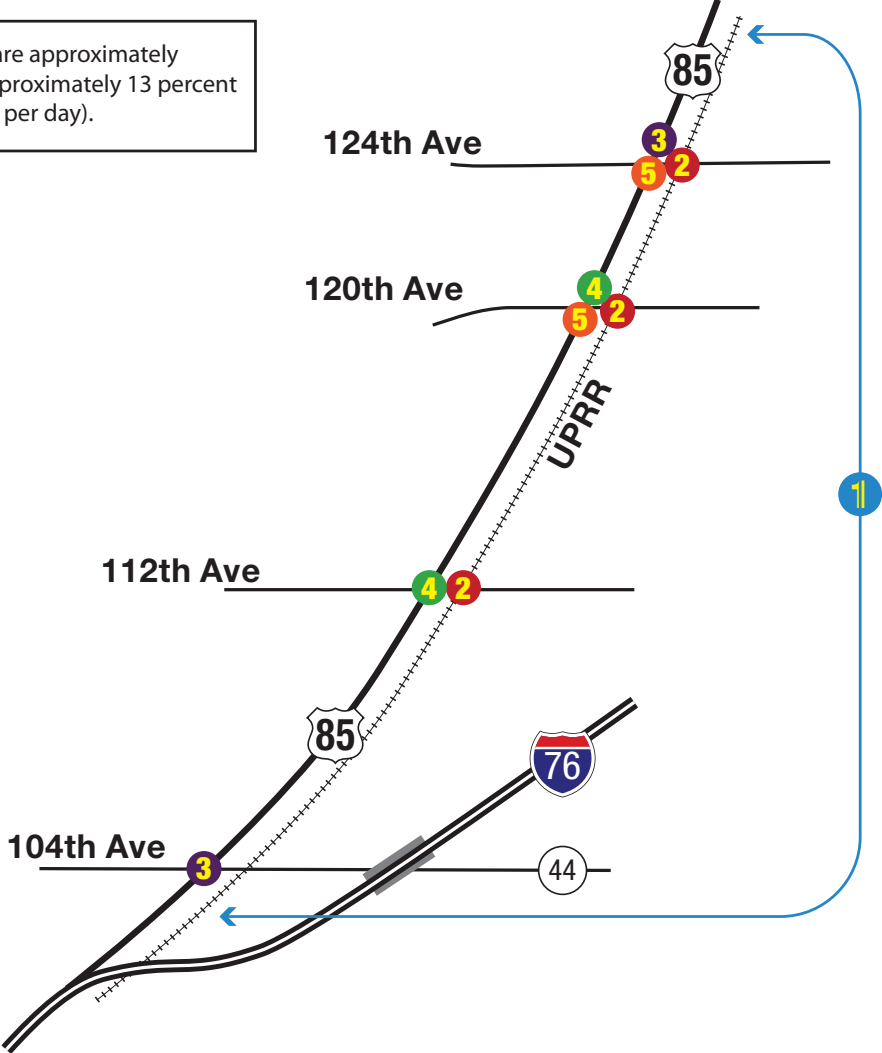
Existing and projected average queues exceed the available storage between the railroad crossing and US 85 at these locations when a train is present. The eastbound vehicle queues can extend onto the northbound US 85 mainline causing northbound vehicles to come to a complete stop. There is a moderate risk of increased crash and severity rates on the northbound US 85 mainline.

3 Existing traffic operations for the US 85/104th Avenue, US 85/112th Avenue, US 85/120th Avenue, and US 85/124th Avenue intersections in the morning (AM) and evening (PM) are LOS D/E, LOS D/E, LOS C/D, and LOS B/D respectively.

Projected 2040 traffic volumes indicate that the US 85/104th Avenue, US 85/112th Avenue, US 85/120th Avenue, and US 85/124th Avenue intersections in the morning (AM) and evening (PM) are F/F, E/E, F/F, and E/D respectively.

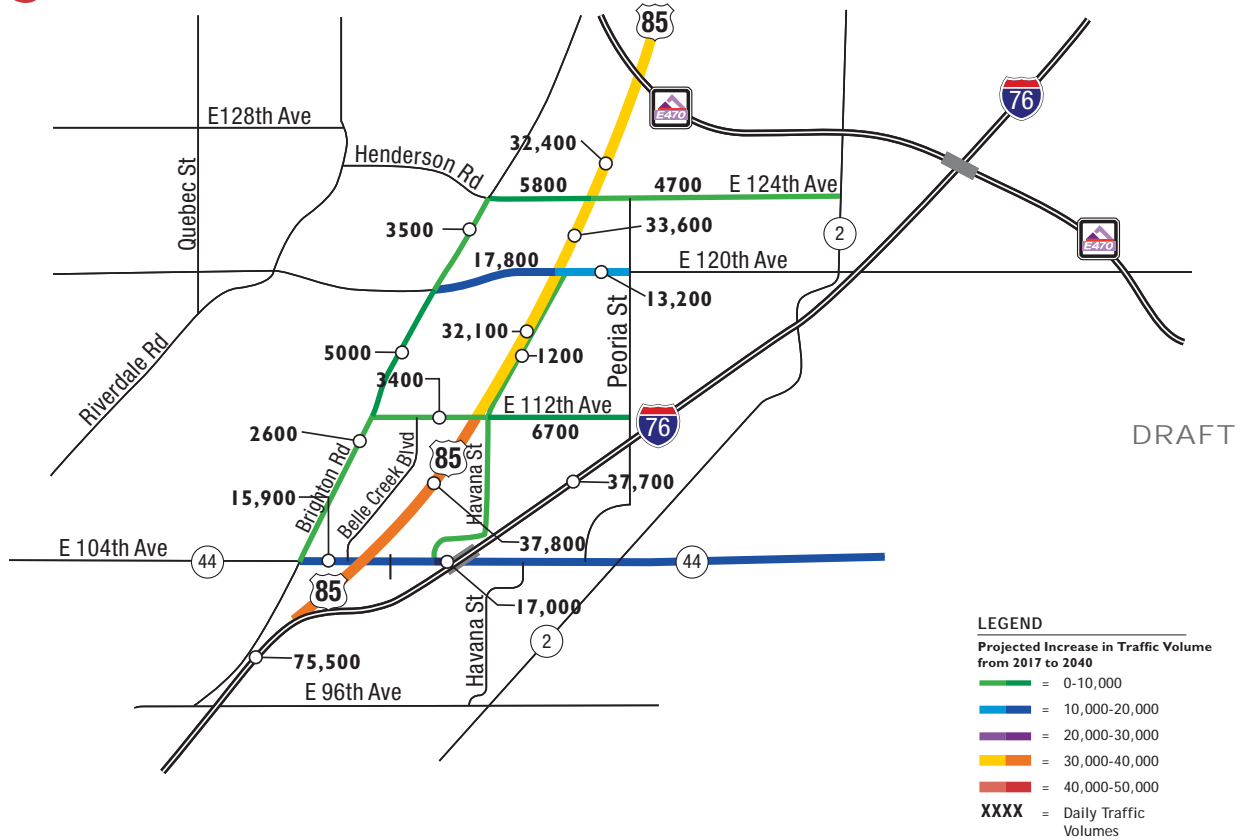
4 The US 85/104th Avenue, US 85/112th Avenue, US 85/120th Avenue, and the US 85/124th Avenue intersections have an above average number of rear end crashes compared to other similar facilities. Fatalities have occurred at US 85/112th Avenue, US 85/120th Avenue, US 85/124th Avenue, and in the median along the corridor.

5 Sidewalks for pedestrians and transit users do not exist at US 85/112th Avenue, US 85/120th Avenue, and the US 85/124th Avenue intersections. Northbound and southbound bus stops are located along US 85 at 104th Avenue, 112th Avenue, and 120th Avenue. Eastbound and westbound bus stops are located along 104th Avenue and 120th Avenue.

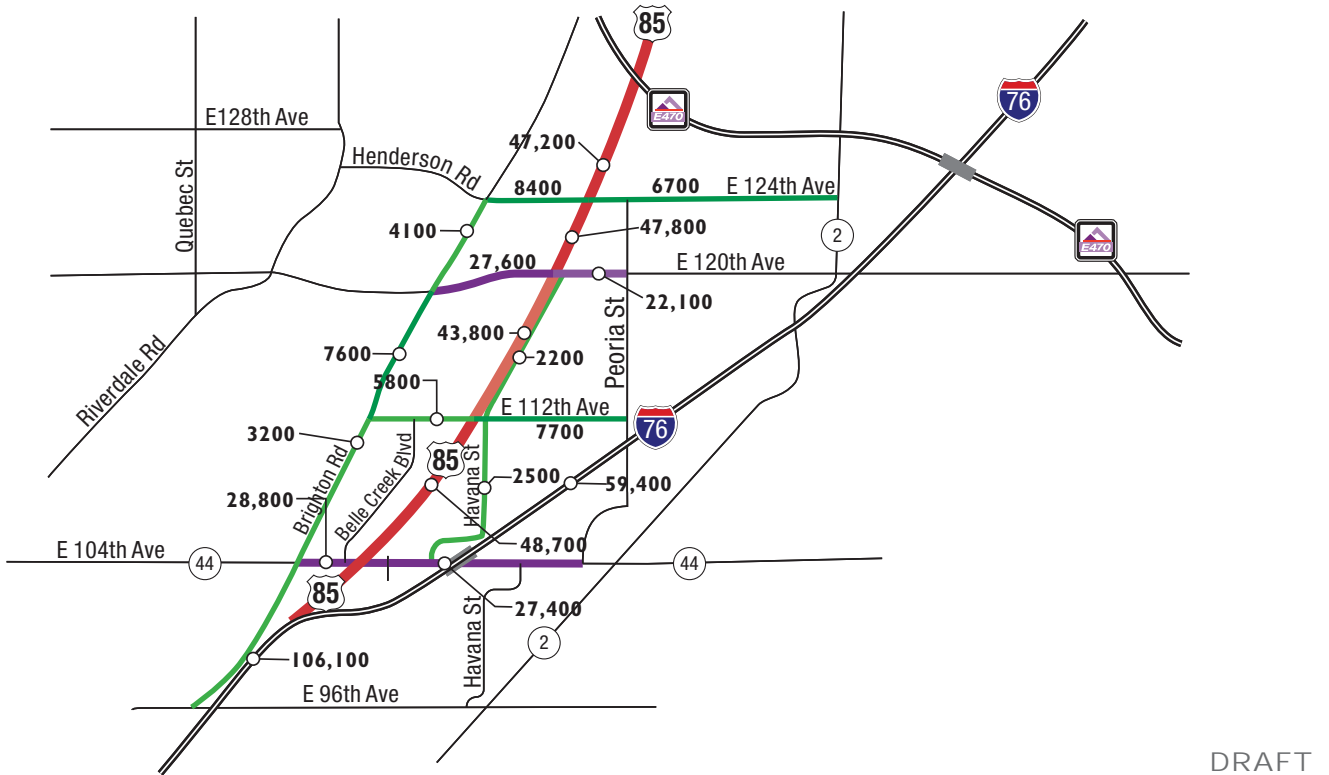




Existing Conditions



2040 No-Action

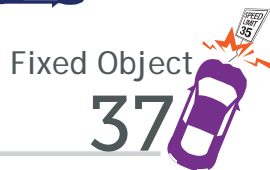




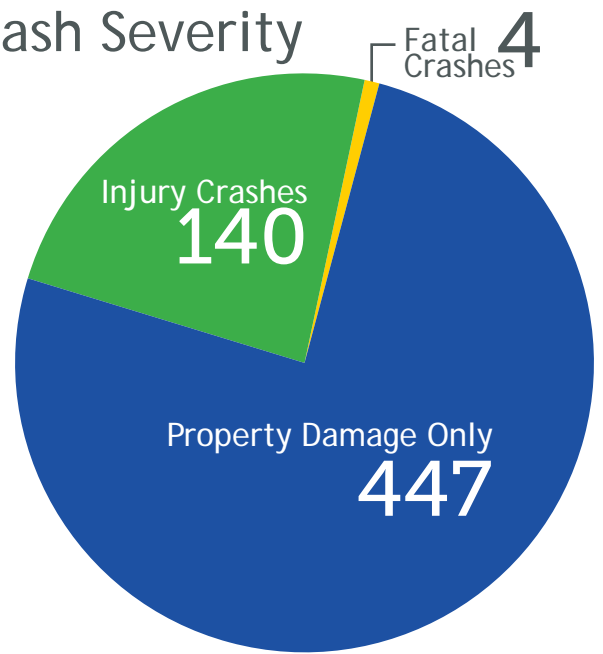
Corridor Crash History

January 1st, 2011-June 30th 2016
(Intersection and Non-Intersection Related Crashes)

Crash Types



Crash Severity





Existing Conditions

Existing (2017) LOS Morning (AM)

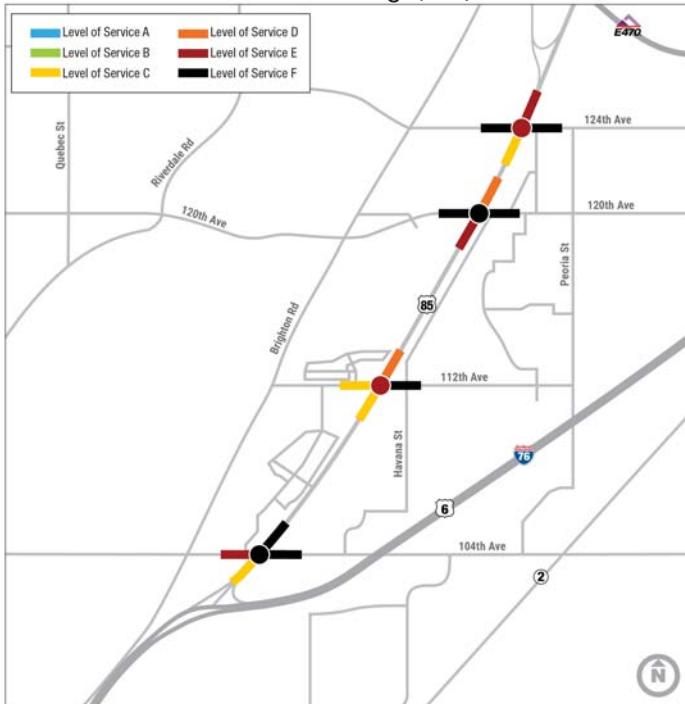


Existing (2017) LOS Evening (PM)

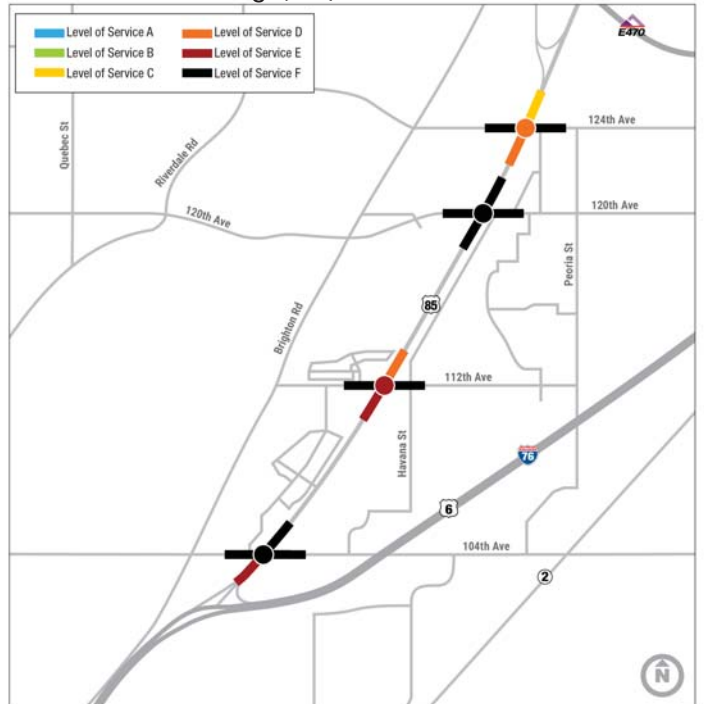


2040 No-Action

2040 No Action LOS Morning (AM)



2040 LOS Evening (PM)

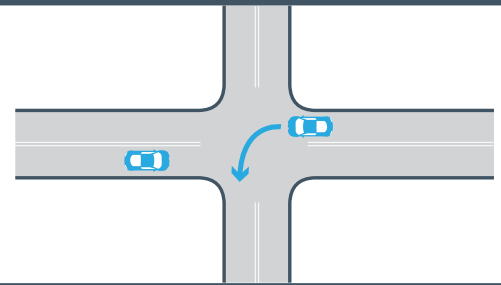




Level of Service (LOS)

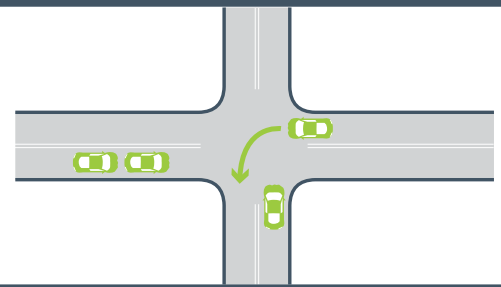
A

No vehicle waits longer than one signal cycle.



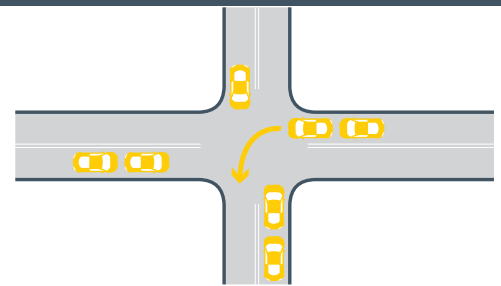
B

On rare occasions vehicles wait through more than one signal indication.



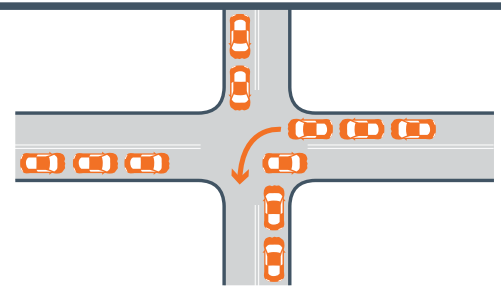
C

Vehicles wait intermittently through more than one signal cycle. Occasionally backups may develop. Traffic flow is still stable.



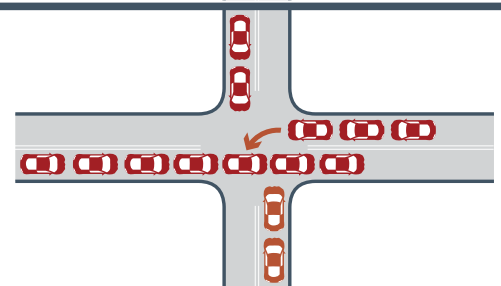
D

Delays at intersections may become extensive, but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups. LOS D has historically been regarded as a desirable design objective in urban areas.



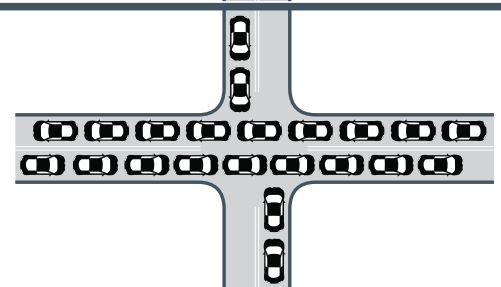
E

Very long queues may create lengthy delays.



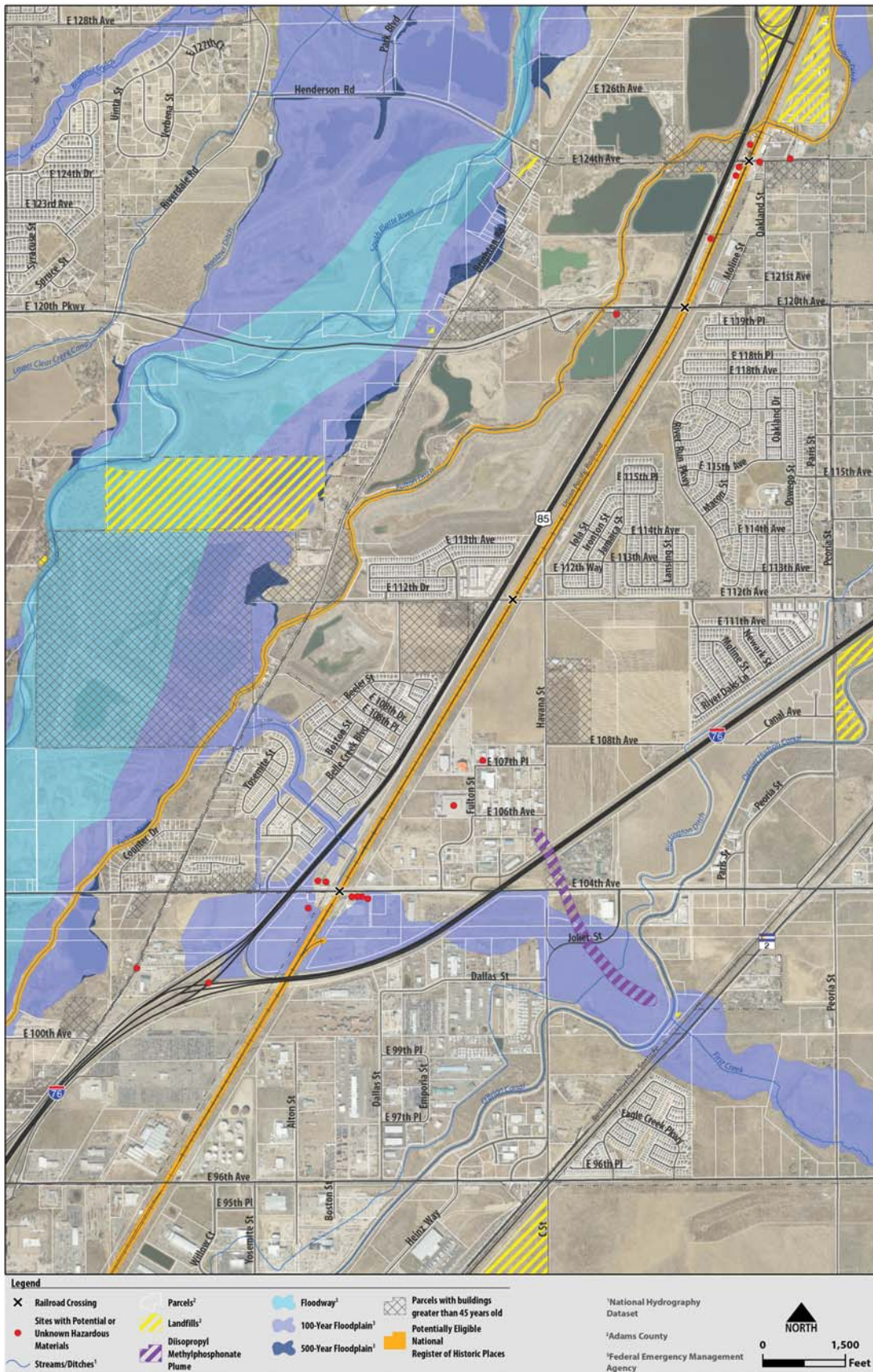
F

Backups from locations downstream restrict or prevent movement of vehicles out of approach, creating "gridlock" condition.



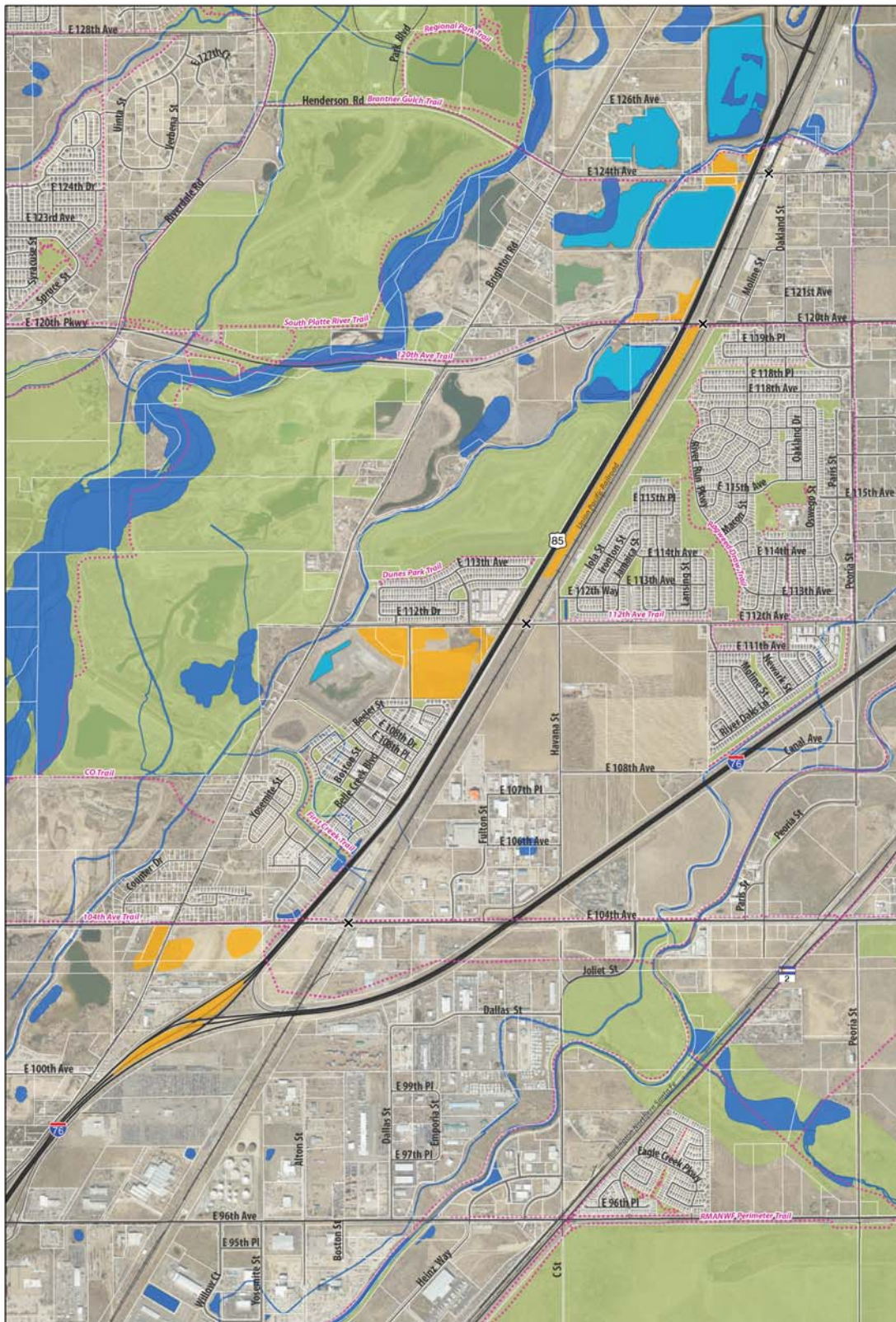


Environmental Resources





Environmental Resources



Legend

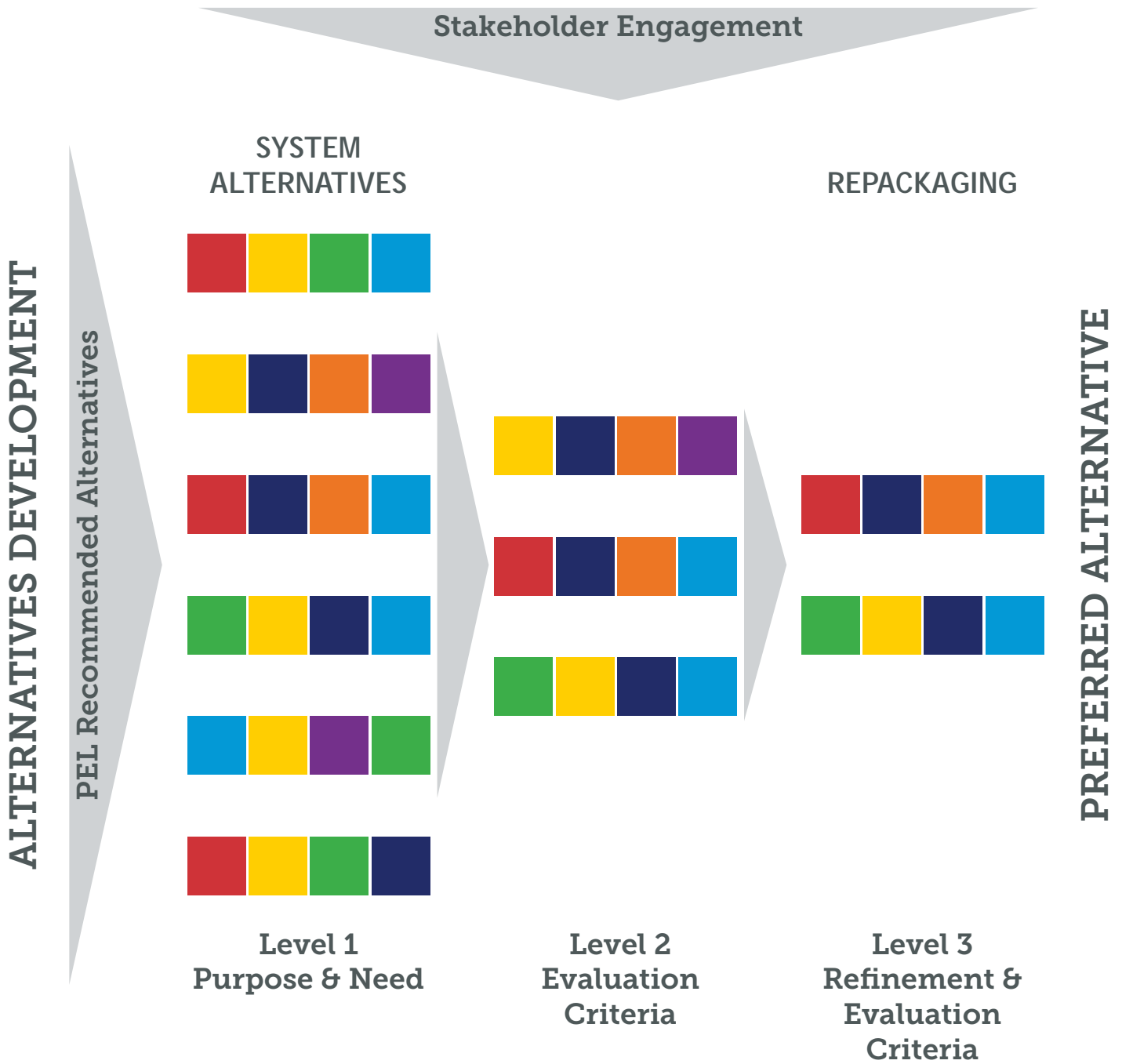
- X Railroad Crossing
- Probable Wetlands¹
- Parcels²
- Approximate Prairie Dog Colonies
- Trails²
- Parks/Open Space²

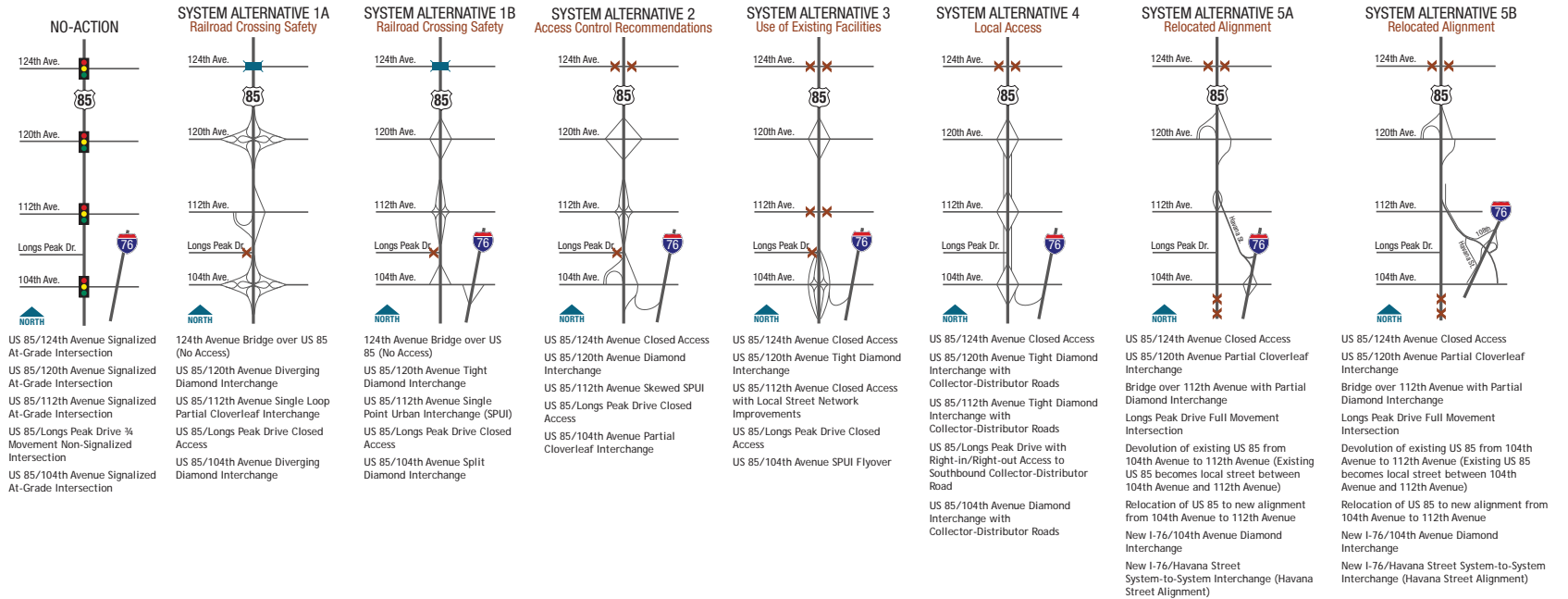
¹ Adams County
² National Wetlands Inventory

0 NORTH 1,500 Feet



Alternatives Evaluation Process





Purpose and Need

Safety: Does the alternative improve existing and future conditions that contribute to higher than expected crash rates at the US 85/104th Avenue and US 85/120th Avenue intersections?

NO

YES

YES

YES

YES

YES

YES

YES

Vehicle and Transit (Bus) Operations: Does the alternative improve existing and future traffic operations along the US 85 corridor?

NO

YES

YES

YES

YES

YES

YES

YES

Bicycle and Pedestrian Connectivity: Does the alternative include infrastructure for and connectivity between bicyclists/pedestrians across the US 85 corridor and accessing existing and planned transit along the US 85 corridor?

NO

YES

YES

YES

YES

YES

YES

YES

Regional Operations and Access Control: Does the alternative improve regional operations for northern Colorado along US 85?

NO

YES

YES

YES

YES

YES

YES

NO

Summary of Results

Retained

Retained

Retained

Retained

Retained

Retained

Retained

Eliminated

Notes

The No-Action Alternative has been retained for baseline comparison purposes.

Retained for further analysis because this system alternative meets purpose and need

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Existing I-76 to US 85 system-to-system interchange access would be preserved with the US 85/104th Avenue Split Diamond Interchange. Although access would be preserved, the westbound I-76 off-ramp to US 85 would not access 104th Avenue. Existing traffic volumes (2017) on the westbound I-76 off-ramp to 104th Avenue and northbound US 85 are less than 100 vehicles in the morning (AM) and evening (PM) peak hours.

Retained for further analysis because this system alternative meets purpose and need. Existing I-76 to US 85 system-to-system interchange access would be preserved with the US 85/104th Avenue Partial Cloverleaf Interchange. Although access would be preserved, the westbound I-76 off-ramp to 104th Avenue and northbound US 85 would access US 85 through a signalized intersection at the US 85 northbound on- and off-ramps to 104th Avenue. Existing traffic volumes (2017) on the westbound I-76 off-ramp to northbound US 85 are less than 100 vehicles in the morning (AM) and evening (PM) peak hours. The US 85/104th Avenue ¾ Single Point Urban Interchange (SPUI) sub-alternative would preserve the existing free-flow movement from the westbound I-76 off-ramp to northbound US 85.

Retained for further analysis because this system alternative meets purpose and need. Existing I-76 to US 85 system-to-system interchange access would be preserved with the US 85/104th Avenue SPUI Fly-over Interchange. Although access would be preserved, the westbound I-76 off-ramp to northbound US 85 would not access 104th Avenue. Existing traffic volumes (2017) on the westbound I-76 off-ramp to northbound US 85 are less than 100 vehicles in the morning (AM) and evening (PM) peak hours.

Retained for further analysis because this system alternative meets purpose and need. Existing I-76 to US 85 system-to-system interchange access would be preserved with the US 85/104th Avenue Diamond Interchange. Although access would be preserved, the westbound I-76 off-ramp to 104th Avenue and northbound US 85 would access US 85 through a signalized intersection at the US 85 northbound on- and off-ramps to 104th Avenue. Existing traffic volumes (2017) on the westbound I-76 off-ramp to northbound US 85 are less than 100 vehicles in the morning (AM) and evening (PM) peak hours.

Retained for further analysis because this system alternative meets purpose and need.

Eliminated in the Level 1 Evaluation. This system alternative is not responsive to purpose and need because it would reduce regional operations for northern Colorado along US 85. Existing daily traffic volumes along the US 85 corridor are approximately 38,000 to 47,000 vehicles per day (vpd), and the existing I-76/US 85 directional interchange is a system-to-system movement. The proposed I-76/Havana Street Single Loop Partial Cloverleaf Interchange would not be able to process as much volume (vpd) as the existing I-76/US 85 directional interchange with direct connect ramps at US 85-1-76. The reduced capacity at the proposed I-76/Havana Street Single Loop Partial Cloverleaf Interchange would reduce regional operations along US 85.



System Alternative

NO ACTION



SYSTEM ALTERNATIVE 1A
Railroad Crossing Safety



SYSTEM ALTERNATIVE 1B
Railroad Crossing Safety



SYSTEM ALTERNATIVE 2
Access Control Recommendations



SYSTEM ALTERNATIVE 3
Use of Existing Facilities



SYSTEM ALTERNATIVE 4
Local Access



SYSTEM ALTERNATIVE 5A
Relocated Alignment



Evaluation Criteria/Results

	<p>Minimize temporary impacts on existing residents, businesses, and properties during construction. YES No temporary impacts would occur if the no-action alternative is selected, since no construction is proposed.</p> <p>Facilitate development or redevelopment and support future planned growth. NO Ease of movement along US 85 and side streets is expected to worsen by 200 due to local and regional population and employment growth. This would hinder opportunities for redevelopment and support of future planned growth.</p> <p>Improve the ability of local residents to access community facilities both across and along US 85. NO Ease of movement along US 85 and side streets is expected to worsen by 200 due to local and regional population and employment growth. This alternative would not improve access to community facilities.</p> <p>Minimize properties to be acquired for right-of-way. YES No properties would be acquired or displaced with this alternative.</p> <p>Improve east-west regional connectivity along 104th and 120th Aves. across US 85. NO Ease of movement along east-west 104th Ave. and 120th Ave. is expected to worsen by 200 due to local and regional population and employment growth. This alternative would not improve 104th Ave. and 120th Ave. connectivity across US 85.</p> <p>Enhance local street connectivity to US 85. NO This alternative does not enhance local street connectivity as the existing configuration remains.</p> <p>Maintain local street network circulation. YES Changes to the current local street network circulation.</p> <p>Avoid and minimize direct impacts to parks, open space, and trails. YES No additional noise receptors affected by this alternative. Existing noise receptors currently affected would continue to be affected.</p> <p>Avoid and minimize direct impacts to previously identified and potential historic sites. YES No potential or previously identified historic sites are impacted with this alternative.</p> <p>Avoid and minimize direct impacts to floodplains. YES No floodplains would be impacted with this alternative.</p> <p>Avoid and minimize direct impacts to wetlands and other waters of the US. YES No direct impacts to wetlands and other waters of the US with this alternative.</p> <p>Avoid and minimize direct impacts to sensitive species. YES No direct impacts to sensitive species with this alternative.</p> <p>Avoid and minimize direct impacts to sites with hazardous materials concerns. YES No direct impacts to sites with hazardous materials concerns impacted with this alternative.</p> <p>Avoid and minimize visual impacts. YES No direct impacts to visual resources with this alternative.</p> <p>Maximize the use of existing infrastructure. YES This alternative does not require modifications to the existing infrastructure.</p> <p>Minimize impacts to rail (freight) operations. YES This alternative maintains existing at grade rail (freight) operations. No construction would impact rail (freight) operations.</p> <p>Avoid and minimize impacts to major utilities. YES No major utilities will be impacted.</p> <p>Avoid and minimize UPRR property to be acquired for right-of-way. YES No UPRR property necessary to acquire for right-of-way with this alternative.</p> <p>Avoid and minimize UPRR property to be acquired for right-of-way. YES No UPRR property necessary to acquire for right-of-way with this alternative.</p>	<p>Existing residents, businesses, and properties near 104th Ave., 112th Ave., 120th Ave., and 124th Ave. would be temporarily impacted during construction. YES Existing residents, businesses, and properties near 104th Ave., 112th Ave., 120th Ave., and 124th Ave. would be temporarily impacted during construction.</p> <p>Maintains existing development opportunities along US 85 with approximately 1 mile spacing of interchanges. Increased operations throughout the corridor would add the planned residential and industrial development. YES Maintains existing development opportunities along US 85 with approximately 1 mile spacing of interchanges. Increased operations throughout the corridor would add the planned residential and industrial development.</p> <p>This alternative provides grade separated interchanges for 104th, 112th, 120th, and 124th Aves., providing connectivity for the communities along the east-west regional roads. YES This alternative provides grade separated interchanges for 104th, 112th, 120th, and 124th Aves., providing connectivity for the communities along the east-west regional roads.</p> <p>45 acres of property to be acquired for ROW. YES 45 acres of property to be acquired for ROW.</p> <p>This alternative provides grade separated interchanges at US 85/104th Ave. and US 85/120th Ave., which would improve east-west regional connectivity along 104th Ave. and 120th Ave. YES This alternative provides grade separated interchanges at US 85/104th Ave. and US 85/120th Ave., which would improve east-west regional connectivity along 104th Ave. and 120th Ave.</p> <p>104th and 112th Aves. would be grade separated over the railroad. Access on 104th and 112th Aves. are too close to the bridge structure for the side streets to meet existing access points. The local street network would be impacted and may hinder local street connectivity. 120th and 124th Aves. grade separate over the railroad but opportunities may be available to enhance local street connectivity at 120th and 124th Aves. YES 104th and 112th Aves. would be grade separated over the railroad. Access on 104th and 112th Aves. are too close to the bridge structure for the side streets to meet existing access points. The local street network would be impacted and may hinder local street connectivity. 120th and 124th Aves. grade separate over the railroad but opportunities may be available to enhance local street connectivity at 120th and 124th Aves.</p> <p>104th and 112th Aves. would be grade separated over US 85 and the railroad. Access on 104th and 112th Aves. are too close to the bridge structure for the side streets to meet existing access points. The local street network would be impacted and may hinder local street connectivity. 120th and 124th Aves. grade separate over the railroad but opportunities may be available to enhance local street network circulation at 120th and 124th Aves. YES 104th and 112th Aves. would be grade separated over US 85 and the railroad. Access on 104th and 112th Aves. are too close to the bridge structure for the side streets to meet existing access points. The local street network would be impacted and may hinder local street connectivity. 120th and 124th Aves. grade separate over the railroad but opportunities may be available to enhance local street network circulation at 120th and 124th Aves.</p> <p>Impact approximately 0.3 acres of parks and open space, 0.5 miles existing trails, and 1.4 miles of proposed trail. NO Impact approximately 0.3 acres of parks and open space, 0.5 miles existing trails, and 1.4 miles of proposed trail.</p> <p>14 properties greater than 45 years of age and the UPRR and Fulton Ditch affected by this alternative. YES 14 properties greater than 45 years of age and the UPRR and Fulton Ditch affected by this alternative.</p> <p>Approximately 30 acres of FEMA floodplains impacted with this alternative. YES Approximately 30 acres of FEMA floodplains impacted with this alternative.</p> <p>Approximately 1.5 acres of wetlands and other waters of the US with this alternative. YES Approximately 1.5 acres of wetlands and other waters of the US with this alternative.</p> <p>Approximately 9.2 acres of prairie dog colony habitat impacted. YES Approximately 9.2 acres of prairie dog colony habitat impacted.</p> <p>Approximately 5 sites with hazardous materials concerns impacted with this alternative. YES Approximately 5 sites with hazardous materials concerns impacted with this alternative.</p> <p>This alternative would result in the strong levels of visual contrast to high sensitivity viewers at US 85/104th Ave., US 85/112th Ave., US 85/120th Ave., and US 85/124th Ave. NO This alternative would result in the strong levels of visual contrast to high sensitivity viewers at US 85/104th Ave., US 85/112th Ave., US 85/120th Ave., and US 85/124th Ave.</p> <p>US 85 may be maintained but existing 104th, 112th, 120th, 124th Aves. and local street network would be reconstructed in its entirety to accommodate larger interchange footprints and grade separation from US 85 and the railroad. YES US 85 may be maintained but existing 104th, 112th, 120th, 124th Aves. and local street network would be reconstructed in its entirety to accommodate larger interchange footprints and grade separation from US 85 and the railroad.</p>	<p>Existing residents, businesses, and properties near 104th Ave., 112th Ave., and 120th Ave. would be temporarily impacted during construction. YES Existing residents, businesses, and properties near 104th Ave., 112th Ave., and 120th Ave. would be temporarily impacted during construction.</p> <p>Maintains existing development opportunities along US 85 with approximately 1 mile spacing of interchanges. Increased operations throughout the corridor would add the planned residential and industrial development. YES Maintains existing development opportunities along US 85 with approximately 1 mile spacing of interchanges. Increased operations throughout the corridor would add the planned residential and industrial development.</p> <p>This alternative provides grade separated interchanges for 104th, 112th, 120th, and 124th Aves., providing connectivity for the communities along the east-west regional roads. 120th and 124th Aves. would be grade separated over the railroad but opportunities may be available to enhance local street connectivity. Local street network improvements may improve connectivity at the closed intersections. YES This alternative provides grade separated interchanges for 104th, 112th, 120th, and 124th Aves., providing connectivity for the communities along the east-west regional roads. 120th and 124th Aves. would be grade separated over the railroad but opportunities may be available to enhance local street connectivity. Local street network improvements may improve connectivity at the closed intersections.</p> <p>41 acres of property to be acquired for ROW. YES 41 acres of property to be acquired for ROW.</p> <p>This alternative provides grade separated interchanges at US 85/104th Ave. and US 85/120th Ave., which would improve east-west regional connectivity along 104th Ave. and 120th Ave. YES This alternative provides grade separated interchanges at US 85/104th Ave. and US 85/120th Ave., which would improve east-west regional connectivity along 104th Ave. and 120th Ave.</p> <p>104th and 112th Aves. would be grade separated over the railroad. Access on 104th and 112th Aves. are too close to the bridge structure for the side streets to meet existing access points. The local street network would be impacted and may hinder local street connectivity. 120th and 124th Aves. grade separate over the railroad but opportunities may be available to enhance local street connectivity at 120th and 124th Aves. YES 104th and 112th Aves. would be grade separated over the railroad. Access on 104th and 112th Aves. are too close to the bridge structure for the side streets to meet existing access points. The local street network would be impacted and may hinder local street connectivity. 120th and 124th Aves. grade separate over the railroad but opportunities may be available to enhance local street connectivity at 120th and 124th Aves.</p> <p>104th and 112th Aves. would be grade separated over US 85 and the railroad. Access on 104th and 112th Aves. are too close to the bridge structure for the side streets to meet existing access points. The local street network would be impacted and may hinder local street connectivity. 120th and 124th Aves. grade separate over the railroad but opportunities may be available to enhance local street network circulation at 120th and 124th Aves. YES 104th and 112th Aves. would be grade separated over US 85 and the railroad. Access on 104th and 112th Aves. are too close to the bridge structure for the side streets to meet existing access points. The local street network would be impacted and may hinder local street connectivity. 120th and 124th Aves. grade separate over the railroad but opportunities may be available to enhance local street network circulation at 120th and 124th Aves.</p> <p>Impact approximately 0.2 acres of parks and open space, 0.5 miles existing trails, and 1.3 miles of proposed trail. YES Impact approximately 0.2 acres of parks and open space, 0.5 miles existing trails, and 1.3 miles of proposed trail.</p> <p>8 properties greater than 45 years of age and the UPRR and Fulton Ditch affected by this alternative. YES 8 properties greater than 45 years of age and the UPRR and Fulton Ditch affected by this alternative.</p> <p>Approximately 37 acres of FEMA floodplains impacted with this alternative. YES Approximately 37 acres of FEMA floodplains impacted with this alternative.</p> <p>Approximately 0.4 acres of wetlands and other waters of the US with this alternative. YES Approximately 0.4 acres of wetlands and other waters of the US with this alternative.</p> <p>Approximately 10.6 acres of prairie dog colony habitat impacted. YES Approximately 10.6 acres of prairie dog colony habitat impacted.</p> <p>Approximately 5 sites with hazardous materials concerns impacted with this alternative. YES Approximately 5 sites with hazardous materials concerns impacted with this alternative.</p> <p>This system alternative would have strong levels of visual contrast to high sensitivity viewers at US 85/112th Ave., US 85/120th Ave., and US 85/124th Ave. NO This system alternative would have strong levels of visual contrast to high sensitivity viewers at US 85/112th Ave., US 85/120th Ave., and US 85/124th Ave.</p> <p>US 85, 104th, 112th, 120th, and local street access would be reconstructed in its entirety to accommodate larger interchange footprints and grade separation from US 85 and the railroad. YES US 85, 104th, 112th, 120th, and local street access would be reconstructed in its entirety to accommodate larger interchange footprints and grade separation from US 85 and the railroad.</p>	<p>Existing residents, businesses, and properties near 104th Ave., 112th Ave., and 120th Ave. would be temporarily impacted during construction. YES Existing residents, businesses, and properties near 104th Ave., 112th Ave., and 120th Ave. would be temporarily impacted during construction.</p> <p>Maintains existing development opportunities along US 85 with approximately 1 mile spacing of interchanges. Increased operations throughout the corridor would add the planned residential and industrial development. YES Maintains existing development opportunities along US 85 with approximately 1 mile spacing of interchanges. Increased operations throughout the corridor would add the planned residential and industrial development.</p> <p>This alternative provides grade separated interchanges for 104th, 112th, 120th, and 124th Aves., providing connectivity for the communities along the east-west regional roads. 112th and 124th Aves. would be grade separated over the railroad but opportunities may be available to enhance local street connectivity. Local street network improvements may improve connectivity at the closed intersections. YES This alternative provides grade separated interchanges for 104th, 112th, 120th, and 124th Aves., providing connectivity for the communities along the east-west regional roads. 112th and 124th Aves. would be grade separated over the railroad but opportunities may be available to enhance local street connectivity. Local street network improvements may improve connectivity at the closed intersections.</p> <p>13 acres of property to be acquired for ROW. YES 13 acres of property to be acquired for ROW.</p> <p>This alternative provides grade separated interchanges at US 85/104th Ave. and US 85/120th Ave., which would improve east-west regional connectivity along 104th Ave. and 120th Ave. YES This alternative provides grade separated interchanges at US 85/104th Ave. and US 85/120th Ave., which would improve east-west regional connectivity along 104th Ave. and 120th Ave.</p> <p>104th, 112th, and 120th Aves. would remain at grade with the railroad and underneath US 85. The local street network circulation would be maintained. However, future queues due to the railroad crossing may reduce overall travel time. Local street network circulation would not be maintained at 124th Ave. due to closure. YES 104th, 112th, and 120th Aves. would remain at grade with the railroad and underneath US 85. The local street network circulation would be maintained. However, future queues due to the railroad crossing may reduce overall travel time. Local street network circulation would not be maintained at 124th Ave. due to closure.</p> <p>104 noise receptors within 500 feet of this alternative that would potentially be affected. YES 104 noise receptors within 500 feet of this alternative that would potentially be affected.</p> <p>7 properties greater than 45 years of age and the UPRR and Fulton Ditch affected by this alternative. YES 7 properties greater than 45 years of age and the UPRR and Fulton Ditch affected by this alternative.</p> <p>Approximately 15 acres of FEMA floodplains impacted with this alternative. YES Approximately 15 acres of FEMA floodplains impacted with this alternative.</p> <p>Approximately 0.2 acres of wetlands and other waters of the US with this alternative. YES Approximately 0.2 acres of wetlands and other waters of the US with this alternative.</p> <p>Approximately 4.6 acres of prairie dog colony habitat impacted. YES Approximately 4.6 acres of prairie dog colony habitat impacted.</p> <p>Approximately 5 sites with hazardous materials concerns impacted with this alternative. YES Approximately 5 sites with hazardous materials concerns impacted with this alternative.</p> <p>This system alternative would have strong levels of visual contrast to high sensitivity viewers at US 85/104th Ave., US 85/112th Ave., and US 85/120th Ave. NO This system alternative would have strong levels of visual contrast to high sensitivity viewers at US 85/104th Ave., US 85/112th Ave., and US 85/120th Ave.</p> <p>US 85 would be reconstructed in its entirety to accommodate the grade separation over east-west streets. 104th, 112th, 120th, and 124th Aves. remain at grade and the existing infrastructure may be maintained with additional widening. YES US 85 would be reconstructed in its entirety to accommodate the grade separation over east-west streets. 104th, 112th, 120th, and 124th Aves. remain at grade and the existing infrastructure may be maintained with additional widening.</p>	<p>Existing residents, businesses, and properties near 104th Ave., 112th Ave., 120th Ave., and 124th Ave. would be temporarily impacted during construction. YES Existing residents, businesses, and properties near 104th Ave., 112th Ave., 120th Ave., and 124th Ave. would be temporarily impacted during construction.</p> <p>Reduces existing development opportunities along US 85 with creation of a barrier along near-Healy alignment. Properties east of the UPRR between 104th Ave. and 112th Ave. would have reduced access to US 85. With the closure of 124th Ave. and reduced access at 112th Ave., only northbound access to US 85 would be board access to 112th, access to US 85 would be reduced to the US 85/120th Ave. interchange for approximately 3.4 miles between 1-76 and I-470. YES Reduces existing development opportunities along US 85 with creation of a barrier along near-Healy alignment. Properties east of the UPRR between 104th Ave. and 112th Ave. would have reduced access to US 85. With the closure of 124th Ave. and reduced access at 112th Ave., only northbound access to US 85 would be board access to 112th, access to US 85 would be reduced to the US 85/120th Ave. interchange for approximately 3.4 miles between 1-76 and I-470.</p> <p>This alternative provides a grade separation from US 85 for 120th and 124th Aves., improving east-west regional connectivity. YES This alternative provides a grade separation from US 85 for 120th and 124th Aves., improving east-west regional connectivity.</p> <p>49 acres of property to be acquired for ROW. YES 49 acres of property to be acquired for ROW.</p> <p>This alternative provides grade separated interchanges at US 85/104th Ave. and US 85/120th Ave., which would improve east-west regional connectivity along 104th Ave. and 120th Ave. YES This alternative provides grade separated interchanges at US 85/104th Ave. and US 85/120th Ave., which would improve east-west regional connectivity along 104th Ave. and 120th Ave.</p> <p>104th, 112th, and 120th Aves. would remain at grade with the railroad and underneath US 85. The local street network circulation would be maintained. However, future queues due to the railroad crossing may reduce overall travel time. Local street network circulation would not be maintained at 124th Ave. due to closure. NO This alternative relocates US 85 to the east. Local street access is impacted and there are opportunities for re-establishing local networks. However, it creates out of direction access for 104th and 112th Aves. This out of direction travel may reduce local street connectivity. 124th Ave. would be closed which reduces the east-west connectivity rather than enhancing connectivity.</p> <p>419 noise receptors within 500 feet of this alternative that would potentially be affected. YES 419 noise receptors within 500 feet of this alternative that would potentially be affected.</p> <p>4 properties greater than 45 years of age and the UPRR affected by this alternative. YES 4 properties greater than 45 years of age and the UPRR affected by this alternative.</p> <p>Approximately 7 acres of FEMA floodplains impacted with this alternative. YES Approximately 7 acres of FEMA floodplains impacted with this alternative.</p> <p>Approximately 0.3 acres of wetlands and other waters of the US with this alternative. YES Approximately 0.3 acres of wetlands and other waters of the US with this alternative.</p> <p>Approximately 7.0 acres of prairie dog colony habitat impacted. YES Approximately 7.0 acres of prairie dog colony habitat impacted.</p> <p>Approximately 1 site with hazardous materials concerns impacted with this alternative. YES Approximately 1 site with hazardous materials concerns impacted with this alternative.</p> <p>This system alternative would have strong levels of visual contrast to high sensitivity viewers at US 85/104th Ave., US 85/112th Ave., and US 85/120th Ave. NO This system alternative would have strong levels of visual contrast to high sensitivity viewers at US 85/104th Ave., US 85/112th Ave., and US 85/120th Ave.</p> <p>Existing US 85 would be maintained between 104th and 112th Aves. and local street network would be reconstructed in its entirety to accommodate larger interchange footprints and grade separation from US 85 and the railroad. YES Existing US 85 would be maintained between 104th and 112th Aves. and local street network would be reconstructed in its entirety to accommodate larger interchange footprints and grade separation from US 85 and the railroad.</p>
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COMMUNITY

ENVIRONMENTAL AND CULTURAL RESOURCES

CONSTRUCTIBILITY



System Alternative

NO ACTION



SYSTEM ALTERNATIVE 1A
Railroad Crossing Safety



SYSTEM ALTERNATIVE 1B
Railroad Crossing Safety



SYSTEM ALTERNATIVE 2
Access Control Recommendations



SYSTEM ALTERNATIVE 3
Use of Existing Facilities



SYSTEM ALTERNATIVE 4
Local Access



SYSTEM ALTERNATIVE 5A
Relocated Alignment



Results

RETAINED

RETAINED

ELIMINATED

RETAINED

RETAINED

ELIMINATED

ELIMINATED

Summary of Results

The No-Action Alternative has been retained for baseline comparison purposes.

Retained for further analysis in the Level 3 Evaluation.

This alternative was eliminated in the Level 2 Evaluation because it does not meet driver expectancy. It does not provide typical traffic operations as at other Colorado interchanges. This alternative would require motorists to remain on I-76 and exit at 104th Avenue instead of exiting at US 85 and 104th Avenue as currently exists. Motorists traveling eastbound on I-76 would no longer exit directly onto 104th from US 85. Neither the US 85/104th Avenue interchange nor the I-76/104th Avenue interchange would contain the same directional movements as the existing I-76/US 85 interchange.

Retained for further analysis in the Level 3 Evaluation.

Retained for further analysis in the Level 3 Evaluation.

This alternative was eliminated in the Level 2 Evaluation because 104th Avenue, 112th Avenue, and 120th Avenue would remain at grade with the railroad crossing. The eastbound vehicles queues could extend onto the existing northbound US 85 mainline causing northbound vehicles to come to a complete stop at the US 85/104th Avenue, US 85/112th Avenue, and US 85/120th Avenue intersections. 104th Avenue, 112th Avenue, and 120th Avenue would remain at grade with the railroad crossing. Westbound vehicles would queue at the signalized intersection at the northbound US 85 ramp terminal with 104th Avenue, 112th Avenue, and 120th Avenue and could extend across the railroad tracks. Rail (freight) operations would be affected at these locations.

The collector-distributor roads benefit local access and may be incorporated into the Level 3 Evaluation. The standard diamond interchange at US 85/104th was also retained for additional evaluation.

This alternative was eliminated in the Level 2 Evaluation because it reduces existing development opportunities along US 85 with the creation of a barrier (relocated US 85) along the new Havana Alignment. Properties east of the UPRR between 104th Avenue and 112th Avenue would have reduced access to US 85. With the closure of 124th Avenue and reduced access at 112th Avenue (only northbound access to US 85 from 112th Avenue and southbound access to 112th Avenue from southbound US 85), full movement access to US 85 would be reduced to the US 85/120th Avenue interchange. The US 85/120th Avenue interchange would be the only full movement access between I-76 and E-470, which is a distance of approximately 3.4 miles.

Local street access is impacted and there are opportunities for re-establishing local networks, however, it creates out of direction access for 104th and 112th Avenue. This out of direction travel does not maintain local street network circulation.

Existing US 85 would be maintained between 104th Avenue and 112th Avenue. Interchange modifications would be made at 104th/I-76 and could utilize some existing infrastructure. The existing I-76/US 85 interchange would be removed.

Notes

Existing I-76 to US 85 system-to-system interchange access would be preserved with the US 85/104th Avenue diverging diamond interchange. Although access would be preserved, the westbound I-76 off-ramp to US 85 would not access 104th Avenue. Existing traffic volumes (2017) on the westbound I-76 off-ramp to 104th Avenue and northbound US 85 are less than 100 vehicles in the morning (AM) and evening (PM) peak hours.

Approximately 1.5 acres of wetlands and other waters of the U.S. impacted.

This alternative would result in the strong levels of visual contrast to high sensitivity viewers at US 85/104th Avenue, US 85/112th Avenue, US 85/120th Avenue, and US 85/124th Avenue.

Existing I-76 to US 85 system-to-system interchange access would be preserved with the US 85/104th Avenue split diamond interchange. Although access would be preserved, the westbound I-76 off-ramp to US 85 would not access 104th Avenue. Existing traffic volumes (2017) on the westbound I-76 off-ramp to 104th Avenue and northbound US 85 are less than 100 vehicles in the morning (AM) and evening (PM) peak hours.

This alternative would have strong levels of visual contrast to high sensitivity viewers at US 85/104th Avenue, US 85/112th Avenue, US 85/120th Avenue, and US 85/124th Avenue.

Bicyclists and pedestrians would no longer be able to cross US 85 at 124th Avenue.

This system alternative would have strong levels of visual contrast to high sensitivity viewers at US 85/112th Avenue and US 85/120th Avenue.

Transit users would no longer have access to the north-south bus service along US 85 at 112th Avenue.

Existing I-76 to US 85 system-to-system interchange access would be preserved with the US 85/104th Avenue SPUI Flyover interchange. Although access would be preserved, the westbound I-76 off-ramp to US 85 would not access 104th Avenue. Existing traffic volumes (2017) on the westbound I-76 off-ramp to 104th Avenue and northbound US 85 are less than 100 vehicles in the morning (AM) and evening (PM) peak hours.

Bicyclists and pedestrians would no longer be able to cross US 85 at 112th Avenue and 124th Avenue.

This system alternative would have strong levels of visual contrast to high sensitivity viewers at US 85/120th Avenue.

Bicyclists and pedestrians would no longer be able to cross US 85 at 124th Avenue.

This system alternative would avoid visual strong levels of contrast to high sensitivity viewers at US 85/104th Avenue, US 85/112th Avenue, and US 85/120th Avenue.

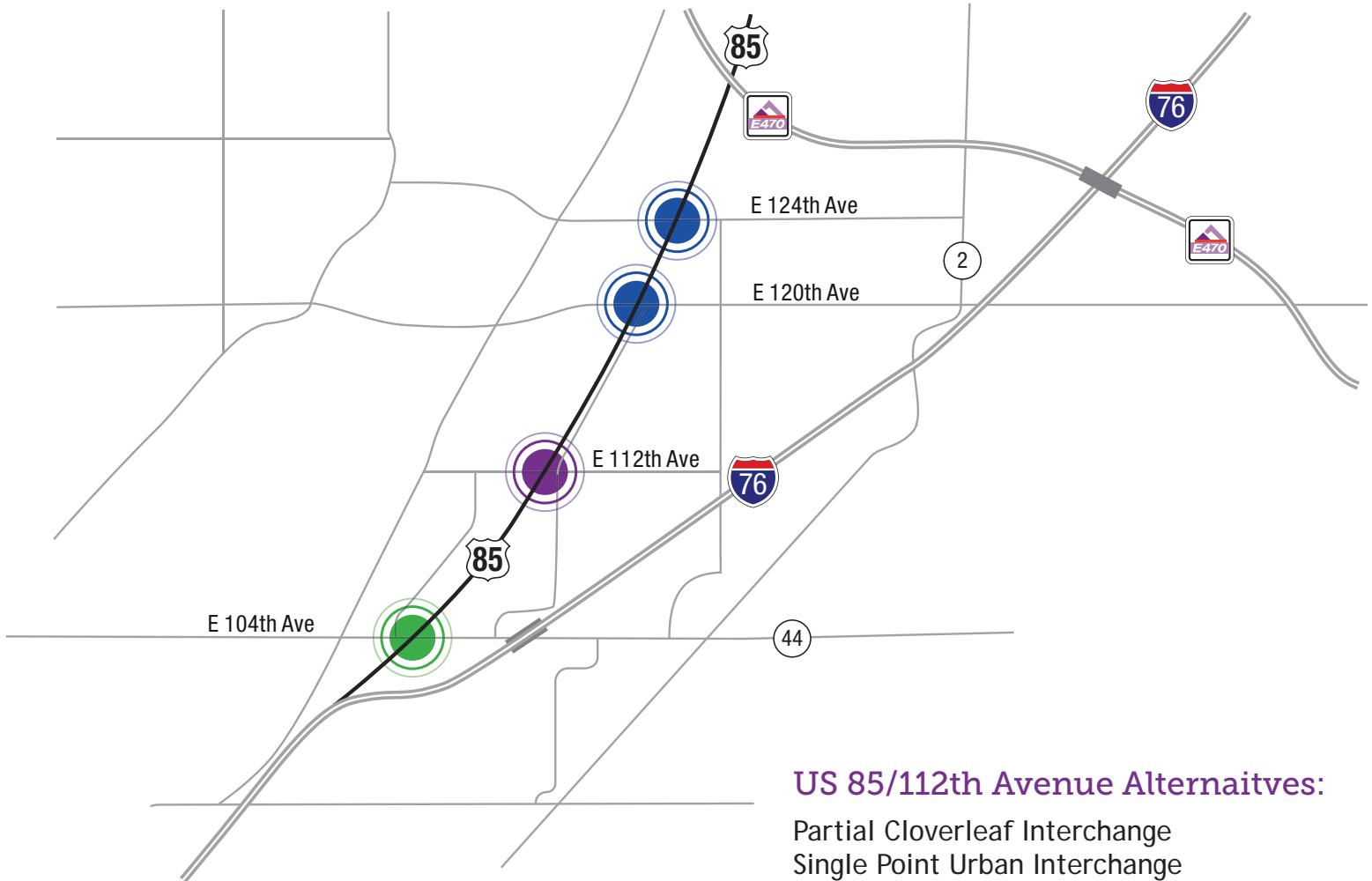
Transit users would no longer have access to the north-south bus service along US 85 at 104th Avenue and 112th Avenue.

Bicyclists and pedestrians would no longer be able to cross US 85 at 124th Avenue.

This system alternative would have strong levels of visual contrast to high sensitivity viewers at 85/112th Avenue and US 85/120th Avenue.



Remaining Interchange Alternatives



US 85/120th Avenue and US 85/124th Avenue Alternatives:

US85/120th Avenue:
Diverging Diamond Interchange
Standard Diamond Interchange
No-Action

US 85/124th Avenue:
Bridge over UPRR and US 85 (No Access)
Closure
No-Action

US 85/112th Avenue Alternatives:

Partial Cloverleaf Interchange
Single Point Urban Interchange
Bridge over UPRR and US 85 (No Access)
Closure
No-Action

US 85/104th Avenue Alternatives:

Diverging Diamond Interchange
Standard Diamond Interchange
Partial Cloverleaf Interchange
Single Point Urban Interchange Flyover
3/4 Single Point Urban Interchange
No-Action



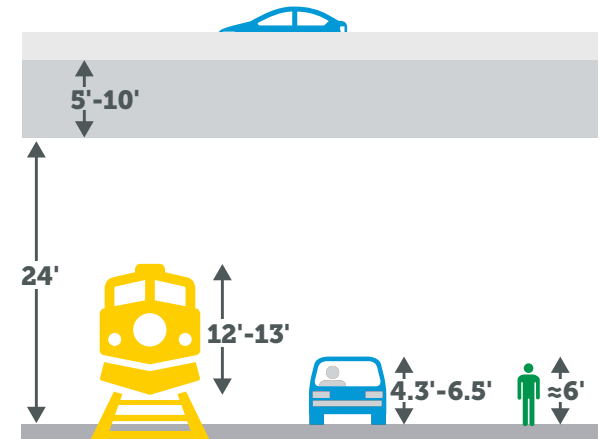
Plan View



Perspective



Proposed
Bridge
Height



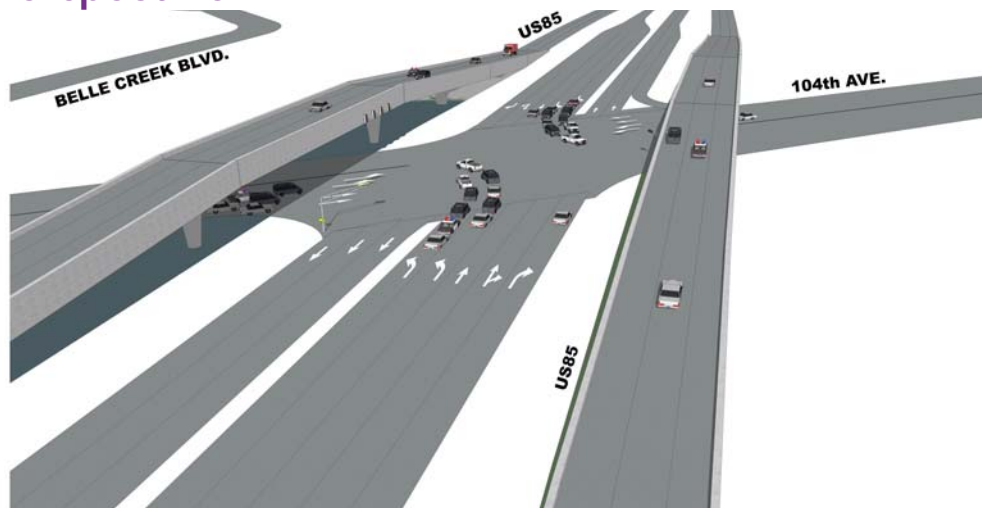
FOR ILLUSTRATIVE PURPOSES ONLY



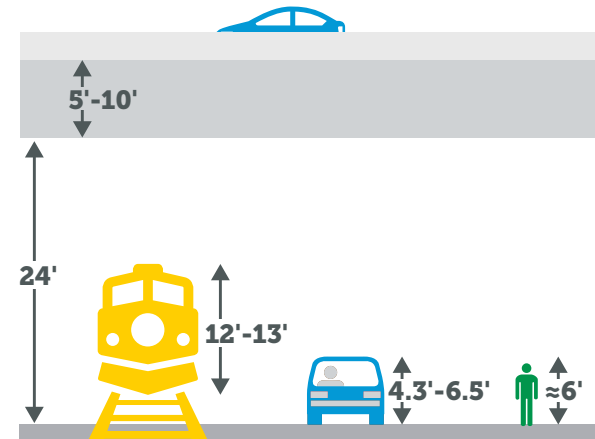
Plan View



Perspective



Proposed
Bridge
Height



FOR ILLUSTRATIVE PURPOSES ONLY



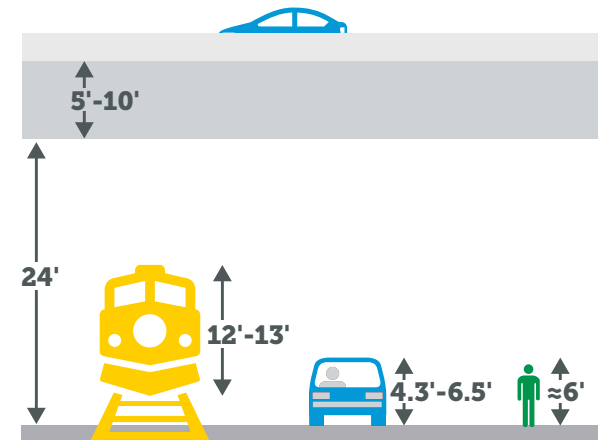
Plan View



Perspective



Proposed
Bridge
Height



FOR ILLUSTRATIVE PURPOSES ONLY



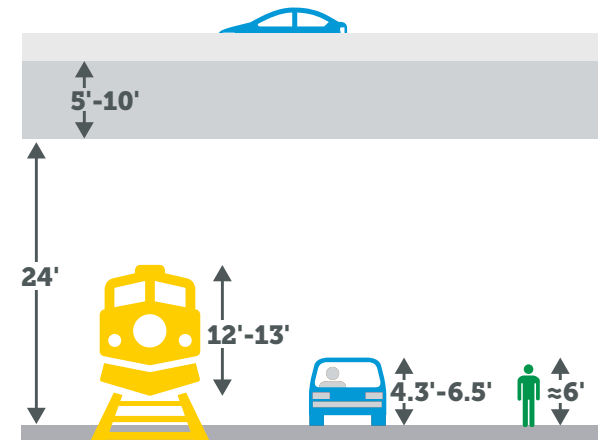
Plan View



Perspective



Proposed
Bridge
Height



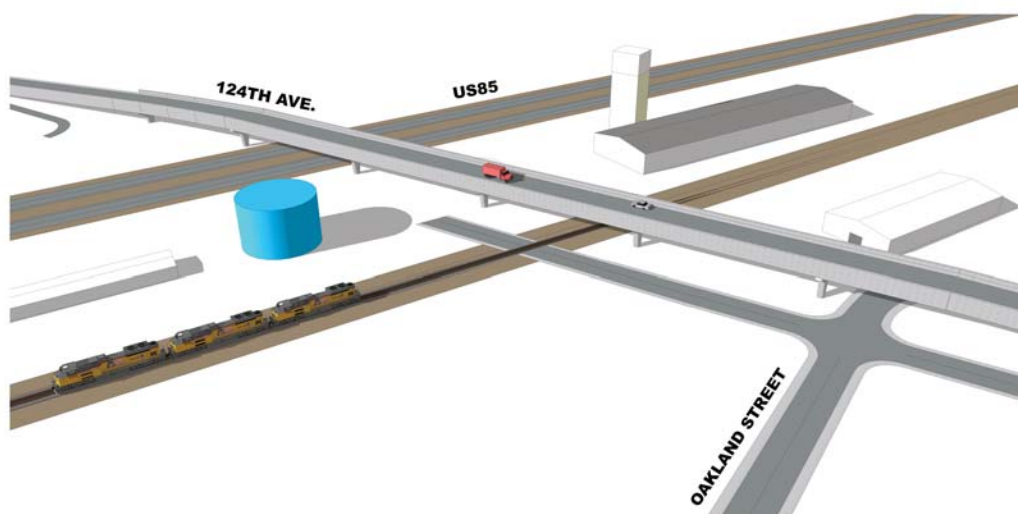
FOR ILLUSTRATIVE PURPOSES ONLY



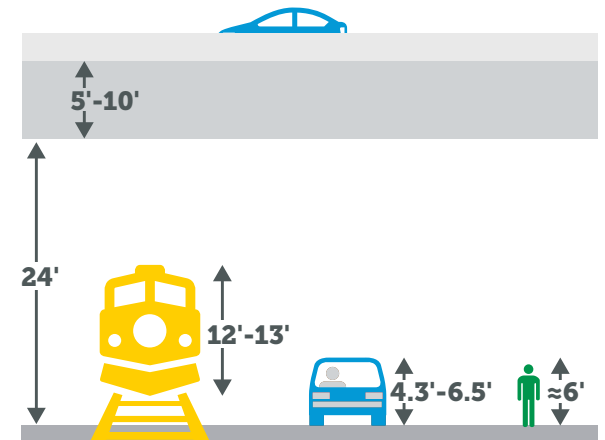
Plan View



Perspective



Proposed
Bridge
Height



FOR ILLUSTRATIVE PURPOSES ONLY



104th - DDI
400 Scale
Maintain Exist US 85



104th - ParClo
400 Scale
Shift US 85



104th - Diamond
400 Scale
Shift US 85



104th - 3/4 SPUI
400 Scale
Maintain Exist US 85



104th - SPUI Flyover
400 Scale
Maintain Exist US 85



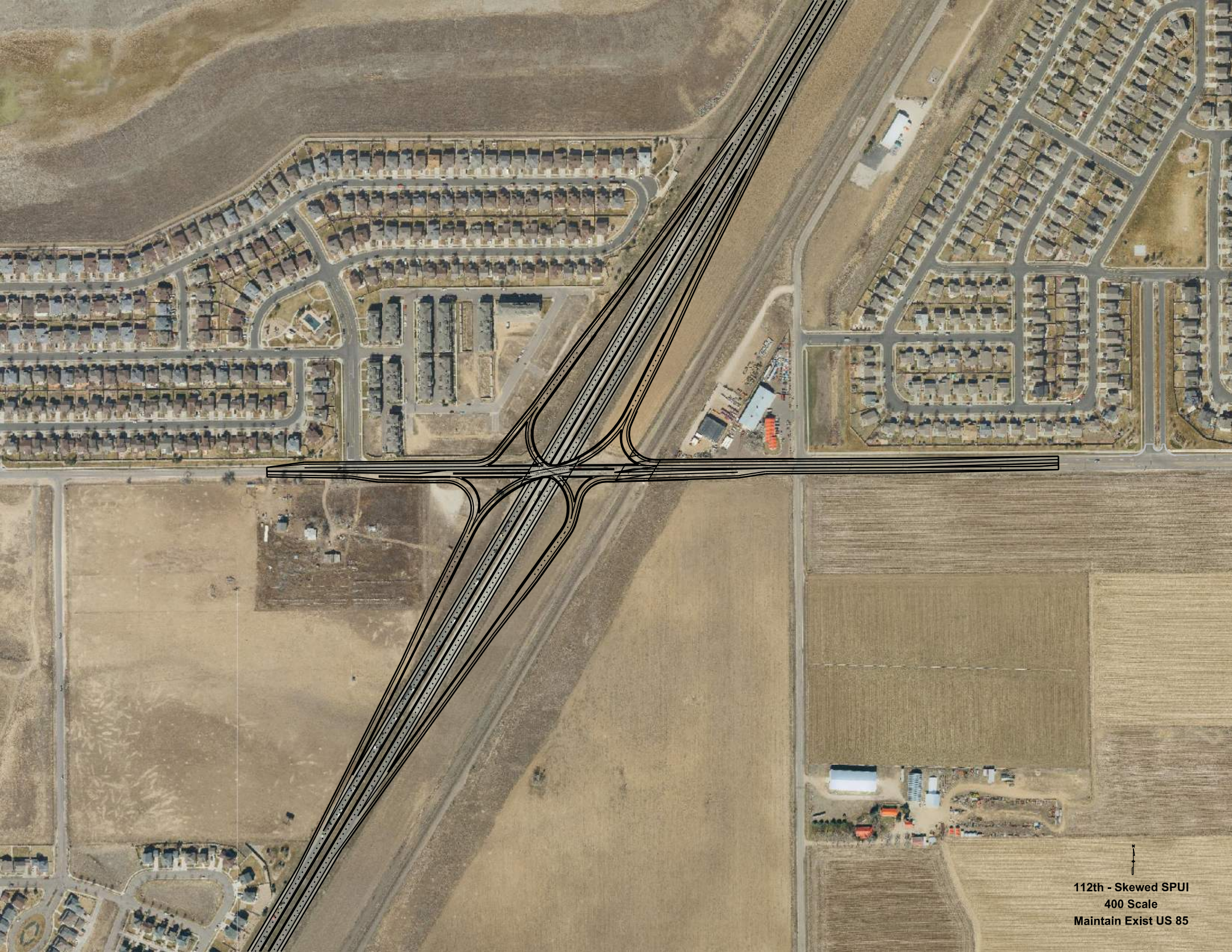
112th - Closed
400 Scale



112th - Overpass
400 Scale
Maintain Exist US 85



112th - ParClo
400 Scale
Maintain Exist US 85



112th - Skewed SPUI
400 Scale
Maintain Exist US 85



120th - DDI
400 Scale
Shift US 85



120th - Diamond
400 Scale
Shift US 85



120th - Tight Diamond
400 Scale
Shift US 85



124th - Closed
400 Scale
Maintain Exist US85



124th - Overpass
400 Scale
Maintain Exist US 85



Attachment B: Comment Response Matrix



Comment Response Matrix

No.	Comment	Response
1	<p><small>COMMENT:</small> We are extremely concerned about the possible loss of access to 112th from 85. This would divert a large amount of traffic onto 104th & 120th. Also all of the River Run, Stillwater, etc. communities are not going to want to go North to 120th in order to head South towards Denver. This will cause a huge amount of traffic to back up on Havana. 112th Access to 85 is critical to hundreds of homes in the area.</p> <p>Dave and Erika Boucher, Comment Sheet, Submitted 3-20-18 @ Public Mtg.</p>	<p>Emailed on 3-20-18 forwarding concerns.</p> <p>Thank you for hosting the public meeting regarding the US 85 improvements project. My wife and I enjoyed learning about the plans that are on the table.</p> <p>I wanted to forward our concerns about the possibility of completely losing access to 112th from US 85. Some of our primary concerns:</p> <ul style="list-style-type: none"> • All of the traffic that currently uses 112th (primarily homes in the River Run and Stillwater neighborhoods) would further congest the 104th and 120th intersections. • The neighborhood in the NorthWest corner of 112th & US85 would have to go all the way to Brighton road to access their homes. Alternatively, they could drive through Belle Creek to get to their homes, increasing traffic in Belle Creek. • There is a safety issue as the South Adams County Fire Station 7 would lose quick access to the neighborhoods to the west of US85. • Residents of the River Run and Stillwater neighborhoods will not want to travel North to 120th in order to go to Denver. To head directly South, traffic on Havana and Peoria will swell from these people attempting to access 104th. <p>As homeowners in the Fuller Estates neighborhood (on 115th, just East of Peoria), the families in our neighborhood would be similarly impacted.</p> <p>However, we greatly appreciate the work you are doing to improve traffic and safety at these intersections. While we sincerely hope we do not lose access to 112th, we definitely look forward to the improvements.</p> <p>Also, would you mind emailing me the drawings of the 4 options for the 112th intersection? At the meeting, they were the semi-transparent overlays. I'd love to have those to look at again, if I can, please. Thank you!</p>





US 85 (I-76 to 124th Avenue)

No.	Comment	Response
2	<p>COMMENT: 112th/Hwy 85 should have a new west bound lane added from Havana to Hwy 112th Ave. already is a widened road East bound. The two road need just be joined. This would lessen the long line of traffic waiting to cross/enter the Hwy as waiting cars could move ahead from the waiting line. The critical reason is to widen the railroad crossing area because the biggest problem is caused by the bottleneck created by the railroad tracks. The people resident in the River Run area have waited 17 years to have something done because the roads are outdated & undeveloped. We have to go 1/2 mile out of our way to get out of the neighborhood when a train is blocking 112th or construction is going on like the 2 year project that happened at 104th Ave. with the addition of several thousand homes currently being built next to Project new schools, the traffic has become a nightmare already at 112th 112th Ave, 124th Ave something needs to be done within the next 2 years.</p> <p>please listen!!!</p> <p>Manual Candelaria, Comment Sheet, Submitted 3-20-18 @ Public Mtg.</p>	<p>Regarding March 13 call, Jody returned his call. Lights out due to power outage. CDOT followed-up with him.</p>
3	<p>COMMENT: Do NOT close 112th at Hwy 85. There is already too much congestion at all intersections & that would make it worse. There are also schools on both sides of 85. We would prefer access to 85 be available at 112th instead of just the flyover bridge.</p> <p>104th needs to go over the train tracks and not stay on grade in order to reduce congestion.</p> <p>All access streets are already congested. Please keep this in mind with decisions being made. Until 104th is made 4 lanes it will continue to be congested regardless. This needs to be fixed along with any interchange fixes.</p> <p>Kathleen & Andrew Cleveland, Comment Sheet, Submitted 3-20-18 @ Public Mtg.</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
4	<p>COMMENT: No Closure of 112th - Need to be able to access Hwy 85 from 112th Avenue.</p> <p>Work needs to be started for 120th Ave & 104th but 112th needs to be worked on to make it more open to get on Hwy 85. Close 124th to the last phase.</p> <p>D. Lopez, Comment Sheet, Submitted 3-20-18 @ Public Mtg</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
5	<p>COMMENT: I SUPPORT THE PARTIAL CLOVERLEAF. BUY THE FARMER'S LAND. CONSTRUCT A PARKING GARAGE @ SW CORNER OF 112th & HWY 85.</p> <p>NO TO THE SKEWED SPLIT. WE'LL NEED SOUND BARRIER PROTECTION AT EAST END OF JUNKS PARK. WHAT ABOUT ALL THOSE TOWN HOMES THAT ARE BEING BUILT NEXT TO HWY 85?</p> <p>April Erbland, Comment Sheet, Submitted 3-20-18 @ Public Mtg</p>	<p>Thank you for your comment. The team will take all comments into consideration. A traffic noise impact analysis will be conducted as part of the Environmental Assessment.</p>



US 85 (I-76 to 124th Avenue)

No.	Comment	Response
6	<p>COMMENT: We live at 10940E 120th Ave been there for 95 years we need the right of way to keep all of the property. If not we are going to fight for this (and) we will be kicking out elderly people that have lived their whole lives there.</p> <p>There are those residents on South side only folks on North side of road</p>  <p>Ron & Kathy Fischer, Comment Sheet, Submitted 3-20-18 @ Public Mtg</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p> <p>Acquiring land for right-of-way will be analyzed to minimize impact to residents.</p>
7	<p>COMMENT: We would prefer flyover at 112th + 85 due to heavy traffic of that intersection. Currently, 104th & 85 light sees better times. Signals/112th only 2 vehicles can go per cycle. Any other flyover would be light - would a flyover collide there.</p> <p>John Gaudreau, Comment Sheet, Submitted 3-20-18 @ Public Mtg</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
8	<p>COMMENT: Consider adding an East North bound 76 right after the railroad tracks for 104th. Most of the congestion at 104th/85 is for traffic that wants to turn East on 104th but gets backed up due to the train.</p> <p>Add a North bound on ramp for 76 at 104th. Right now drivers need to go South a couple of miles exit the 76 and then get back on or drive into Brighton at 136th.</p> <p>* Need a sign on traffic light, South Bound 85 at 104th. "No Right Turn on Red"!! Drivers on 85 are hitting speeds of 75 mph, when they get to the intersection and want to go East on 104th they don't always stop or yield to traffic North Bound through light on the Green Arrow. I have caused a number of accidents at this location.</p> <p>* Lower the speed on Hwy 85 to 55 mph.</p> <p>Kathy Gehringer, Comment Sheet, Submitted 3-21-18</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p> <p>Traffic congestion caused by railroad queues are factors included in the purpose and need of the project, and will be analyzed in future evaluation of all system alternatives.</p> <p>US85 between I-76 and 124th Avenue is designated as an expressway. All system alternatives evaluated eliminate stoplight intersections and replace them with interchanges. This will increase safety for vehicles turning onto US85.</p>

No.	Comment	Response
9	<p>COMMENT: SEE ATTACHED</p> <p>Dave Hammer, Email Comment attached to Comment Sheet, Submitted 3-22-18</p> <p>3/22/2018 AOL Mail - Message View</p> <p>Proposed Intersection of 104th Avenue and Highway 85</p> <p>From: Hammer Companies <hgh@hcd.com> To: city <city@coloradodo.com> Date: Thu, Mar 22, 2018, 10:10 am</p> <p>Hi,</p> <p>I attended the Open House on March 20, 2018. I attended with Maria D'Andrea, the Public Works Director of Commerce City. We had a pre-meeting with the City regarding the Open House. My wife and I are the owners of the two parcels of land lying south of 104th Avenue, one on the East side of Highway 85, and the other on the West side of Highway 85. Both of these parcels are currently being developed for Retail.</p> <p>CDOT announced that they are "taking" our East parcel for this proposed intersection. We recently reached a Settlement for the purchase of this entire tract, and it is supposed to close within the next 3 weeks. However, CDOT specifically excluded the taking of our Warehouse building that lies upon a Union Pacific Railroad land lease, fronting the south side of 104th, on the west side of the Union Pacific Railroad. They originally said they were taking it, but then changed their position.</p> <p>Viewing all of your possible alternatives, we do not see how this tract can have access after the Interchange is completed, and would like to know the study process along the way that is being used. We feel that we should be kept in the middle of such discussions. I am prepared to attend all meetings that are available for this process.</p> <p>All of the proposals shown ignor the fact that we are currently relocating the Belle Creek Intersection, sliding it West, plus or minus a 100 feet, and making it full movement and signalized to create access to our Southwest parcel. This is all pursuant to approved permits, construction plans, CDOT inspections, and Commerce City permitting and inspections. We actually confirmed the elevation of the new intersection and the distance from the Union Pacific rail crossing to the East, including the rail elevation, to CDOT, as requested in the meeting with CDOT where they announce the taking of this property. Paul Jesaitis was present at this meeting, as the head of Region 1.</p> <p>It is critical that our West property is not harmed in any way including the extreme cost that we are currently incurring, by relocating this intersection. MANY OF THE PROPOSALS REFLECT LACK OF FULL MOVEMENT ACCESS ETC., TO OUR WEST PROPERTY!! Commerce City is rightfully very concerned as well.</p> <p>Please keep us in contact and invitations sent to us. WE DID NOT RECEIVE ANY MAIL NOTIFICATION for this last Public Meeting on March 20, even though we are the largest impact landowner. We own these properties in FOUR different entities, and none of the four received a notice! Again, I would like to attend work sessions etc., if given the chance.</p> <p> Dave Hammer, individually and as president of Commerce Place, Inc.</p> <p>Send Feedback</p>	<p>Thank you for your comment. The team will take all comments into consideration. The design of the relocated 104th Avenue/Belle Creek Boulevard intersection will be obtained and incorporated as appropriate.</p>
	<p>Also emailed on March 22 regarding CDOT property taking and alternatives impact on access. Hello, I attended the Open House on March 20, 2018. I attended with Maria D'Andrea, the Public Works Director of Commerce City. We had a pre-meeting with the City regarding the Open House. My wife and I are the owners of the two parcels of land lying south of 104th Avenue, one on the East side of Highway 85, and the other on the West side of Highway 85. Both of these parcels are currently being developed for Retail.</p> <p>CDOT announced that they are "taking" our East parcel for this proposed intersection. We recently reached a Settlement for the purchase of this entire tract, and it is supposed to close within the next 3 weeks. However, CDOT specifically excluded the taking of our Warehouse building that lies upon a Union Pacific Railroad land lease, fronting the south side of 104th, on the west side of the Union Pacific Railroad. They originally said they were taking it, but then changed their position.</p> <p>Viewing all of your possible alternatives, we do not see how this tract can have access after the Interchange is completed, and would like to know the study process along the way that is being used. We feel that we should be kept in the middle of such discussions. I am prepared to attend all meetings that are available for this process.</p> <p>All of the proposals shown ignor the fact that we are currently relocating the Belle Creek Intersection, sliding it West, plus or minus a 100 feet, and making it full movement and signalized to create access to our Southwest parcel. This is all pursuant to approved permits, construction plans, CDOT inspections, and Commerce City permitting and inspections. We actually confirmed the elevation of the new intersection and the distance from the Union Pacific rail crossing to the East, including the rail elevation, to CDOT, as requested in the meeting with CDOT where they announce the taking of this property. Paul Jesaitis was present at this meeting, as the head of Region 1.</p> <p>It is critical that our West property is not harmed in any way including the extreme cost that we are currently incurring, by relocating this intersection. MANY OF THE PROPOSALS REFLECT LACK OF FULL MOVEMENT ACCESS ETC., TO OUR WEST PROPERTY!! Commerce City is rightfully very concerned as well.</p> <p>Please keep us in contact and invitations sent to us. WE DID NOT RECEIVE ANY MAIL NOTIFICATION for this last Public Meeting on March 20, even though we are the largest impact landowner. We own these properties in FOUR different entities, and none of the four received a notice! Again, I would like to attend work sessions etc., if given the chance.</p> <p>Sincerely,Dave Hammer, individually and as president of Commerce Place, Inc.</p>	<p>Please see response above.</p>



US 85 (I-76 to 124th Avenue)

No.	Comment	Response
10	<p>COMMENT: Do NOT close 112th!! It serves 4 neighborhoods</p> <p>Change speed limit on 85 to 55mph. Its 65mph now and I-25 is only 55mph. This makes no sense with traffic lights every mile.</p> <p>Justin Jones, Comment Sheet, Submitted 3-20-18 @ Public Mtg</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
11	<p>COMMENT: Use more Single Point Urban Interchanges throughout the state. They work really well in Utah.</p> <p>Please also do this with Broadway Co. and CR2 in Brighton</p> <p>Greg Mills, Comment Sheet, Submitted 3-20-18 @ Public Mtg</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
12	<p>COMMENT: ^{104th} I prefer the diverging diamond, but pull Hwy 85 closer to the RR. Don't eat into Belle Creek. Keep a full movement intersection at 104th @ the relocated Belle Creek Blvd.</p> <p>112th at a minimum there needs to be a fly-over for 112th, if there isn't going to be a full interchange there.</p> <p>120th Needs a full interchange</p> <p>124th should have a fly-over</p> <p>No Name 1, Comment Sheet, Submitted 3-20-18 @ Public Mtg; provided no contact information</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
13	<p>COMMENT: For 112th Ave, I like option 1A</p> <p>For 120th Ave, I like option tight diamond</p> <p>No Name 2, Comment Sheet, Submitted 3-20-18 @ Public Mtg; provided no contact information</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
14	<p>COMMENT: I like your 5-7 year plans, but lets fix some issues today. Lets slow down 85 and make sure truck traffic stops at red lights. STOP the speeding heavy trucks!</p> <p>No Name 3, Comment Sheet, Submitted 3-20-18 @ Public Mtg; provided no contact information</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>



No.	Comment	Response
15	<p>COMMENT: Please don't close 112th Ave. there is alot of traffic on that road. You need on & off ramps to help with traffic for 124th & 120th. There is not enough road infrastructure to handle the volume of vehicles going north or south to get to 124th & 120th. Emergency Equestrian access across to 85 and 112th to be able exit 85 and to get on 85 from 112th. I use 112th ave to Brighton Blvd to get to 120th, so I can go west on 120th. I avoid 120th & 85 intersections because of all the big trucks turning. To much time wasted waiting for traffic lights.</p> <p>Funding is also an issue, where is the money going for road & Bridge improvement. Plus get the gas & oil companies help pay for some of these projects. I don't mind paying for some of the improvements. If you do a toll road how far will it go, before it lets off how many miles and how much is the cost.</p> <p>Robert Lopez, Comment Sheet, Submitted 3-22-18</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p> <p>The team will include emergency access across US85 as a variable considered in future evaluation of interchange alternatives.</p> <p>Traffic modeling will be done for each system alternative to analyze impacts to regional roadways and out-of-direction travel.</p> <p>US85 between I-76 and 124th Avenue is designated as an expressway. All system alternatives evaluated eliminate stoplight intersections and replace them with interchanges.</p> <p>There are currently no plans for converting any roadway in to a toll road in the study area.</p> <p>Thank you for bringing these points to our attention.</p>
16	<p>COMMENT: NO CUR HOME DE SAC NO CLOSURE OF 112th NO STRAIGHT BRIDGE OVER HWY 85</p> <p>Sandy Wallace, Comment Sheet, Submitted 3-20-18 @ Public Mtg</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
17	<p>4670 N. Holly Street Denver, CO 80216</p> <p>COMMENT: 1. Put overpasses at 112th & 124th - DO NOT BLOCK OFF! (No interchange on US85) 2. Do not use a "McCarlin" interchange anywhere - too confusing. 3. Put full interchange overpasses at 124th & 120th. 4. Regarding #1 - Rebaria at Brighton Rd is will get more traffic and need improvements. 5. Keep Belle Creek Blvd full movement. 6. Eliminate RR grade crossings - so no horn blasts are needed. 7. Didn't see any proposed, but No roundabouts - the 2 in Brighton on US85 are terrible - on Bridge St.</p> <p>Shawn Weiman, Comment Sheet, Submitted 3-20-18 @ Public Mtg</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
18	<p>COMMENT: Closing 112th to access to 85 should NOT be an option that limits the access the community and the fire station has to the surrounding areas. This could be a severe safety issue if the emergency vehicles need to reroute themselves. This also limits how people living around 112th can access 85 - 76 & then I-85.</p> <p>Heath and Gina Wilson, Comment Sheet, Submitted 3-20-18 @ Public Mtg</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>



US 85 (I-76 to 124th Avenue)

No.	Comment	Response
19	<p>COMMENT: ¹ RTD park + Ride at 104th + 85 - people park on Belle Creek Bldg. very convenient.</p> <p>² Signage on 104th - west bound driving people gravel trucks + some from crossing into Belle Creek neighborhood accessing flood retention, McDaniel + Jesse Belle etc. They only can turn around at "roundabout".</p> <p>³ Closing 112th would greatly increase traffic going South from neighborhood to go to 104th + 85 to go North.</p> <p>Becky Wolf, Comment Sheet, Submitted 3-20-18 @ Public Mtg</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p> <p>Traffic modeling will be done for each system alternative to analyze impacts to regional roadways and out-of-direction travel.</p> <p>An RTD park and ride or signage about trucking traffic on 104th are not being considered at this time.</p>
20	<p>COMMENT: Concern regarding 112th intersection former down by Dances Park kids walk across 112th to go to school to Belle Creek Rd. No sidewalks here and no crosswalks, there is big rigs that drive 112th that rattle our house each time they drive by. It's safety going to happen to make our kids safer to walk and cross 112th.</p> <p><small>If you would like to be added to our project mailing list to receive project updates, please provide your contact information below.</small></p> <p>Rosalyn & Erik Morales, Comment Sheet, Submitted 3-20-18 @ Public Mtg</p>	<p>Drive into accidents happening or anyone getting hurt. It's some safety measure going to happen as this is a concern now and will be with changes. HOW ABOUT ADDING A NEW PARK!!!</p> <p>Thank you for your comment. The team will take all comments into consideration.</p>
21	<p>COMMENT: I tried to come up with a PRO/CON list for closing access to 112th + Hwy 85. Unfortunately, I cannot come up with a PRO list. There are too many "cons" for closing the 112th + Hwy 85 intersection. Here are the "cons":</p> <p>- there is a fire department just built at the Denver Davis subdivision. Closing 112th will limit direct access to Hwy 85. This fire department is the closest fire department to Hwy 85 for many miles. No matter how many interchanges are made, human element will always be a factor on Hwy 85 and accidents will still happen. If there is an accident on Hwy 85 I would want a fire/police department to have a direct route to the accident.</p> <p>- see attached 112 pages</p> <p>- gas/air-fracking applications - list of further concerns</p> <p>- impact of proposed fracking</p> <p>Lisa & Erik Gudmundson, Comment Sheet, dated 3-27-18 emailed on March 29 with attachments.</p>	<p>-if the 112th and HWY 85 intersection is closed that will put stress on 104th and 120th. With the amount of growth in this area we need as many direct routes to Hwy 85 as we can get. 120th and 104th cannot handle the volume of traffic that would be forced to go those routes.</p> <p>-at any given time traffic is a waiting game on both 120th and 104th. Regular rush hour traffic coupled by the bus traffic and school traffic causes major traffic issues. 120th and 104th are also suggested routes to get to the airport. Traffic from all of these sources will soon be impacted further due to new subdivisions being built. Even if 120th and 104th are widened we will still have too much traffic and not enough streets.</p> <p>THE AMOUNT OF GROWTH</p> <p>120th - across from Prairie View High School/Middle School they are building a new subdivision that will include 200-300 new homes</p> <p>120th and Chambers- they are building new rental homes</p> <p>120th and Buckley- they are building a new subdivision, and apartments are proposed and there is also proposed building of homes all the way to Tower Road</p> <p>120th and Potomac- the bus depot for 271. This traffic already impacts travel on 120th, however, that will become more problematic once more buses are needed to bus more students due to more growth</p> <p>104th and HWY 2-proposed fracking. Spacing and application hearing is next month, if the fracking is approved, it will be a 24 well operation. It is estimated that there will be 55,000 "truck tips" hauling material to and from the operation.</p> <p>****SEE ENCLOSED DOCUMENTS AND MAP****</p> <p>The fracking operation will impact Peoria from 112th to 104th impacting a route that would be needed to access a way out of our neighborhood on 104th. Other subdivisions are also getting noticed so there is a possibility that more fracking will impact traffic throughout this area.</p> <p>104th and West of Chambers- they are building apartments</p> <p>104th and HWY 2/Turnberry- more subdivisions are being built</p> <p>104th from Chambers to Tower Road- more subdivisions are being built with an estimated 1,500 or more homes to be built</p> <p>Tower Road-proposed fracking</p> <p>****This doesn't allow for any proposed development that our community is unaware of****</p> <p>Thank you for your comment. The team will take all comments into consideration.</p> <p>The team will include emergency access across US85 as a variable considered in future evaluation of interchange alternatives.</p> <p>Traffic modeling will be done for each system alternative to analyze impacts to regional roadways and out-of-direction travel. Future development plans are included in this traffic modeling.</p> <p>US85 between I-76 and 124th Avenue is designated as an expressway. All system alternatives evaluated eliminate stoplight intersections and replace them with interchanges.</p> <p>Thank you for bringing these points to our attention.</p>



No.	Comment	Response
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If access to HWY 85 via 112th is closed it will cause residents from River Oaks, River Oaks Townhomes, River Run, other neighboring subdivisions and businesses to use roads that are two lanes and already in disrepair, Peoria and Havana on the East side of HWY 85 and Brighton Road or Belle Creek on the West side of HWY 85. These roads are in such disrepair that significant construction would be needed to make them adequate for that much traffic.

If there is a natural disaster or, if something catastrophic were to happen, we need to be able to get out of our neighborhoods. Cutting off access to HWY 85, a direct route to I-76 would irresponsible and put lives in danger. 120th and 104th would not be able to handle the amount of traffic, even if widened, if there were the need to get out of this area in a hurry.

On the West side of HWY 85 there would be two ways out of the Dunes subdivision, Brighton Road or drive through Belle Creek. Brighton Road is not a viable option since that road is in such disrepair. Going through Belle Creek puts children's lives in danger due there being a school/YMCA in that neighborhood. We all know that there are some drivers out there that do not pay attention and speed causing concern for our kids. Belle Creek is also a subdivision and should not be used as a thoroughfare from one major street to another.

If you haven't been in contact with Commerce City, Adams County and Brighton regarding the amount of growth projected for this area, you should. The amount of growth projected for this area in the coming years is staggering. If anything, we need more streets leading to HWY 85, not less, to ease congestion. I would also suggest coming to these areas during morning and afternoon rush hour along HWY 85, 120th, 104th and 112th. You will see that we need to keep 112th open and functioning.

I understand the need for improvement and welcome the train horns being eliminated, but not at the cost of our safety. Direct access for fire/ambulance and police are needed since human error will still be a contributing factor on HWY 85. All of the improvements are not going to prevent accidents because the human element. If I am ever in an accident on HWY 85 I want to know that help is close and can get to me timely. There is no reason to keep us from being safe and alive while traveling on roads paid for by our taxes.

RECEIVED

BEFORE THE OIL AND GAS CONSERVATION COMMISSION
OF THE STATE OF COLORADO

SECTION 13 200

IN THE MATTER OF THE APPLICATION OF)
PETRO OPERATING COMPANY, L.L.C. FOR) Cause No. 407
AN ORDER ESTABLISHING AN) Docket No. 180300282
APPROXIMATE 1,280-ACRE DRILLING AND)
SPACING UNIT AND ESTABLISHING WELL) Type: SPACING
LOCATION RULES APPLICABLE TO THE)
DRILLING AND PRODUCING OF WELLS)
FROM THE CODELL AND NICBRARA)
FORMATIONS COVERING SECTIONS 10)
AND 11, TOWNSHIP 2 SOUTH, RANGE 87)
WEST, 8TH P.M., WATTENBERG FIELD,)
ADAMS COUNTY, COLORADO.)

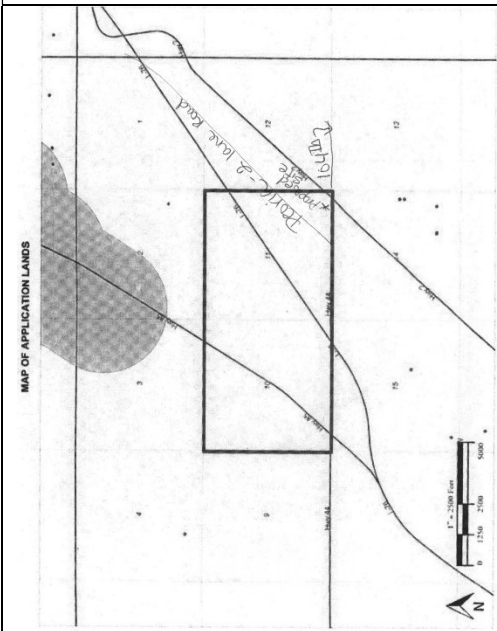
APPLICATION

Petro Operating Company L.L.C. ("Applicant"), Operator No. 10563, by its attorneys, Welborn Sullivan Meck & Tooley, P.C., respectfully submits this Application to the Oil and Gas Conservation Commission of the State of Colorado ("Commission") for an order establishing an approximate 1,280-acre drilling and spacing unit and establishing well location rules applicable to the drilling of wells and producing of oil, gas and associated hydrocarbons from the Codell and Nicbrara Formations covering certain lands in Adams County, Colorado. In support of its Application, Applicant states:

- Applicant is a Colorado limited liability company duly authorized to conduct business in the State of Colorado and is a registered operator in good standing with the Commission.
- Applicant owns leasehold interests in the following lands ("Application Lands") and therefore is an owner, as defined by the Colorado Oil and Gas Conservation Act and Commission Rules, with the right to do:
 - Township 2 South, Range 87 West, 8th P.M.
 - Section 10: All
 - Section 11: All

A reference map of the Application Lands is attached hereto.

- On April 27, 1988, the Commission adopted Rule 318A, the Greater Wattenberg Area Special Well Location, Spacing and Unit Designation Rule, which was amended on August 8, 2011 to, among other things, address the drilling of horizontal wells and requires that a horizontal wellbore spacing unit must include any governmental quarter-quarter section that are located less than 400' from the completed interval of the wellbore lateral. Rule 318A supersedes all prior Commission drilling and



US 85 (I-76 to 124th Avenue)



No.	Comment	Response
22	Don Newton contacted via phone on March 12. Mr. Newton wanted to find out more about the project after he received the postcard.	Returned Mr. Newton’s phone call to provide him with requested information.
23	Heather and Muriel Catt emailed on March 20. Hello. I understand that there is some discussion of closing access to 112 th from US85. Please don't. We use this road all the time. Just wanted to voice our concern. Thank you.	Thank you for your comment. The team will take all comments into consideration.
24	<p>Gary Hale emailed on March 21 regarding the closure of 112th. I strongly object to the potential closure of the US 85 and 112th crossing. I am 75 and my reaction time is no so quick as it used to be. Even now, it is very hard to get onto 120th from Havana. In order to do so, it is necessary to pull into crossing traffic and it is rare to have someone stop to let a car onto 120th. At heavy traffic times in the morning and evening, cars are backed up 10 to 15 cars back, with a wait time of several minutes each.</p> <p>Also Havana Street itself is a narrow road that is somewhat rough. Adding more traffic to that street would wear it down very quickly and Adams County is not very good at repairing or maintaining streets. Commerce City is worse. Once it gets in worse condition, it will stay that way for quite some time. 112th itself is proof of that. The road is terrible around the railroad tracks and very poorly maintained.</p> <p>A traffic light at 120th would help the situation, but it is such a short distance to 85 from 120th that there would be more traffic jams in that area with all the cars from River Run and from 112th vying for the same space. Of course, it's an even shorter space between Havana and the railroad tracks.</p>	Thank you for your comment. The team will take all comments into consideration.
25	Jay Smith emailed on March 21 regarding 112 th . Good morning, I am writing to you regarding the proposed improvements to Highway 85 along 104 th ave to 124 th ave. I live in the River Run community and i am very concerned about access being closed on 112 th ave. This proposed change is a terrible idea and will significantly impact the people who live in this area. Anytime the train blocks 112 th ave, the traffic is so bad on 120 th it can back up almost to Peoria. Also, if this change was completed i am worried about public safety being able to respond in a timely manner. I do agree that changes need to be made on highway 85. This highway is very dangerous, big trucks and regular cars run red lights on a constant basis. I see accidents on 120 th and 124 th on a weekly basis due to people speeding, driving reckless and running red lights. If at all possible I avoid traveling on highway 85 due to how dangerous it is. Maybe a reduction on the speed limit on 85 from 104 th ave to 124 th might resolve some of this behavior. If 112 th is closed down I know that many residents, myself included would consider moving out of this area. I hope my thoughts regarding this matter are taken into consideration. Thank you.	Thank you for your comment. The team will take all comments into consideration.
26	Monica A Stanard-Catlett emailed on March 22, expressing her desire that 112 th not be closed to 85. I am a homeowner in River Run on 112 th and Nome Street. The proposal to remove 112 th as an access road to Highway 85 would be a complete headache and nightmare. The lights on 120 th maybe let through 3 vehicles at a time and the traffic on 104 th is another animal in itself. Thank you for your consideration.	Thank you for your comment. The team will take all comments into consideration.
27	Joanna Klein emailed on March 23. I just wanted to reach out because I have seen talks about closing the intersection of 112 th and Hwy 85. I am appalled that would even be considered as every intersection from 104 th to 124 th is high traffic zones most of every day not to mention the trains that sit on all of these tracks and block the intersections for hours several times during the week, which reroutes everyone and causes more congestion. I am a current resident in River Oaks and this would cause a lot of backtracking and more traffic and would just cause more drive time and headaches for my family and the surrounding neighborhoods near us! Thank you for taking the time to reach this concern! Thank you.	Thank you for your comment. The team will take all comments into consideration.

US 85 (I-76 to 124th Avenue)



No.	Comment	Response
28	Gary Kalole emailed on March 25. Closing 112 th would create too much congestion on 104 th as well as 120 th . This would also make access to our areas River Run Etc very difficult and inconvenient.	Thank you for your comment. The team will take all comments into consideration.
29	Bob Savage emailed on March 29. Please keep 112 th open at 85. The traffic at 104 th and 120 th is insane. If you close 112 th , your looking at mile long back ups. So many people use 112 th everyday. I can't even imagine that closing it is an option.	Thank you for your comment. The team will take all comments into consideration.
30	Dezaree Pitcher emailed on March 29. To whom it may concern, I am emailing regarding the possible closer of intersection 112 th and HWY 85. I live in River Oaks nearest those cross streets. The access of this intersection is incredibly important to stay open due to the traffic. It already gets backed up pretty bad; I cannot imagine the increase in traffic to 104 th or 120 th intersections if 112 th was closed. Please keep that intersection open. Thank you.	Thank you for your comment. The team will take all comments into consideration.
31	<p>Shannon Webster emailed on March 30. My concern is that there is a lot of traffic in and out of Belle Creek because there is a school in the subdivision. Most of those kids come from outside the community.</p> <p>Closing Longs Peak Avenue and potentially 112th Avenue will only increase that traffic in Belle Creek even more. We have always had problems with speeding traffic along Belle Creek Blvd and I am pretty sure that those changes will only make things worse. Even a couple of years ago, we had a small child that was hit while crossing Belle Creek Boulevard.</p> <p>I believe that more studies need to be done to determine the impact that the changes to HWY 85 would have to the Belle Creek community. Thanks for reading my concerns!</p>	Thank you for your comment. The team will take all comments into consideration.
32	<p>Sara Moncada emailed on March 30. Good afternoon. I'm writing with a few opinions regarding information I learned at the meeting last week.</p> <p>#1 In the long run, please keep 112th open to get on and off of 85.</p> <p>#2 Having a bridge over the railroad tracks would be ideal.</p> <p>#3 Please keep in mind that many many trucks hauling gravel take 112th west off of 85 to get to Brighton Road and to the gravel pits. They have learned that the left turn from NB 85 to WB 120th takes way too long to get through. 112th and Brighton Road to and from the gravel pits is getting very heavy use by residents and trucks. The road is breaking down. In addition, the trucks are causing some back ups at EB 112th onto 85 and NB 85 onto WB 112th.</p> <p>#4 In the meantime, please consider checking and changing the timing of the lights both at 112th and EB 104th onto NB 85. I feel that with such short cycles in the whole area up and down and across the highway, people get impatient and run lights which, in turn, leads to so many accidents.</p> <p>The left turn from EB 104th onto the highway has an especially short turn arrow at some times of the day. When people are EB on 112th to go over 85, they usually wait quite a few seconds to make sure nobody is going to run the light on the highway. People on the highway run that light easily about 25% of the time I'm at that intersection. So, even if the light is timed correctly "on paper", the entirety of the green is not used because we are being cautious and waiting a few seconds before crossing the highway.</p> <p>Thank you for your work on this and for taking our opinions into consideration</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p> <p>US85 between I-76 and 124th Avenue is designated as an expressway. All system alternatives evaluated eliminate stoplight intersections and replace them with interchanges. This will eliminate intersection light based safety conflicts.</p>
33	Kristina Garrison emailed on March 30. To whom it may concern: This email is to ask you to please not block access to 112 th from highway 85 with the upgrade to 85. This street (112 th) is an important street for the families of Thimmig Elementary to get kids to and from school. Also, traffic on 104 th and 120 th	Thank you for your comment. The team will take all comments into consideration.



No.	Comment	Response
	<p>is already difficult many times of the day; blocking access to 112th will add to the congestion. This road is an important road for the families in the River Oaks and River Run subdivision. Please do not take our road away! Thank you.</p>	
34	<p>Robb and Susan Roome emailed on March 30. Here are my comments and responses: As owners of a home in River Oaks, we respectfully ask that 112th Avenue remain accessible to the communities surrounding 112th and Highway 85. Closing 112th Ave would limit access of emergency vehicles East and Westbound. The housing development East of Hwy 85 is continually growing and in need of safe access to the surrounding areas. We would like to see the elevated street proposal of 112th that would eliminate stoplights and accidents on Hwy 85. It would also make it safer to enter and exit off of 112th Avenue. Thank you so much.</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
35	<p>Shawn McDowell emailed on March 31. I was unable to attending the public meeting, but would like to share my thoughts on changes along US 85. First, this area has MANY circulation barriers. Both UPRR and BSNF railroad tracks, I-76 to the south and east, as well as E-470 to the north. The South Platte River also provides a natural barrier to the west.</p> <p>104th Ave - This has become quite a busy intersection. It is a poor option to access US 85 southbound and I-76 from the east, as the left turn lanes aren't deep enough and the second straight lane has been blocked as a through lane. Traffic frequently backs up past the railroad tracks to the east. Also, there is no option to turn around should a train decide to stop at the crossing, blocking access. This may be a good candidate for some type of limited access interchange improvements to keep traffic flowing.</p> <p>112th Ave - This serves as the connector for the Dunes, River Run, and River Oaks to access US 85, I-76 and a large majority of the Denver metro area. Without this access, commuters have to use Havana or Peoria to either 104th or 120th to head west or east. Both options are lacking.</p> <p>As Havana approaches 104th, only a right turn is permitted and it is difficult to navigate. The recent improvements to 104th Avenue made this situation worse reducing visibility when attempting to make a right turn. It also blocked making a left turn completely. This became an issue when the Peoria bridge was closed for several months two different times over the past couple of years. The alternate route using Florence is unacceptable. The roadway is in disrepair and the access point with 104th doesn't have a working traffic signal. To the east, Peoria can be used to access 104th, however this is a route with sharp turns and no signal at 104th either. The BSNF RR tracks often cause backups on 104th in this area making circulation difficult.</p> <p>Accessing 120th isn't much better. Havana is situated very close to the railroad tracks and US 85 making left turns difficult. Where Peoria approaches 120th Avenue, it is only single lane in each direction making both turning and passing straight through difficult as traffic backs up. Also, access needs to be maintained across US 85 on 112th as this route connects neighborhoods served by Thimmig Elementary. Finally, the fire station at 112th and Lima needs good access to the highway to respond to emergencies.</p> <p>120th Ave - This seems like a likely candidate to be an interchange. 120th Ave serves as a regional connector to Thornton, Northglenn, and I-25 to the west and Commerce City (northern range), Brighton, and I-76 to the east. 120th Ave needs to be maintained as a 4-lane road through this interchange. Traffic frequently backs up along this stretch as this is only 2 lanes from US 85 to SH 2 / Sable Blvd.</p> <p>124th Ave - This provides local access across the railroad tracks and US 85. An overpass would continue to provide this movement. If an overpass is not feasible, right-in, right out ramps would continue to</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p> <p>US85 between I-76 and 124th Avenue is designated as an expressway. All system alternatives evaluated eliminate stoplight intersections and replace them with interchanges.</p>

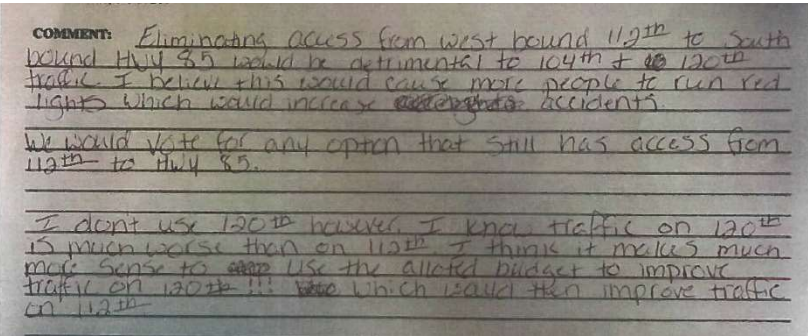
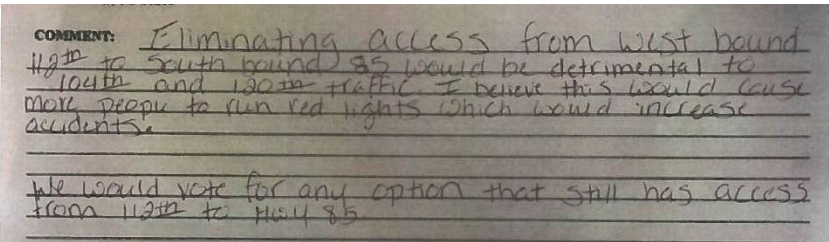


No.	Comment	Response
	<p>provide circulation in this area. Traffic headed north has no other options between US 85 and SH 2 / Sable Blvd to the east. E-470 is a major barrier to local traffic in the area. Henderson Elementary serves both sides of US 85 and is located just east of US 85 on 124th Ave.</p> <p>UPRR - All of these crossings involve the UPRR railroad tracks. There is a siding from approximately 116th Ave to the south past 104th Ave. Trains are frequently split at 112th to allow access, but trains are still stopped blocking access on some frequency. When the trains block access additional traffic is rerouted to 120th and 104th. Traffic that these roads are not able to absorb easily. It is imperative that as crossings are changed that there are either grade separated crossings or that alternate routes are maintained. For example, if 112th is blocked, traffic uses Havana to get to 120th. It would be unacceptable, to cut off access to 120th from Havana unless 112th is built as an interchange or a overpass allowing traffic to flow.</p> <p>Thimmig and Henderson Elementary District Map - https://www.sd27j.org/site/handlers/filedownload.ashx?moduleinstanceid=13111&dataid=21315&FileName=2017_ES_AA.pdf Thanks.</p>	
36	<p>Zach Meints emailed on March 31. I would like to include the following comments for CDOT's consideration related to Highway 85. First and foremost, the CDOT options presented treat Highway 85 similar to I-76 or I-25. Highway 85 is not an interstate, and it's treatment as such is causing much of the congestion. Commercial traffic uses Highway 85 as an abbreviated route to Brighton, as there isn't convenient access without using the toll road, or going several miles out of the way using I-76. Forcing non-local commercial traffic to use an alternate route would eliminate some of the congestion immediately.</p> <p>There are many other challenges in this area that should cause Highway 85 to be treated as a smaller local highway.</p> <p>104th Ave - This has become quite a busy intersection. It is a poor option to access US 85 southbound and I-76 from the east, as the left turn lanes aren't deep enough and the second straight lane has been blocked as a through lane. Traffic frequently backs up past the railroad tracks to the east. Also, there is no option to turn around should a train decide to stop at the crossing, blocking access. This may be a good candidate for some type of limited access interchange improvements to keep traffic flowing.</p> <p>112th Ave - This serves as the connector for the Dunes, River Run, River Oaks, and some older Brighton neighborhoods along Peoria to access US 85, I-76 and a large majority of the Denver metro area. There is no I-76 access at the Peoria/112th intersection, making this intersection essential to access I-76 for commuting. Without this access, commuters have to use Havana or Peoria to either 104th or 120th to head west or east. Both options are lacking. Additionally, 112th Ave is the primary access point for one public and one charter school; both are open to neighborhoods that split Highway 85.</p> <p>As Havana approaches 104th, only a right turn is permitted and it is difficult to navigate. The recent "improvements" to 104th Avenue made this situation worse reducing visibility when attempting to make a right turn. It also blocked making a left turn completely. This became an issue when the Peoria bridge was closed for several months two different times over the past couple of years. The alternate route using Florence is unacceptable. The roadway is in disrepair and the access point with 104th doesn't have a working traffic signal. To the east, Peoria can be used to access 104th, however this is a route with sharp turns and no signal at 104th either. The BSNF RR tracks often cause backups on 104th in this area making circulation difficult.</p>	



No.	Comment	Response
	<p>Accessing 120th isn't much better. Havana is situated very close to the railroad tracks and US 85 making left turns difficult. Where Peoria approaches 120th Avenue, it is only single lane in each direction making both turning and passing straight through difficult as traffic backs up. Also, access needs to be maintained across US 85 on 112th as this route connects neighborhoods served by Thimmig Elementary. Finally, the fire station at 112th and Lima needs good access to the highway to respond to emergencies.</p> <p>120th Ave - This seems like a likely candidate to be an interchange. 120th Ave serves as a regional connector to Thornton, Northglenn, and I-25 to the west and Commerce City (northern range), Brighton, and I-76 to the east. 120th Ave needs to be maintained as a 4-lane road through this interchange. Traffic frequently backs up along this stretch as this is only 2 lanes from US 85 to SH 2 / Sable Blvd.</p> <p>124th Ave - This provides local access across the railroad tracks and US 85. An overpass would continue to provide this movement. If an overpass is not feasible, right-in, right out ramps would continue to provide circulation in this area. Traffic headed north has no other options between US 85 and SH 2 / Sable Blvd to the east. E-470 is a major barrier to local traffic in the area. Henderson Elementary serves both sides of US 85 and is located just east of US 85 on 124th Ave.</p> <p>UPRR - All of these crossings involve the UPRR railroad tracks. There is a siding from approximately 116th Ave to the south past 104th Ave. Trains are frequently split at 112th to allow access, but trains are still stopped blocking access, up to three times a day. When the trains block access additional traffic is rerouted to 120th and 104th. Traffic that these roads are not able to absorb easily. It is imperative that as crossings are changed that there are either grade separated crossings or that alternate routes are maintained. For example, if 112th is blocked, traffic uses Havana to get to 120th. It would be unacceptable, to cut off access to 120th from Havana unless 112th is built as an interchange or a overpass allowing traffic to flow.</p>	
37	<p>Ed Cronin emailed on 4-3-18. I cannot attend the upcoming meeting but I do have a concern. I live east of US 85 north of 112th and have heard from our neighborhood outreach group the this project may not have direct access to 112th. This raises several safety concerns. There is a fire station on 112th. east of 85 if they must respond to the west side of 85 they would have to divert to 104th or 120th which could add several minutes to their response time, this would also be an issue with police or other emergency responders. There are a lot of houses, some large businesses and a school east of 85 near 112th. On the west side of 85 is mostly houses with some small business locations.</p> <p>Please take this under consideration before making a decision to bypass direct access to 112th. Thank you.</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>



No.	Comment	Response
38	 <p>COMMENT: Eliminating access from west bound 112th to South bound Hwy 85 would be detrimental to 104th + 120th traffic. I believe this would cause more people to run red lights which would increase accidents accidents.</p> <p>We would vote for any option that still has access from 112th to Hwy 85.</p> <p>I don't use 120th however, I know traffic on 120th is much worse than on 112th. I think it makes much more sense to use use the allotted budget to improve traffic on 120th !!! which would then improve traffic on 112th.</p> <p>Nichole Cavines, Comment Sheet, Submitted 3-27-18</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
39	 <p>COMMENT: Eliminating access from west bound 112th to south bound 85 would be detrimental to 104th and 120th traffic. I believe this would cause more people to run red lights which would increase accidents.</p> <p>We would vote for any option that still has access from 112th to Hwy 85.</p> <p>Robert Schott, Comment Sheet, Submitted 3-29-18</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
40	<p>COMMENT: 112th Ave should maintain access to HWY 85. SACFD Station 7 relies on that road for immediate response to emergencies there. Additionally, moving 112th traffic to 104 or 126 will be a nightmare based on how it is when trains currently shut down 112th. That said, the partial diverleaf of the Single Point Urban Interchange make the most sense. IF I had to pick, I would lean towards the SPU.</p> <p>Thanks, feel free to reach out with additional questions.</p> <p>Jason Vendryes, Comment Sheet, Submitted 3-27-18</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
41	<p>Loreen Jones emailed on 4-5-18 requesting that 112th not be closed at US 85. Stakeholder Engagement Team: I have been informed that CDOT is looking at cutting off access to Hwy 85 from 112th Avenue in the Henderson, CO area. This is absolutely a terrible idea. That would leave River Run area (where I live) with only 120th to access Hwy 85 and that road is already terribly congested. I avoid using 120th because it is very backed-up - especially during peak hours in the morning and evenings. Please do not remove our 112th access, it would be unfair to the residents that live east of Hwy 85. Thank you.</p>	<p>Thank you for your comment. The team will take all comments into consideration</p>



No.	Comment	Response
42	<p>COMMENT: <i>I've lived in the Henderson area all of my 44 years the traffic is really bad here now. Understanding east needs to be taken into consideration, I would suggest building the 124th fly over first at Hwy 85, then at 104th build a fly over of Hwy 85. Finally, I'd build 112th & 124th bridges right over Hwy 85 to keep the neighborhood connected without access on or off of Hwy 85. This will ensure the east flow of traffic on 85 & east less than having access on & off of 85 at each inter-section.</i></p> <p><i>P.S. Sorry I'm late.</i></p> <p>Kevin Pyrola (sp?), Comment Sheet, Submitted 4-5-18</p>	<p>Thank you for your comment. The team will take all comments into consideration.</p>
43	<p>Public Meeting General Comments from maps :</p> <ul style="list-style-type: none"> • Lower speed limit on US 85 to 45. • So happy to get rid of lights. • Widen at cross streets. • Easing traffic is a priority. So much building on east (homes). • Get it done! Want flow. • Road needs to go over train tracks. • Like removing crashes but the more you disturb, less likely to get done. • Will property impacts be considered when selecting an interchange? • Make available online. • Fix Brighton Rd as it will be used as a detour during construction. 	<p>Thank you for your comment. The team will take all comments into consideration.</p>
44	<p>Public Meeting Comments about 104th from maps</p> <ul style="list-style-type: none"> • Repaint the lines on 104th westbound for short term to add two thru lanes across 85. • Intersections too close (104th and Belle Creek). • 104th DDI will cause confusion which results in more accidents. • SW corner, potent. COSTCO. What do we do with extra traffic? • Park and ride! Trucks and buses could use. • Closing 112th is NOT good for Belle Creek if it can't make the movement to US 85 (when alternative suggest RIRO at Belle Creek). • ¾ SPUI, moving too much hwy traffic to Belle Creek int. • Potential fracking operation 104th and Hwy 2. • DDI; move hwy over (east) to make Belle Creek full movement. • Make "No Right Turn on Red" for southbound US 85 right on 104th. Texas turnaround for RIRO movement for Belle Creek. • Need good left (turn signal) from 104th onto Belle Creek Blvd. • 104th and Brighton need signal on four-way stop; backs up southbound and cuts thru neighborhood. 	<p>Thank you for your comment. The team will take all comments into consideration.</p>



No.	Comment	Response
45	<p>Public Meeting Comments on 112th from maps</p> <ul style="list-style-type: none"> • Lots of barriers. HAVE to provide access for neighborhood. Long out of direct. • Trash closure and overpass. Like interchange because it removes train crossing and train horn. • SW corner Parclo—add parking. Add parking and bus stops. • Sound walls? Townhomes on NW corner. • Lot of money for an interchange that doesn't go anywhere. • Timing of lights. • Trucks take 112th to Brighton Rd up to 120th. • NO intersection closure. • NO cul de sac. • Fire station on east side of 112th. Closing is bad to get to Belle Creek. • Sound walls - when do we 	<p>Thank you for your comment. The team will take all comments into consideration.</p>
46	<p>Public Meeting Comments on 120th/124th from maps</p> <ul style="list-style-type: none"> • Large sewage line on 120th planned for new treatment at approximately 168th Ave. • 120th - DDI large footprint. • 120th - NO lights at interchange. • 120th - NO roads going north and south to alleviate flow. • 120th - Most traffic goes east-west, not onto US 85. • 120th - Inconsistency of southbound left signal is bad. Green arrow most time during the day. Green circle at night is bad. People think they can go. • 120th - RIRO at Oakland St per CC. • 120th - Like tight diamond, less land impact. • 120th - Remove curve and move alignment north. Better fluid alignment. • Business on NW corner of 120th is for sale. How do they get access? • Railroad crossing at 124th is terrible (existing). • On 124th, continue Oakland to Nome Street; moves interchange to Nome St. • 124th - Lose access to US 85. • 124 - Like overpass; at least you get some movement. • Closing 124th and 112th could break 120th if there is an accident on 120th. • 124th - Like overpass because it reduces traffic; too busy. • Like 124th overpass because it alleviates other arterials. • 124th - Too out of direction. Cemetery in SW corner of 124th. • Like 124th overpass. • 120th and 124th - Move train gates to allow more room for right and left. Keep existing signal. Spend a little money. • 120th/124th - This area is residential. Please don't close int/grade separated. • 124th is the worst existing traffic. Lots of truck traffic backing up Brighton. 	<p>Thank you for your comment. The team will take all comments into consideration.</p>

US 85 (I-76 to 124th Avenue)



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