



Open House #3 Summary Report

Date of Meeting:
August 27, 2008

Prepared by:



4601 DTC Boulevard, Suite 700
Denver, CO 80237
303-221-7275

INTRODUCTION

This report contains a summary of public involvement efforts associated with the final **US 6 - Clifton Access Management Plan** Open House. The purpose of the open house was to present the final access management plan recommendations developed by the study team.

Members of the project team, including representatives from the Colorado Department of Transportation, Mesa County, and PBS&J, were on hand to address the public's questions and concerns.

The open house format allowed people to come and go at their convenience and provided opportunities for people to speak with project team members one-on-one. Assistance for people with disabilities was offered upon request. Project information was presented through a combination of display boards, roll plots and brochures.

Attendees began the open house by registering at a sign-in table, where a staff member collected their contact information. Display boards were placed around the room, covering various aspects of the study. One large study area map showing the proposed access modifications was on display in the center of the room. Attendees were able to use Post-it notes to provide comments on both the boards and the map. Tables were available for attendees to sit and complete their comment forms and enjoy refreshments.

The meeting date, time, and location were as follows:

Date: **August 27, 2008**
Time: **4-7 p.m.**
Location: **Clifton Elementary School**
3276 F Road

There were **22 people in attendance**. The sign-in sheets are attached to this report as Appendix A.

INFORMATION PRESENTED

The following materials were available at the open house and are attached to this report as Appendix B:

Handouts

1. Comment Form
2. Brochure: *Benefits of Access Management* (Federal Highway Administration)

Display Materials

1. Boards
2. Proposed Access Modifications Map

PUBLIC NOTIFICATION

Several communication tools were utilized to notify the public of the open house. Examples are attached to this report as Appendix C:

Post Card – The post card served as an invitation to attend the open house. The post card was mailed to residents, property owners, and businesses within the study area. The mailing list contained 430 addresses.

Web site – The project Web site (www.dot.state.co.us/us6clifton/) provided the date, time, and location of the open house and also provided an overview of the study.

Print Advertisements – Open house print advertisements were published as follows:
Grand Junction Daily Sentinel: 8/13/08; 8/27/08

Press Release – A press release was developed and distributed to media outlets throughout the corridor.

COMMENTS RECEIVED

Comments were provided at the open house on comment forms and directly onto the proposed access modifications map. The complete comment forms are attached as Appendix D. A summary of the comments received is found on the following page.

Category	Comment
General	The plan is OK, as long as the rights of the individual property owners are respected.
	The plan seems to offer safer options than what is currently present.

NEXT STEPS

The display boards and proposed access modifications map are available on the project Web site. The project team will consider questions and comments provided by the public during the open house.

Appendix A: Sign-in Sheets



**US 6 - Clifton Access Management Plan
Final Open House Sign-in Sheet
August 27, 2008 • Clifton Elementary School**

	Name	Address	Phone	Email
1	Peachtree Shopping Cntr CARLA BISTODFAN	743 HORIZON Ct. #304	255-8404	Carlabhpp@acsdi.net
2	PEACHTREE LLC MARK W SMITH	743 HORIZON CT	"	"
3	Ron Rowley	648 33 Rd	434-4609	ronrowley@bresnon.net
4	Paul Barnick	165 1 st Street	434-1274	paul1651@msn.com
5	Patty Miller	308 4 th ST	523 1323	
6	Mitt Miller	308 4 th ST	" "	
7	Terry Heoy	P.O. Box 40875 - G5.81504		
8	Dorv Helen Sheley	204 5 th St Clifton	434-5702	
9	Bonnie Richards	204 4th St "	523-7662	
10				
11				
12				
13				
14				
15				



**US 6 - Clifton Access Management Plan
Final Open House Sign-in Sheet
August 27, 2008 • Clifton Elementary School**

	Name	Address	Phone	Email
1	BREATH. SCOTT	N. S. LE UT. 8454 BROW. CENTER ST.	801-597-9556	b.scott@mevork.com
2	Kelsey Sharp	241 N. 7th St. Co. PO 934	970-241-2909	ksharp@brayandco.com
3	DOUG NIEMAN	CLIFTON CO. 8152.	970-434-9159	CLIFTONCLUB@QUESTOFFICE.NET
4	MARK REISBERG	"	"	" "
5	Thomas & Beda Shawly	149 1st Street Clifton	260-7004	
6	JIM LINDEN	POB 1300 CLIFTON, CO 81520-1300	970/523-4768	
7	AR ADELGREN	959 CONTAGUI DR GJT, CO 81506	970-260-0104	ADELGREN1@BRESNAN.NET
8	CINDY & DAVID Drexler	3248 Front St. Clifton 117 Front St. 226 2nd St.	970-241-7533	Drexler Colo @ AOL.com
9	SCOTT CUTTEN	205 4th STREET CLIFTON		
10	William Chase	124 Laura Ave	970-434-8591	dan.c@Drossner.net
11				
12				
13				
14				
15				

Appendix B: Information Presented



WELCOME

to the

US 6–Clifton Access Management Plan Final Open House

Purpose of tonight's meeting:

- Review the study's purpose and objectives
- Present the final Access Management Plan
- Discuss the next steps in the plan process

Study team members wearing name badges can answer your questions and listen to your comments.

Please take a moment to complete a comment form before you leave.

Thank You. We Appreciate Your Participation.

Please sign in.



Overview

What is an access management plan?

Any intersection or driveway along a roadway is called an access point. The purpose of an access management plan is to determine what access points will be allowed, where they will be located, and what kinds of traffic movements will be allowed at each one.

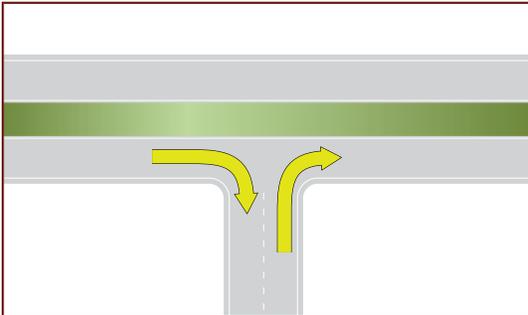
What are the goals of an access management plan?

- Provide appropriate level of access to properties adjacent to the highway
- Provide for the safe and efficient flow of traffic

Overview

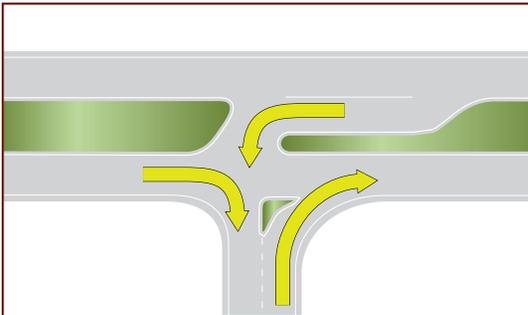
What are Typical Types of Access?

Right-in, Right-out



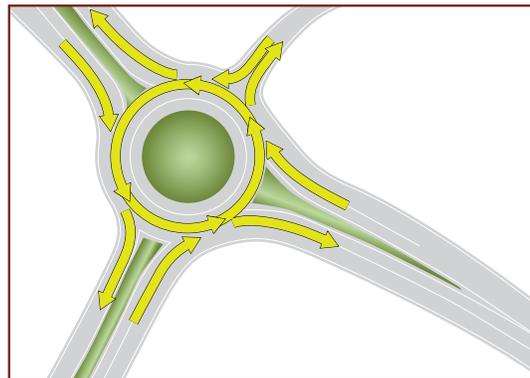
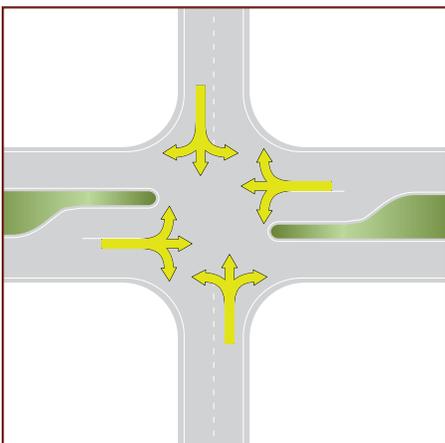
- Only right turns are allowed
- Traffic median prevents left turns and straight movements – these movements must be completed at another intersection

3/4 Movement



- Right-in, right-out and left-in are allowed
- Traffic median prevents left-out and straight movements – these movements must be completed at another intersection

Full Movement



- All movements in all directions are allowed

- May require the installation of a traffic signal

Overview

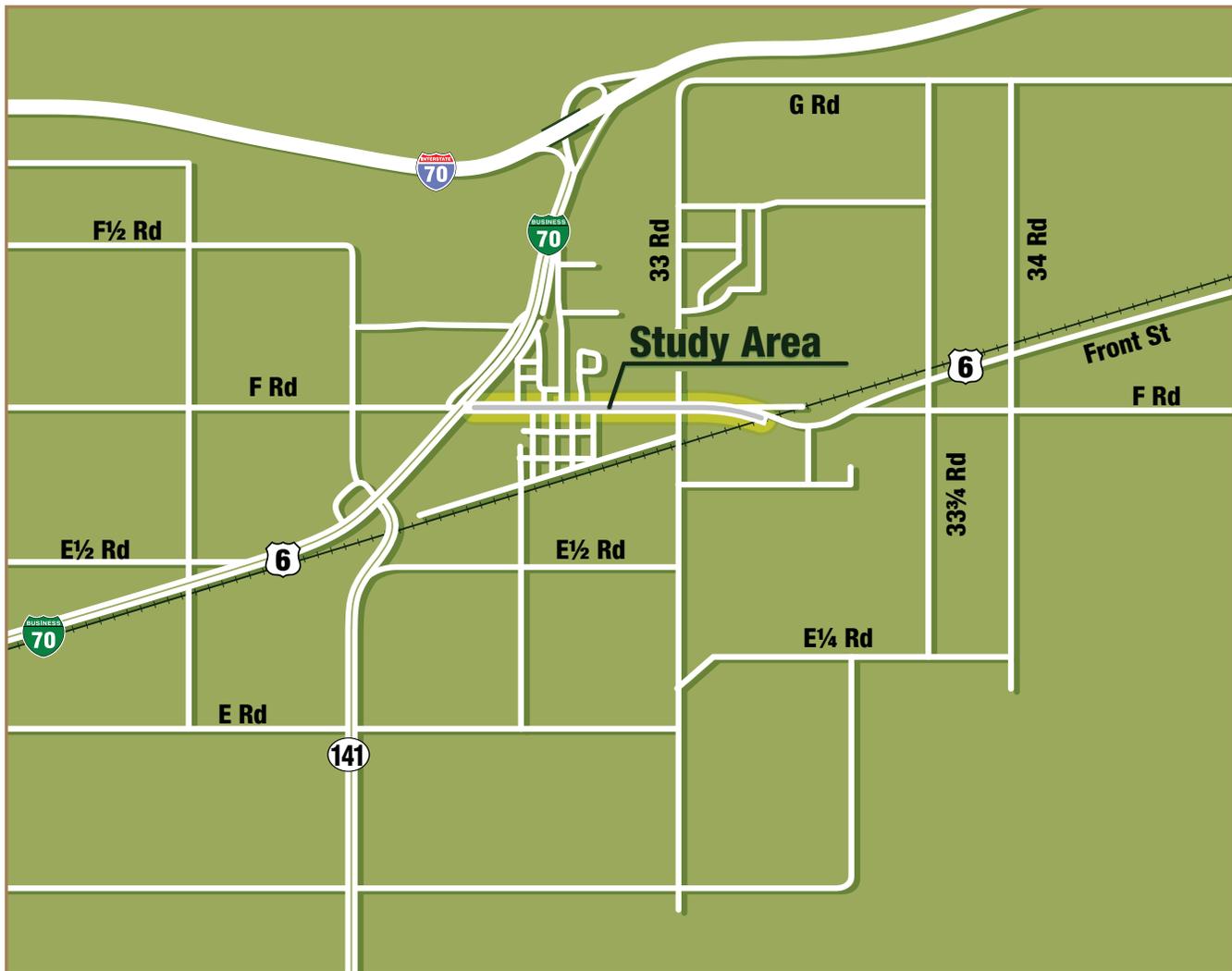
What is the Access Management Plan Process?

- Study, propose, and accept the final plan configuration
- Prepare an Intergovernmental Agreement between CDOT and Mesa County
- Specify how elements of the plan can be changed in the future, if necessary
- Sign the Intergovernmental Agreement and adopt the plan
- Present to the Colorado Transportation Commission and get approval from the CDOT Chief Engineer so the plan becomes law
- Continuing coordination between CDOT and the communities in the corridor to ensure proper implementation of the plan in the future

Overview

What are the Limits of the Study?

The study area is from the I-70 Business Loop to the railroad viaduct east of 33 Road, a distance of just under one mile.



Existing and Future Access Conditions

Highway Characteristics:

- Classified as an urban arterial
- Designed to accommodate moderate speeds and moderate to high traffic volumes
- Service to through traffic movements has priority over providing direct access to properties

Note: Preferred spacing between full movement intersections is 1/2 mile

Existing Access Conditions:

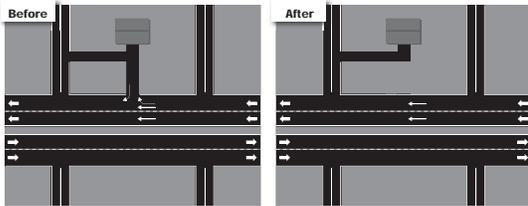
- Study area contains 44 access points
- All existing access locations are full-movement
- Access points are 32% roads (public streets and alleys) and 68% driveways

Future Access Conditions:

- Allow 12 access points under ultimate conditions
- 5 accesses will be allowed as full-movement and 7 accesses will have turning restrictions
- 32 existing accesses will ultimately be closed, either when a roadway improvement project occurs or when a property redevelops

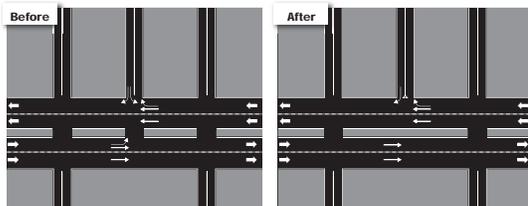
Access Management Methods Considered for US 6 - Clifton

Access Elimination



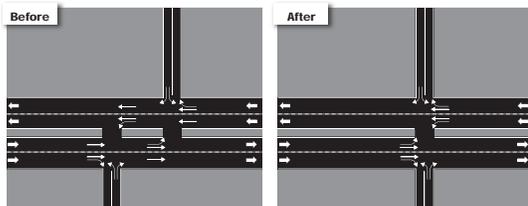
- Access to local properties through secondary roadways
- Reduce the number of access locations where vehicles may enter or exit highway
- Reduce the number of conflict points

Access Conversion with Median Treatment



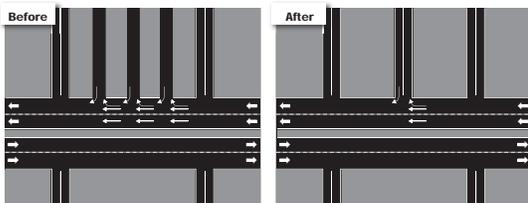
- Eliminate some or all turning movements
- Reduce the number of conflicts between left turning vehicles and through vehicles on the highway

Access Relocation



- Align opposite approaches
- Create a more familiar intersection design

Access Consolidation



- Consolidate adjacent access points into one location
- The number of conflict points are reduced

Benefits of the Access Management Plan

The Access Management Plan provides several benefits to the overall operations and safety along the US 6 - Clifton corridor. The following is a summary of the potential improvements and benefits.

Improve Traffic Flow

- The number of access points is reduced.

Reduce Traffic Conflicts

- Reduction in the number of conflict points.
- Median cross over points are eliminated at non-critical locations.

Improve Traffic Safety

- The potential of high-speed rear-end, broadside, and sideswipe accidents is reduced.
- More vehicles enter and exit the highway by making right turns, which are safer than left turns.

Provide Adequate Access to Adjacent Land Uses

- All properties have access to US 6 or the secondary street system
- Better use of the secondary street system or shared access locations to provide access to adjacent land uses.

The Access Management Plan meets the established goals for the project by improving traffic flow, reducing the number of conflicts, improving traffic safety, and providing adequate access to the adjacent land uses.

Plan Implementation

- Access Management Plan is a long range vision for US 6 -Clifton
- Implementation of the plan will occur in phases or incrementally over time based on:
 - Traffic needs
 - Safety needs
 - Available funding
 - Redevelopment
- There are currently no planned state or federal projects or identified funding for improvements to US 6 that would change access in the near future
- Additional planning and public input are needed to support the recommendations of the Access Management Plan and to identify the ultimate design (right-of-way needs) for US 6.
- The future studies will consider the appropriate improvements to US 6 that address both traffic and pedestrian needs.

The Potential Future Look of US 6 Through Clifton

The following conceptual diagram depicts one possible option for future laneage on US 6 through Clifton based on 2035 volume projections developed by Mesa County. Mesa County and CDOT will conduct future studies and public involvement to determine the exact number of lanes and right-of-way requirements to ensure US 6 meets the future needs of local residents, property owners, and business owners as well as accommodating pedestrians and future traffic volumes.





Thank you!

The project team would like to thank you for your participation in the US6 Access Management Plan.

For information on the project or to make additional comments, please go to:

www.dot.state.co.us/us6clifton/

or contact:

US 6-Clifton Access Management Plan

c/o David Sprague
Consultant Project Manager
PBS&J

4601 DTC Blvd., Ste. 700
Denver, CO 80237

800-497-5529



PURPOSE OF THE BROCHURE

This brochure serves as a guide to the major benefits of several access management techniques in use across the United States. The purpose of this brochure is to provide a comprehensive and succinct examination of the benefits of access management and address major concerns that are often raised about access management.

The benefits usually identified with access management include improved movement of through traffic, reduced crashes, and fewer vehicle conflicts. Most major concerns about access management relate to potential reductions in revenue to local businesses that depend on pass-by traffic.

This brochure does not describe the precise strategies that transportation departments should follow to implement an access management program, but rather provides an introduction to the key concepts. The brochure may also be a useful tool to distribute at public meetings for both general access management plans and specific applications of access management techniques.

This brochure describes the relevant benefits and issues with three key sets of access management techniques:

1. Access spacing, including spacing between signalized intersections and distance between driveways;
2. Turning lanes, including dedicated left- and right-turn lanes, as well as indirect left turns and U-turns, and roundabouts; and
3. Median treatments, including two-way left-turn lanes and raised medians.

WHAT IS ACCESS MANAGEMENT?

Access management is a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways. Access management includes several techniques that are designed to increase the capacity of these roads, manage congestion, and reduce crashes.

- Increasing spacing between signals and interchanges;
- Driveway location, spacing, and design;
- Use of exclusive turning lanes;
- Median treatments, including two-way left turn lanes (TWLTL) that allow turn movements in multiple directions from a center lane and raised medians that prevent movements across a roadway;
- Use of service and frontage roads; and
- Land use policies that limit right-of-way access to highways.

State, regional, and local governments across the United States use access management policies to preserve the functionality of their roadway systems. This is often done by designating an appropriate level of access control for each of a variety of facilities. Local residential roads are allowed full access, while major highways and freeways allow very little. In between are a series of road types that require standards to help ensure the free flow of traffic and minimize crashes, while still allowing access to major businesses and other land uses along a road.

CITATIONS

- [1] Colorado Department of Highways, 1985, Final Report of the Colorado Access Control Demonstration Project, Colorado.
- [2] Eisele, W. E., and W. E. Frawley, 1999, A Methodology for Determining Economic Impacts of Raised Medians: Data Analysis on Additional Case Studies, Research Report 3904-3, Texas Transportation Institute, College Station, Texas, October.
- [3] Frawley, W. E., and W. E. Eisele, 1998, A Methodology to Determine Economic Impacts of Raised Medians on Adjacent Businesses, 1998 National Conference on Access Management.
- [4] Gluck, J., H. S. Levinson, and V. Stover, 1999, Impacts of Access Management Techniques, NCHRP Report 420, Transportation Research Board.
- [5] Iowa Department of Transportation, 1997, Access Management Research and Awareness Program: Phase II Report.
- [6] Jacquemart, G., 1998, Synthesis of Highway Practice 264: Modern Roundabout Practice in the United States, National Cooperative Highway Research Program, National Academy Press, Washington, D.C.
- [7] Lall, B. K., D. Huntington, and A. Eghtedari, 1996, Access Management and Traffic Safety, Paper presented at the Second Annual Access Management Conference.
- [8] Long, G. C.T. Gan, and B.S. Morrison, "Impacts of Selected Median and Access Design Features," Florida Department of Transportation Report, Transportation Research Center, University of Florida, May 1993.
- [9] Meyers, E. J., 1999, Accident Reduction with Roundabouts, Paper presented at the 69th Annual ITE Meeting, Las Vegas, Nevada.
- [10] Neuwirth, R. M., G. E. Weisbrod, and S. D. Decker, 1993, Methodology for Evaluation Economic Impacts of Restricting Left Turns, Paper presented at the First Annual Access Management Conference.
- [11] Pant, P. D., M.D., S. Ula, and Y. Liu, 1998, Methodology for Assessing the Effectiveness of Access Management Techniques, Final Report, prepared for the Ohio Department of Transportation.
- [12] Parsonson, P. S., M. G. Waters III, and J. S. Fincher, 2000, Georgia Study Confirms the Continuing Safety Advantage of Raised Medians Over Two-Way Left-Turn Lanes, presented at the Fourth National Conference on Access Management, Portland, Oregon.
- [13] S/K Transportation Consultants, Inc., 2000, National Highway Institute Course Number 133078: Access Management, Location, and Design, April.
- [14] Texas Transportation Institute, In Progress, An Evaluation of Strategies for Improving Transportation Mobility and Energy Efficiency in Urban Areas, Texas A&M University Project 60011.

FOR MORE INFORMATION

<http://www.accessmanagement.gov>
FHWA Document Number FHWA-OP-03-066

Benefits of Access Management



U.S. Department of Transportation
Federal Highway Administration

ACCESS SPACING

Signal Spacing

Signals Per Mile	Increase in Travel Time (%)
2	-
3	9
4	16
5	23
6	29
7	34
8	39

Increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors. The appropriate spacing between signals for a particular corridor depends greatly upon the speed and flow of traffic, but anything greater than two signals per mile has a significant impact on congestion and safety.

A major synthesis of research on access management found that each additional signal over two per mile (i.e., a one-half mile signal spacing) increased travel time by over six percent. [4] A study of an intersection in Cincinnati where a signal was added found a 20 percent increase in peak travel times. [11]

A demonstration project in Colorado revealed that half mile signal spacing and raised medians on a five-mile roadway segment reduced total hours of vehicle travel by 42 percent and total hours of delay by 59 percent, compared to quarter mile signal spacing. [1]

Improved speeds and travel times translate directly into environmental benefits. An ongoing study in Texas found that a ten mile four-lane arterial with one-half mile signal spacing reduced fuel consumption by 240,000 gallons from increased speed and 335,000 gallons from reduced delay, compared to quarter mile signal spacing. [14]

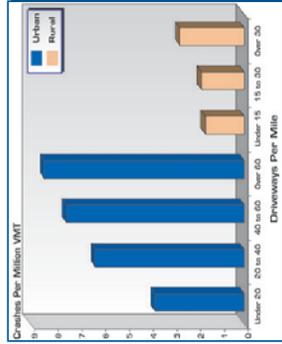
Increasing the distance between signals also reduces the incidence of crashes. A review of crash data from seven states demonstrated that the crash rate increased substantially with additional signals per mile. [4] This is partly related to access spacing, which is presented next.

Driveway Spacing

Appropriate driveway spacing presents another major access issue. Large numbers of driveways increase the potential conflicts on the road. Fewer driveways spaced further apart allow for more orderly merging of traffic and present fewer challenges to drivers.

The congestion impacts of reduced driveways are fairly clear. It is impossible for a major arterial or highway to maintain free flow speeds with numerous access points that add slow moving vehicles. A research synthesis found that roadway speeds were reduced an average of 2.5 miles per hour for every 10 access points per mile, up to a maximum of a 10 miles per hour reduction (at 40 access points per mile). [4] With higher numbers of access points, congestion will increase significantly.

An overabundance of driveways also increases the rate of car crashes. An examination of crash data in seven states indicated found a strong linear relationship between the number of crashes and the number of driveways. Rural areas had a similar, but less strong relationship. [4, 7]



RELATED TECHNIQUES

Access management includes more techniques than can be discussed in a single brochure. Some of these techniques are newer and have been researched somewhat less. Frontage roads have been the subject of some debate in the literature, but there is no clear indication of their benefits. Other techniques, such as the relationship between highway interchange spacing and local traffic, are new topics that require more research.

TURNING LANES

Left Turns

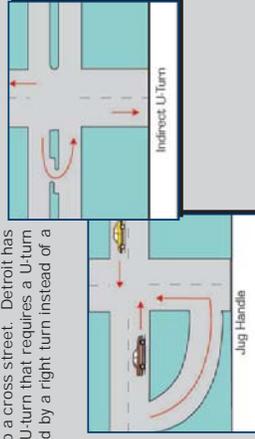
Exclusive turning lanes for vehicles remove stopped vehicles from through traffic. Left-turn lanes at intersections substantially reduce rear-end crashes. A major synthesis of research on left-turn lanes demonstrated that exclusive turn lanes reduce crashes between 18 to 77 percent (50 percent average) and reduce rear-end collisions between 60 and 88 percent. [4]

Left-turn lanes also substantially increase the capacity of many roadways. A shared left-turn and through lane has about 40 to 60 percent the capacity of a standard through lane. [4]. A synthesis of research on this topic found a 25 percent increase in capacity, on average, for roadways that added a left-turn lane. [13]

Indirect Turns

Some of the biggest issues with managing access come at intersections where vehicles must cross traffic. Some states and cities have adopted indirect turns to reduce these conflicts. In New Jersey, the jug-handle left turn requires a right turn onto a feeder street, followed by a left onto a cross street. Detroit has extensively used an indirect U-turn that requires a U-turn past an intersection, followed by a right turn instead of a regular left turn.

Like dedicated left-turn lanes, indirect turns reduce crashes, improve congestion, and add capacity. Crashes decline by 20 percent on average, and 35 percent if the indirect turn intersection is signalized. Capacity typically shows a 15 to 20 percent gain. [4]



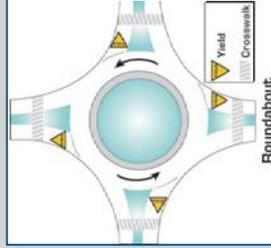
Right Turns

Right-turn lanes typically have a less substantial impact on crashes and roadway capacity than other types of turn strategies, because there are fewer limitations on right turns. Though there are fewer studies of these impacts, there is a clear relationship between the number of vehicles attempting a right turn in a through traffic lane and its delay to through traffic. This relationship is exponential – each additional car that must wait for a right turn will increase the delay more than the previous car. At intersections with substantial right-turn movements, a dedicated right-turn lane segregates these cars from through traffic and increases the capacity of the road.

Right-Turning Vehicles Per Hour	Through Vehicles Impacted (%)
Under 30	2.4
31 to 61	7.5
61 to 90	12.2
90 and up	21.8

Roundabouts

Roundabouts represent a potential solution for intersections with many conflict points. Though not appropriate for all situations, roundabouts reduce vehicle movements across traffic. Only a few studies have examined the safety benefits of roundabouts. One study of four intersections that were replaced with roundabouts in Maryland found a drop in crashes between 18 and 29 percent and a reduction in injury crashes between 63 and 88 percent. The cost of crashes at these locations – one measure of severity – was also reduced by 68 percent. Overall crashes on roundabouts were more minor than those at left turn locations. [9] Another study of roundabouts in several locations found a 51 percent reduction in crashes, including a 73 percent reduction in injury crashes and a 32 percent reduction in property-damage-only crashes for single-lane roundabouts. Multi-lane roundabouts only experienced a 29 percent reduction in crashes. [6]



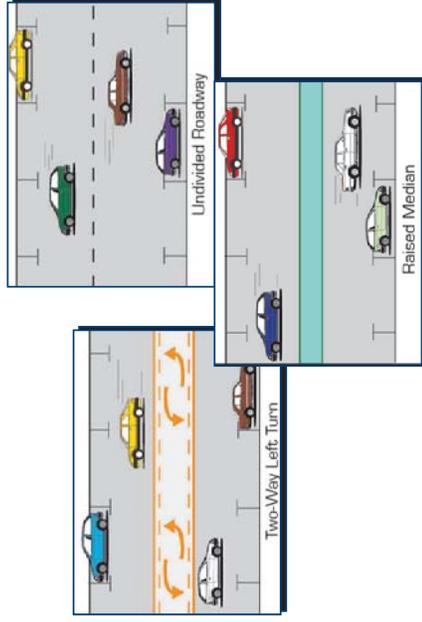
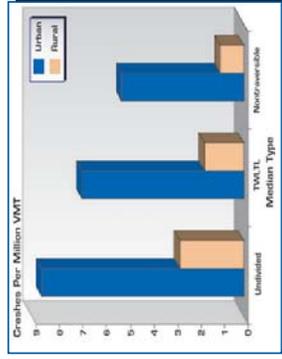
MEDIAN TREATMENTS

Medians

Median treatments for roadways represent one of the most effective means to regulate access, but are also the most controversial. The two major median treatments include two-way left turn lanes (TWLTL) and raised medians.

The safety benefits of median improvements have been the subject of numerous studies and syntheses. Studies of both particular corridors and comparative research on different types of median treatments indicate the significant safety benefits from access management techniques. According to an analysis of crash data in seven states, raised medians reduce crashes by over 40 percent in urban areas and over 60 percent in rural areas. [4] A study of corridors in several cities in Iowa found that two-way left-turn lanes reduced crashes by as much as 70 percent, improved level of service by one full grade in some areas, and increased lane capacity by as much as 36 percent. [5]

Raised medians also provide extra protection for pedestrians. A study of median treatments in Georgia found that raised medians reduced pedestrian-involved crashes by 45 percent and fatalities by 78 percent, compared to two-way left-turn lanes. [12]



Business Concerns

Installing raised medians often raises serious concerns by the business community that local businesses that depend upon pass-by traffic (especially gas stations and fast-food restaurants [10]) will be adversely affected by medians. Though there are few studies of the actual impacts of medians on business sales, there are several surveys of business owner opinions. Surveys conducted in multiple corridors in Texas, Iowa, and Florida demonstrate that the vast majority of business owners believe there have been no declines in sales, with some believing there are actually improvements in business sales. [2, 5, 8] One study in Texas indicated that corridors with access control improvements experienced an 18 percent increase in property values after construction. [2]

Location	Median Type	Business (%)
Texas [2]	53	
Texas [3]	78 to 84	
Iowa [5]	67 to 91	

Appendix C: Public Notification



US 6 - Clifton Access Management Plan Final Project Update

The study team has assessed the existing and proposed intersections and driveways (access points) on US Highway 6 from the I-70 Business Loop to the railroad viaduct east of 33 Road, has considered public comments provided at our first and second open houses, and is now ready to share the **final** recommendations for future changes.

Public input is welcomed and encouraged.

Learn more at www.dot.state.co.us/us6clifton/
or contact:
Alisa Babler, P.E.
Permit Unit Engineer
Colorado Department of Transportation, Region 3
222 South 6th St., Rm. 100
Grand Junction, CO 81501
970-683-6287

**Please join us at our
open house:**

**Wednesday
August 27, 2008**

**Anytime from
4:00 – 7:00 p.m.**

**Clifton Elementary
School
3276 F Road**



Join us at the
**Final US 6-clifton
Access Management
Plan Open House** and see
our recommendations for
future changes to
US 6 access

More information is available at
www.dot.state.co.us/us6clifton/

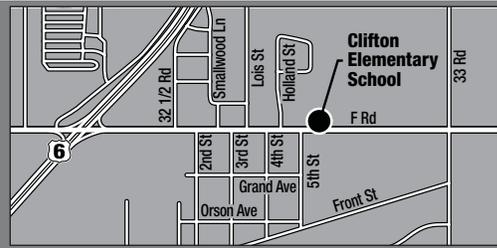
Reasonable accommodations provided
upon request for people with disabilities.
Contact Stephen Harris at 800-497-5529.



You are invited to the Final US 6-Clifton Access Management Plan Open House

An Access Management Plan for US Highway 6 from the I-70 Business Loop to the railroad viaduct east of 33 Road is being prepared by the Colorado Department of Transportation and Mesa County. The study team has assessed existing and proposed intersections and driveways (access points) on US 6, has considered public comments provided at our first and second open houses, and is now ready to share the **final** recommendations for future changes.

Please join us at our open house:
Wednesday, August 27, 2008
Anytime from 4:00 – 7:00 p.m.
Clifton Elementary School
3276 F Road

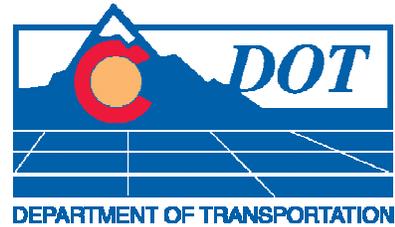


Learn more at www.dot.state.co.us/us6clifton/ or contact:
Alisa Babler, P.E., Permit Unit Engineer
Colorado Department of Transportation, Region 3
alisa.babler@dot.state.co.us • 970-683-6287

Reasonable accommodations will be provided upon request for people with disabilities. If you require specific accommodations contact Stephen Harris at 1-800-497-5529.



News From
**The Colorado Department
Of Transportation**



www.dot.state.co.us

August 13, 2008

Contact: Nancy Shanks, CDOT Public Relations Manager, (970) 385-1428

**PUBLIC INVITED TO FINAL
US 6 - CLIFTON ACCESS MANAGEMENT PLAN OPEN HOUSE**

We're Studying Your Access to US 6!

MESA COUNTY – The Colorado Department of Transportation (CDOT) and Mesa County are inviting residents to the final open house regarding the Access Management Plan being developed for US Highway 6, from the I-70 Business Loop to the railroad viaduct just east of 33 Road.

The final open house will be held Wednesday, August 27, 2008 at the Clifton Elementary School, located at 3276 F Road in Clifton. People can attend anytime between 4:00 p.m. and 7:00 p.m. Representatives from CDOT, Mesa County, and their consultant, PBS&J, will be available to address questions or concerns about the plan.

The study team has assessed the existing and proposed intersections and driveways (access points) on US 6, has considered public comments provided at the first and second open houses, and is now ready to share its final recommendations for future changes. Informational boards explaining the plan's goals and objectives, and maps identifying recommended future access points will be on display at the meeting. Additional information is available on the project Web site: <http://www.dot.state.co.us/us6clifton/>.

Reasonable accommodations will be provided for persons with disabilities. Please call Stephen Harris at PBS&J, (800) 497-5529, if you require such assistance.

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Appendix D: Comments Received



US 6 - Clifton Access Management Plan

Final Public Open House Comment Form

Wednesday, August 27, 2008

Clifton Elementary School

Name SCOTT CUTTEN

Address 205 4TH STREET
CLIFTON, CO 81520

Phone/E-mail _____

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the final recommended future changes to US 6 access between the I-70 Business Loop and the railroad viaduct east of 33 Road?

OK as long as rights of individual property
owners are respected

2. Do you own property with direct access to US 6? Yes No

If yes, please provide the property address(es) (if different than above): 406 FRONT STREET
217 4TH STREET, 304 ORSON

3. Where do you access US 6? MOSTLY 4TH STREET

4. How often do you drive the US 6 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? POST CARD in mail

OVER →



US 6 - Clifton Access Management Plan

Final Public Open House Comment Form

Wednesday, August 27, 2008

Clifton Elementary School

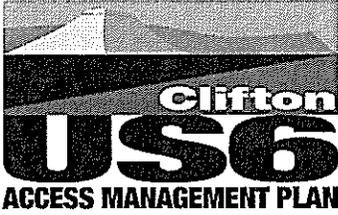
Additional comments: _____

For more information, contact:

US 6 - Clifton Access Management Plan
c/o David Sprague
Consultant Project Manager
PBS&J
4601 DTC Blvd., Ste. 700
Denver, CO 80237
800-497-5529

Please place in comment box or mail to address above.

THANK YOU FOR YOUR PARTICIPATION



US 6 - Clifton Access Management Plan

Final Public Open House Comment Form

Wednesday, August 27, 2008

Clifton Elementary School

Name Bonnie Richards
 Address 204 4th St
Clifton
 Phone/E-mail _____

1. After reviewing the information presented at tonight's meeting, what are your overall thoughts about the final recommended future changes to US 6 access between the I-70 Business Loop and the railroad viaduct east of 33 Road?

Seems like safer options ~~is~~ than present

2. Do you own property with direct access to US 6? Yes No

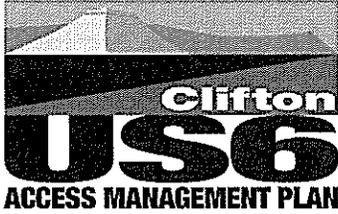
If yes, please provide the property address(es) (if different than above): _____

3. Where do you access US 6? 4th St

4. How often do you drive the US 6 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1st time

5. How did you hear about this meeting? postcard

OVER →



US 6 - Clifton Access Management Plan

Final Public Open House Comment Form

Wednesday, August 27, 2008

Clifton Elementary School

Additional comments: _____

For more information, contact:

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THANK YOU FOR YOUR PARTICIPATION