



## Open House #1 Summary Report

Date of Meeting:  
April 2, 2008

Prepared by:



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Denver, CO 80237  
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## INTRODUCTION

This report contains a summary of public involvement efforts associated with the **US 6 - Clifton Access Management Plan** Open House. The purpose of the open house was to introduce the study team, identify the study's purpose, process, and schedule, and provide information about the methods and benefits of access management.

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, brochures, and a DVD video.

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. A large study area map displaying current US 6 access points 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. A video presentation providing an overview of access management was played throughout the evening. 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: **April 2, 2008**  
Time: **5-8 p.m.**  
Location: **Clifton Elementary School**  
**3276 F Road**

There were **44 people in attendance**. The sign-in sheets are attached to this report as Appendix A.

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## 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)

### DVD Video

*Access Management Overview* (Federal Highway Administration, May 1997)

*Note: This is not available in the appendix.*

### Display Materials

1. Boards (Q. 12)
2. Existing Conditions 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 398 addresses.

**Web site** – The project Web site ([www.dot.state.co.us/us6clifton/](http://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:

*Daily Sentinel:* 3/20/08; 4/2/08

**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 existing conditions map. The complete comment forms are attached as Appendix D. A summary of the comments received is found on the following page.

Category	Comment
Access	Front Street needs to be reconnected to I-70 B.
	Add access lanes on both sides for businesses and make through traffic travel through the middle of the street.
	A rear access from Peach Tree shopping center would help.
	Limit number of access points and install stoplights at remaining access points.
	Single access from north and south Clifton equals one stop light between I-70 B and 33 Road.
	Pedestrian-friendly would be a good thing. Currently it is difficult to walk across the street because of traffic.
	Elimination of some access points would be a good thing.
	Install turning lane for traffic exiting I-70 B to the frontage road (near F 1/2 Road).
	Consider collector/distributor-type section for SH 6 from I-70 B to 33 Road.
	Provide E 3/4 Road access back to US 6.
	Provide access to US 6 from side streets during peak travel times.
Signals	Look at size and layout of school parking lot.
	Need light on Lois Street
Traffic	Light needed at post office
	Traffic too congested through study area. Widening road to four lanes with a turning lane would relieve a lot of traffic.
	Needs to be more traffic-friendly
Misc.	A lot of traffic most of the day
	Police patrol would bring down amount of speeding.
	If you make it four lanes it would become a raceway, just like 32.
	Route some traffic north on 32 or 33 and west on F 1/2 to an improved intersection by the Budweiser facility.
	Route some traffic to Front Street under 32 Road to I-70 B.
	Do not allow business parking on US 6 in study area.
	Move the post office.
	Open House format too loose; need more structure, such as a formal presentation. Also need to send out post card sooner.
	CDOT property that has access to E 3/4 (east of 33 Road) needs consideration; suggest deleting this road.
	Consider construction timing's impact to businesses, especially seasonal businesses.
	Make Grand Ave. a downtown/streetscape project.
Timeline	Improve west to north right turn at US6/I-70 B.
	Speed limit on I-70 B between I-70 and US 6 too high.
Safety	When will funding be identified? How can we fast-track this project?
	Wider roads would be safer for children and other pedestrians, need median for pedestrian refuge and street lighting. Also need safe turns on/off US 6.
	Consider safety of moving bus drop off.
	Consider safety at Front/1 <sup>st</sup> Street.

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## **NEXT STEPS**

The project Web site will continue to provide the display boards and existing conditions map. The project team will consider questions and comments provided by the public during the open house. The next public open house will be held in summer 2008.

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## **Appendix A: Sign-in Sheets**

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**US 6 - Clifton Access Management Plan**  
**Open House Sign-in Sheet**  
**April 2, 2008 • Clifton Elementary School**

	Name	Address	Phone	Email
1	Dave Bartrough	656 Helen Way G.J. 81504	434-6055	
2	Janet Rowland	POBx 20000 GJ 81504	244-1000	janet.rowland@mesarowndt.us
3	Cindy & Davis Dexter	117 Forest 3248 Front 220 2000 St	841-7533-434-5938	
4	Mel DiFenuola Fer	544 33 3/4 RD	434 6590	
5	Romaine Webb	2970 1/2 Cedar Pl	243 7879	
6	Linda Staveno	470 Flat Rock Ct, Clifton	434-0272	
7	Chuck Shepard	2885 Florida Blg	2705807	
8	Leif Larson	750 main st.	244-18606	
9	Heather O'Neil	3005 I-70 B Unit A8 Clifton	970 778 2656	h.oneil@brcsman.net
10	Mat Leiser	659 Colony Ct	(970) 609-2644	
11	Bonnie Richards	204 4th St	523-7662	
12	Bill Hlouch	455 32RD	523-0468	
13	Bob Asbecke	103 Laveria AVE	434-8820	
14	Bill & Mary Page	239 5th St	523-7415	
15	Mar L Gross	3214 5th St		



**US 6 - Clifton Access Management Plan**  
**Open House Sign-in Sheet**  
**April 2, 2008 • Clifton Elementary School**

	Name	Address	Phone	Email
1	FRANK MAZZIOTTI	3303 LAUREL AVE CLIFTON	523-5475	FRANKM11@MSW.COM
2	Dorei Gaudson	3305 1/2 rd Clifton	939-7933	—
3	BRIK MAUIERS	674 33 ROAD Clifton <small>(MAY) 386 Kennedy Ave Gyles 8504</small>	434-3103	RIMWOOD @ Gmail.com
4	Richard V Fee	3355 1/2 FAD	901-6047	
5	Carroll Ann Arnold	579 ELKHART LN	434 9321	
6	Carol Jean Arnold	"	"	
7	Ron Rowley	648 33 Rd	434-4609	ronrowley@Bosman.NET
8	Carol FRITZLER	3326 F ROAD	434-9866	
9				
10				
11				
12				
13				
14				
15				





**US 6 - Clifton Access Management Plan**  
**Open House Sign-in Sheet**  
**April 2, 2008 • Clifton Elementary School**

	Name	Address	Phone	Email
1	Thomas R. Deary	Box 236 Delmar, Delaware, 19821	970-464-7123	herb@thomas@Aol.com
2	Dee & Linda Schoenrod	Box 654 Clifton Co	434-5248	
3	Jean Bierwirth	1000 S. Ninth St	(970) 683-6353	JEAN.BIERWIRTH@DOT.STATE.CO.US
4	Graig Snyder	"	970-683-6351	GRAIG.SNYDER@DOT.STATE.CO.US
5	Donna Helen Schelley	204 5th St. Clifton	970-434-5702	helben50@yahoo.com
6	Ken Brunswee	3319 E 3/4 RD - Clifton	434.4545	Dannes_electric@yahoo.com
7	Ken Deschamp	606 S. Ninth St	970-6836363	Ken.Deschamp@dot.state.co.us
X 8	Richard H. Wray	3274 7 1/2 Rd Clifton	434-6589	
9	Sharon [unclear]	239.5th 0 1/2 Ave		
X 10	Cl Thompson	3408 6 Rd Clifton	434-1944	cookie3408@yahoo.com
11	Al Gray	3288 + 3284 F Rd	250-2132	king.kitter1@yahoo.com
12	Mark Smith	3225 1-70B	261-5033	
13	Bud Thompson	570 33 Road	216-1323	bud.thompson@mesacounty.us
14	SECF Leary	3247 F Rd	234-0777	KLANS@AOL.com
15	Teery Shady	Po Box 40875 GJ	254-1086	

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## **Appendix B: Information Presented**

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## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Phone/E-mail \_\_\_\_\_

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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? \_\_\_\_\_

\_\_\_\_\_

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

5. How did you hear about this meeting? \_\_\_\_\_

6. Please tell us how we can improve the information presented and the best way to keep you informed. \_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

OVER →



## **US 6 - Clifton Access Management Plan**

**Public Open House #1 Comment Form**

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: \_\_\_\_\_

\_\_\_\_\_

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**For more information, contact:**

US 6 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**

# ACCESS SPACING

## Signal Spacing

Signal Per Mile	Increase in Travel Time (%)
2	-
3	9
4	16
5	22
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. [1]

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.

Signal Per Mile	Crashes Per Million VMT
Under 2	3.53
2 to 4	6.89
4 to 6	7.49
6 +	9.11

## 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 driveway flow speeds with numerous access points on a major arterial or highway to maintain free flow speeds will increase significantly.



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 (61.40 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.

Many cities and states develop access management programs to deal with existing issues of congestion and safety. An active access management program, however, would need to include changes to local land use policies that encourage the rational development of major roads in newly developing areas, land use and zoning controls that limit the number of access points and leave space for medical and local traffic, are new topics that effort as these areas develop.

# 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 jughandle 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.



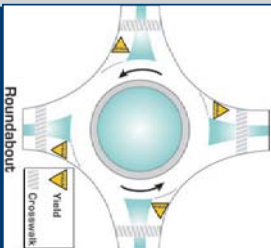
## Right Turns

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 Vehicle Impedement (%)
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. Multilane roundabouts only experienced a 29 percent reduction in crashes. [6]



# MEDIAN TREATMENTS

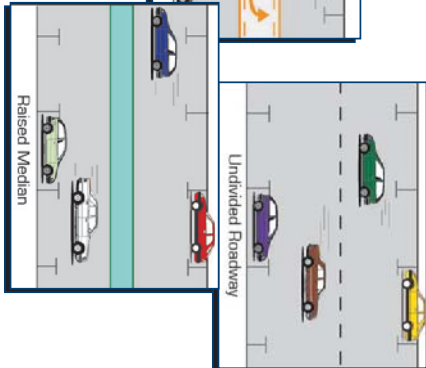
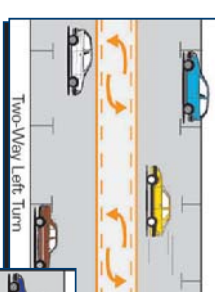
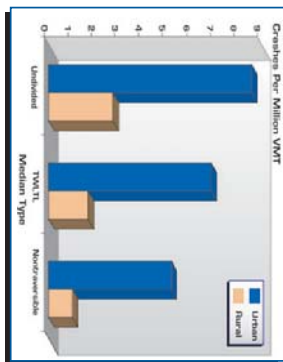
## Medians

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	Owner Reported No. Daily Business (%)
Texas [2]	53
Texas [5]	79 to 84
Iowa [8]	67 to 91

## 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-QP-03-066

# Benefits of Access Management





**WELCOME**

to the

**US 6-Clifton  
Access Management Plan  
Open House**

**At tonight's meeting you can:**

- Meet the study team
- Find out the study's purpose, process, and schedule
- Learn about the methods and benefits of access management

**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 the access management plan?

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

## Who is conducting the study?

- CDOT and Mesa County



# Overview

## Why does US 6 need an access management plan?

- US 6 is an important resource for the communities of Clifton, Palisade, and Grand Junction
- Traffic volumes on US 6 are projected to significantly increase in the future

Current and Future Traffic Volumes

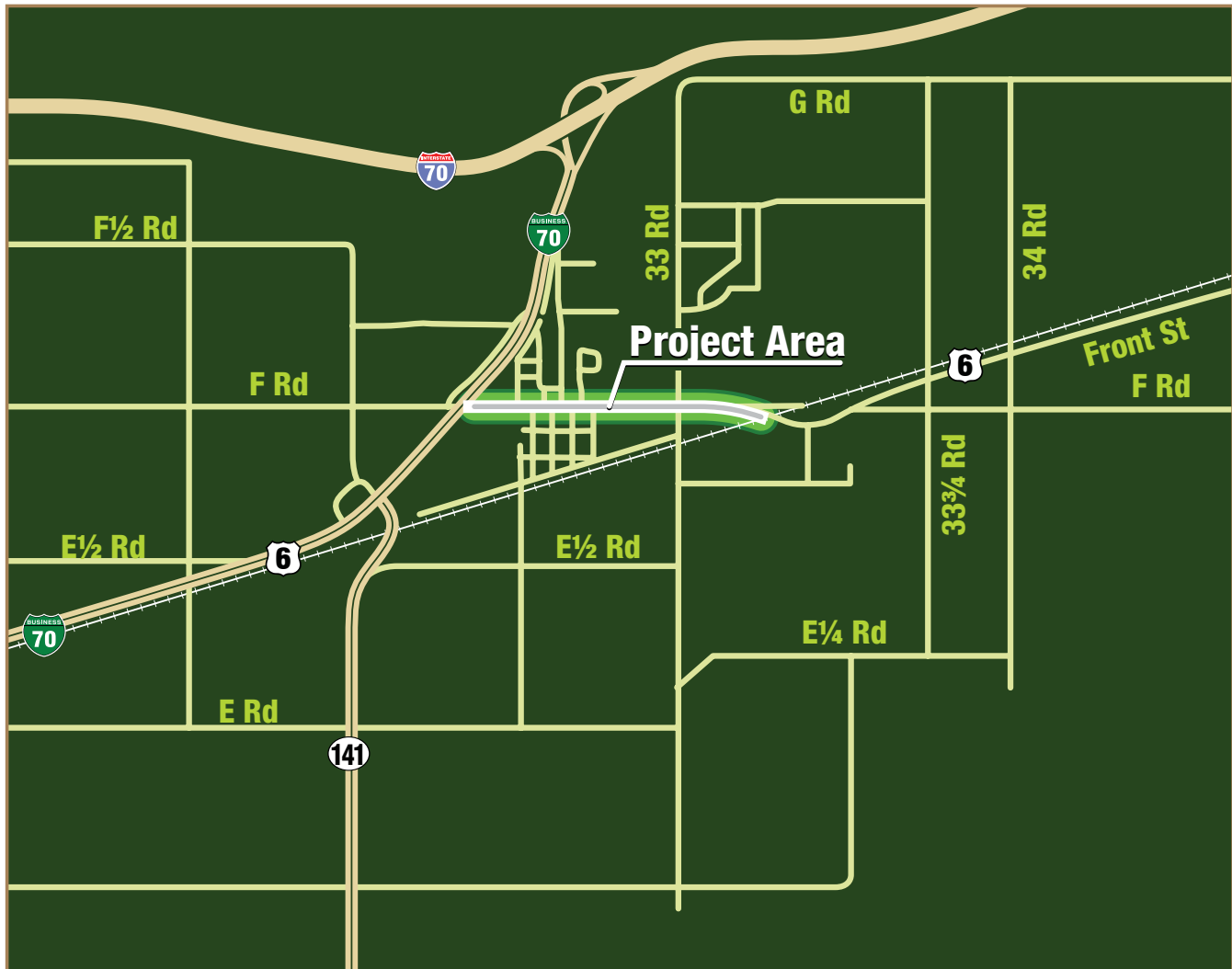
US 6 Segment	Daily Traffic Volume (2008)	Daily Traffic Volume (2035)	% Increase
I-70 B to 2 <sup>nd</sup> Street	18,000	49,000	170%
2 <sup>nd</sup> Street to 33 Road	12,500	39,000	210%
East of 33 Road	9,060	19,000	110%

2008 Daily Traffic Volume Source: CDOT  
 2035 Daily Traffic Volume Source: Mesa County

- One of the best ways to keep US 6 safe and efficient is to manage the location and design of access points

# Study Area Map

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.



# US 6 Existing 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*

## Access Conditions:

- Study area contains 44 access points
- No accesses currently have turning restrictions of any kind
- Access points are 32% roads (public streets and alleys) and 68% driveways

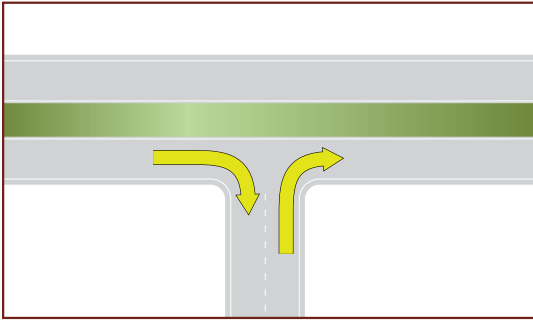
# Why Have an Access Management Plan?

**Without an access management plan residents, property owners, and businesses could experience:**

- Greater number of crashes involving vehicles and/or pedestrians
- Increased traffic congestion, resulting in higher levels of pollution and more delays
- A loss of visual appeal along the roadway
- A difficult driving experience due to driveway clutter
- Customers doing business on a highway with a better driving experience

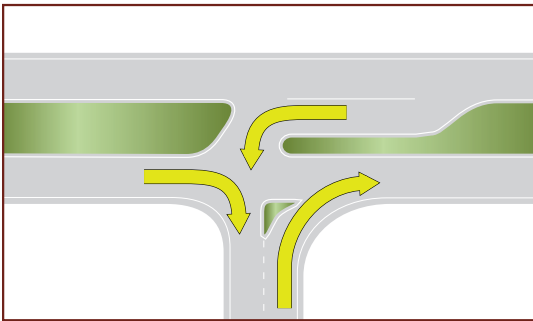
# Types of Access

## 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

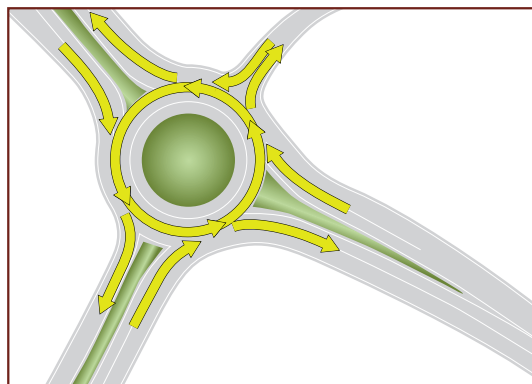
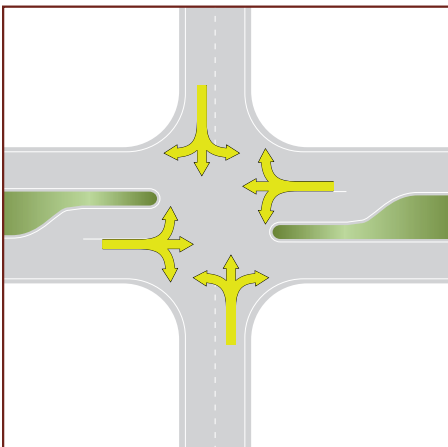
## 3/4 Movement



- 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

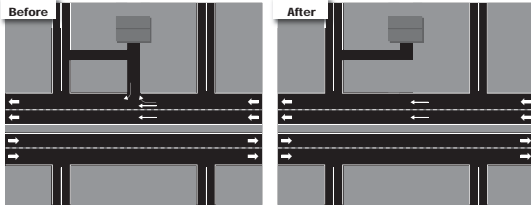
## Full Movement

- All movements in all directions are allowed



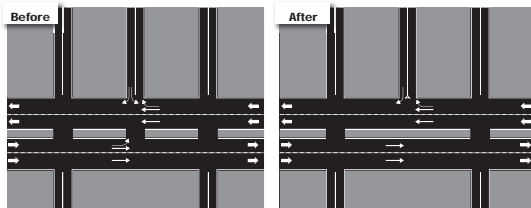
# Access Management Methods

## Access Elimination



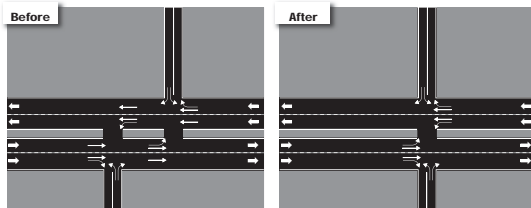
- Access to local properties through secondary roadways
- Consolidate number of access locations where vehicles may enter or exit highway
- Reduce the number of conflict points

## Access Conversion with Median Treatment



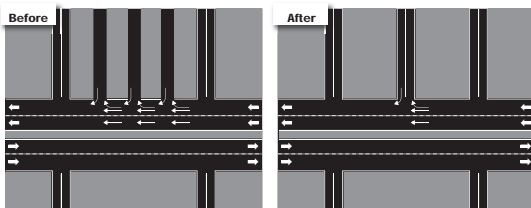
- Eliminate some or all turning movements
- Reduce the number of conflicts between left turning vehicles and through vehicles on the highway

## 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

Location of potential future traffic signals will be established as part of the Access Management Plan

# Access Management Plan Process

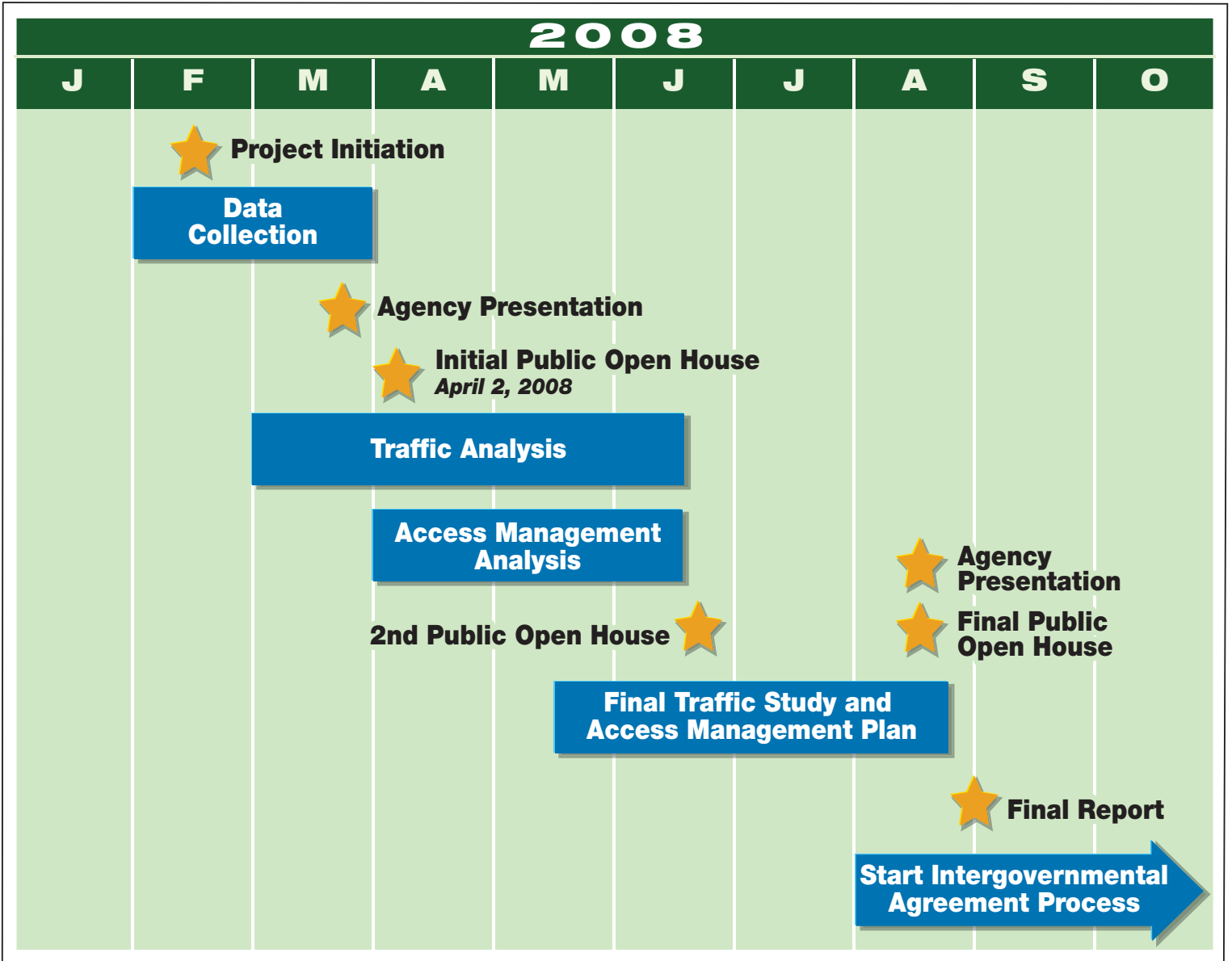
- Conduct the study
- Propose improvements based on study findings and public input
- Accept the final plan
- Prepare an Intergovernmental Agreement between CDOT and Mesa County
- Specify how elements of the plan can be changed in the future, if necessary
- Sign the Intergovernmental Agreement and adopt 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

# Plan Implementation

- Access Management Plan is a long range vision for US 6
- 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



# Study Timeline





# Stay Involved

- Complete a comment form
- Attend future public meetings and workshops
- Contact the study team:

**US 6-Clifton Access Management Plan  
c/o David Sprague**

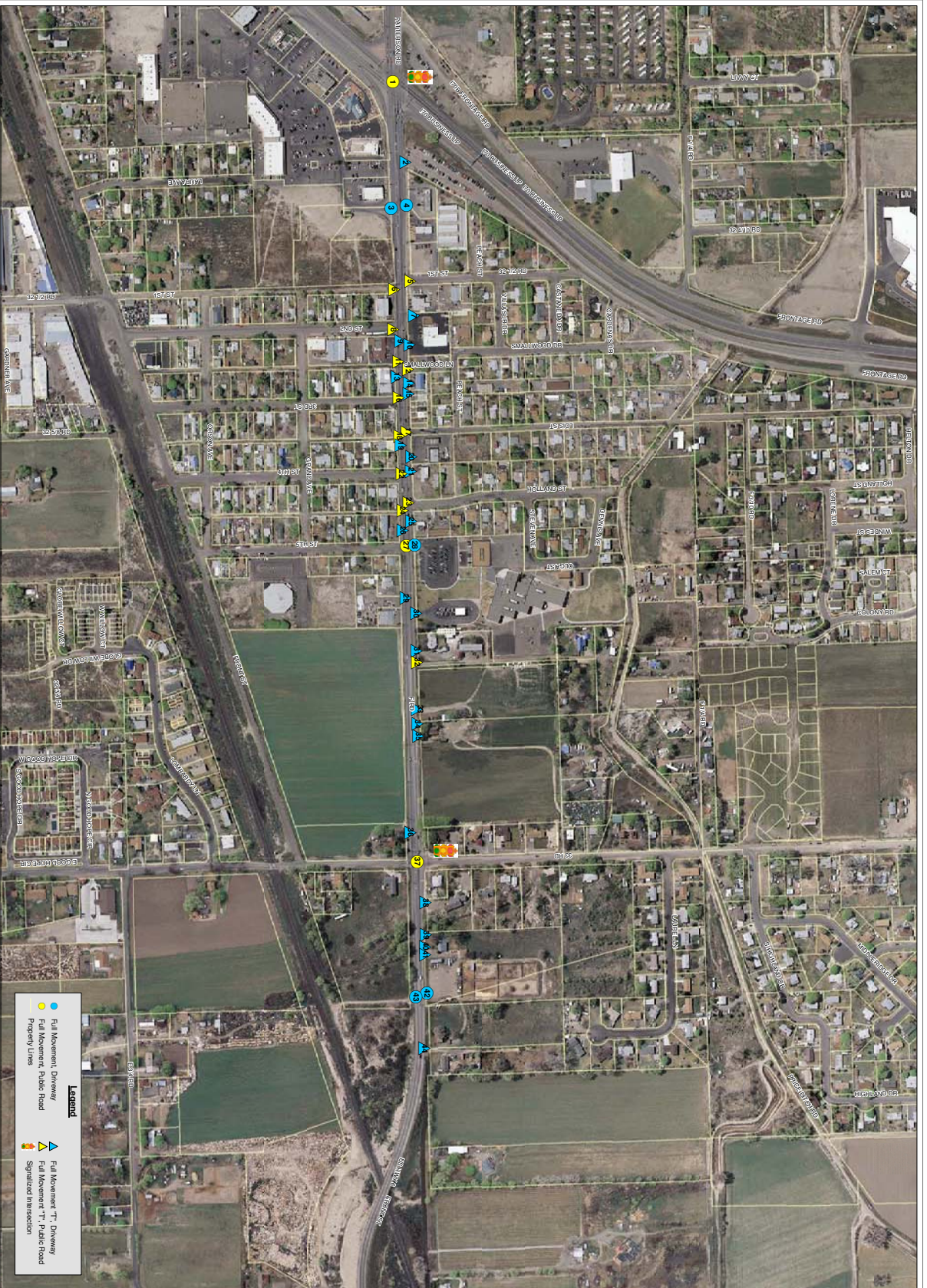
**Consultant Project Manager  
PBS&J**

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

**800-497-5529**

- Visit the study Web site:  
**[www.dot.state.co.us/us6clifton/](http://www.dot.state.co.us/us6clifton/)**

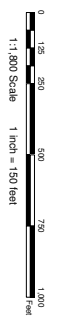




- Legend**
- Full Movement Driveway
  - Full Movement Public Road
  - ▲ Property Lines
  - ▲ Full Movement "T" Driveway
  - ▲ Full Movement "T" Public Road
  - ▲ Signalized Intersection



### Access Management Plan Existing Access Locations



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## **Appendix C: Public Notification**

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

**Wednesday  
April 2, 2008**

**Anytime from  
5:00 – 8:00 p.m.**

**Clifton  
Elementary School  
3276 F Road**

## **You're invited to an Open House for the US 6-Clifton Access Management Plan**

Your involvement will help us develop a successful Access Management Plan. At this upcoming Open House you can:

- Meet the study team
- Find out the study's purpose, process, and schedule
- Learn about the methods and benefits of access management

**Public input is welcomed and encouraged.**

Learn more at [www.dot.state.co.us/us6clifton](http://www.dot.state.co.us/us6clifton) or contact:

Zane Znamenacek, P.E.  
Operations and Permit Engineer  
Colorado Department of Transportation, Region 3  
222 South 6th St., Rm. 100  
Grand Junction, CO 81501  
970-683-6278



We are studying your  
**Access** to US 6 in Clifton!

**Open House**  
**Wednesday**  
**April 2, 2008**

Anytime from 5-8pm  
Clifton Elementary School

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

## US 6 - Clifton Access Management Plan

### Welcome!

Click [here](#) for information about our recently-held Open House.

US 6 is an important resource for the communities of Clifton, Palisade, and Grand Junction. Traffic volumes on US 6 are projected to significantly increase in the future. One of the best ways to keep the highway safe and efficient is to manage the location and design of intersections and driveways (access points).

The US 6 - Clifton Access Management Plan will assess the existing and proposed access points along US 6 within the [study area](#), and make recommendations for changes if appropriate. Additional information about the plan is available on our [Project Overview](#) page. You can also learn more about the plan on our [Frequently Asked Questions](#) page.

[Study partners](#) include CDOT and Mesa County.

Your input will help us create an access management plan for US 6 that benefits the residents, businesses and commuters that rely on this important roadway. The [Public Involvement](#) page contains information on how you can participate in the plan.

We look forward to your involvement. Please [contact us](#) with any questions, comments, or concerns.

[Main](#)

[Project Overview](#)

[Study Area](#)

[Project Partners](#)

[Public Involvement](#)

[Press Room](#)

[FAQs](#)

[Contact Us](#)



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| [Contact](#) | [CDOT Home](#) |



# You are invited to the 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 plan will assess all existing and proposed intersections and driveways along the highway and, if appropriate, make recommendations for changes.

At the open house you'll meet the study team, find out the study's purpose, process, and schedule, and learn about the methods and benefits of access management.

**Open House**

**Wednesday April 2, 2008**  
Anytime from 5:00 – 8:00 p.m.

**Clifton Elementary School**  
3276 F Road



**Learn more at [www.dot.state.co.us/us6clifton/](http://www.dot.state.co.us/us6clifton/) or contact:**

Zane Znamenacek, P.E., Operations and Permit Engineer  
Colorado Department of Transportation, Region 3  
[zane.znamenacek@dot.state.co.us](mailto:zane.znamenacek@dot.state.co.us) • 970-683-6278

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





News From  
**The Colorado Department  
Of Transportation**



[www.dot.state.co.us](http://www.dot.state.co.us)

**March 19, 2008**

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

**PUBLIC INVITED TO 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 an 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 open house will be held Wednesday, April 2, 2008 at Clifton Elementary School, located at 3276 F Road in Clifton. People can attend anytime between 5:00 p.m. and 8:00 p.m. Representatives from CDOT, Mesa County, and their consultant, PBS&J, will be available to address questions or concerns about the plan. The US 6-Clifton Access Management Plan will assess all existing and proposed intersections and driveways along the highway and, if appropriate, make recommendations for changes. Informational boards explaining the plan's goals and objectives, and overall access management concepts, will be on display at the meeting. Additional information is available on the project Web site: <http://www.dot.state.co.us/US6Clifton/>

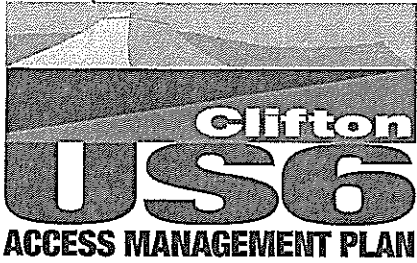
Reasonable accommodations will be provided for persons with disabilities. Please call Ryan Adams at PBS&J, (800) 497-5529, if you require such assistance.

###

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**Appendix D: Comments Received**

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US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name R. Hand Wagner

Address 3274 7 1/2 Rd  
Clifton, CO

Phone/E-mail \_\_\_\_\_

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

Need some more work

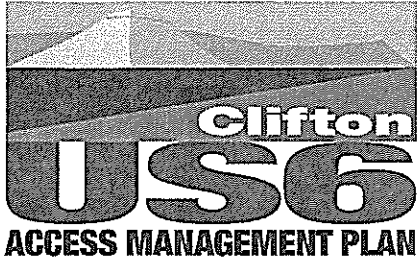
2. Do you own property with direct access to US 6? Yes  No   
If yes, please provide the property address(es) (if different than above): \_\_\_\_\_

3. Where do you access US 6? Lois St

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

5. How did you hear about this meeting? Read in paper or TV

6. Please tell us how we can improve the information presented and the best way to keep you informed. \_\_\_\_\_



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: \_\_\_\_\_

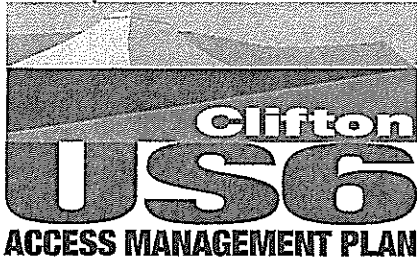
*Need light on hors st*

**For more information, contact:**

US 6 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

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name Matt Leiker

Address 659 Colony Ct  
Clifton, CO 81500

Phone/E-mail

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

Overall traffic is too congested through out the whole area. Widening the road to four lanes with a turning lane would releave a lot of it. Also patrolling the area would ~~bring da~~ bring da the ammount of people speeding.

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

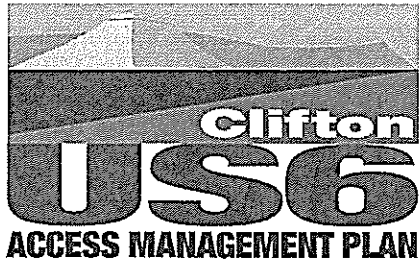
If yes, please provide the property address(es) (if different than above):

3. Where do you access US 6? from lois and from the Peachtree Plaza

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? through the mail

6. Please tell us how we can improve the information presented and the best way to keep you informed.



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: \_\_\_\_\_

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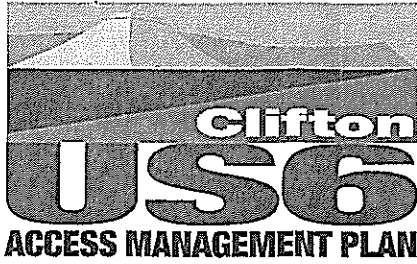
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**For more information, contact:**

US 6 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

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name FRANK MAZZIOTTA

Address 3303 LAUREL LANE  
CLIFTON

Phone/E-mail FRANKM11@MSN.COM

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

FRONT STREET NEEDS TO BE RECONNECTED TO I70B

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):

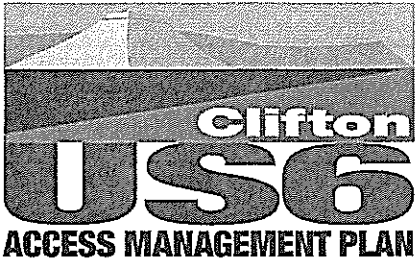
3. Where do you access US 6? 33<sup>RD</sup> & 6

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

5. How did you hear about this meeting? POSTCARD

6. Please tell us how we can improve the information presented and the best way to keep you informed.

POSTCARD WAS FINE



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: - TOO EARLY TO COMMENT.  
- IN ADDITION TO POST CARD, ANNOUNCEMENT ON  
LOCAL TV STATIONS WOULD BE GREAT

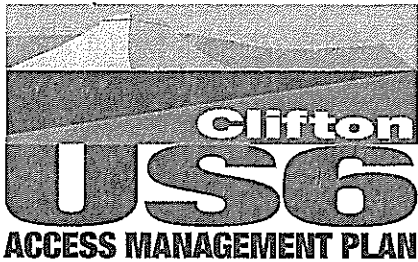
**For more information, contact:**

US 6 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

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name Cynthia Thompson

Address 3408 G Rd  
Clifton 81520

Phone/E-mail COOKIE3408@yahoo.com

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

good plan - goals identified - easy to follow - funding? when will that happen? How can it be fast-tracked? How to better inform public of next meeting?

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):

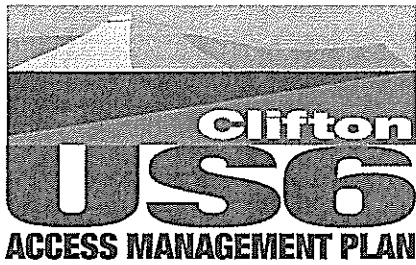
3. Where do you access US 6? 34 Road or 33 3/4 Road

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? Daily Sentinel Adv

6. Please tell us how we can improve the information presented and the best way to keep you informed.

good presentation  
explain how long "long range plan" actually is  
OVER →  
& what voters can do to speed it up



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: \_\_\_\_\_

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**For more information, contact:**

US 6 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

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name Chuck Shepard

Address PO Box 1525  
Clifton Co

Phone/E-mail 270 5807 chuck@shepardenterprises.com

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

Needs to be more traffic friendly

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? Rattlersome

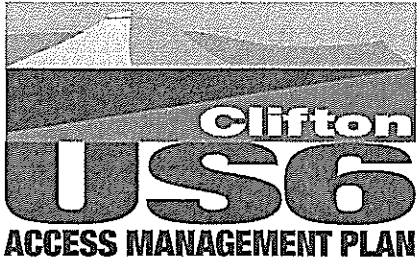
4. How often do you drive the US 6 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1<sup>st</sup> time

5. How did you hear about this meeting? TU KGET

6. Please tell us how we can improve the information presented and the best way to keep you informed.

add access lanes on both sides for business, through traffic thru middle

OVER →



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: \_\_\_\_\_

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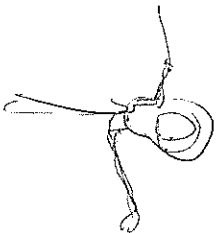
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**For more information, contact:**

US 6 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

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name Lori Goodson

Address 3395 F1/2nd  
Clifton CO 81520

Phone/E-mail 434-7933

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

A lot of traffic most times of the day.

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

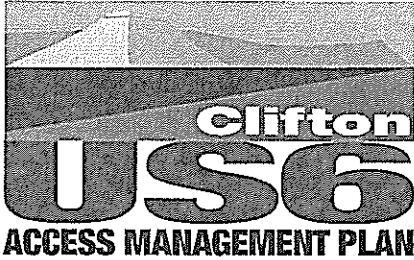
If yes, please provide the property address(es) (if different than above): \_\_\_\_\_

3. Where do you access US 6? From 33 rd.

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

5. How did you hear about this meeting? mail

6. Please tell us how we can improve the information presented and the best way to keep you informed. mail



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: I think lights at some intersections,  
By the Post office.  
I think if you make it 4 lanes it  
would become a raceway just like 32nd  
is.  
A back access from Peach tree shopping  
center would help.

**For more information, contact:**

US 6 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

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name Bonnie Richards

Address 204 4th St  
Clifton, CO

Phone/E-mail 523-7662 michael.richards@bresnan.net

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

*\* Westbound*  
Limit # of access points  
Install stoplights @ remaining access points  
Route some traffic N on 33 & W on F 1/2 to an  
improved intersection by the Budweiser facility  
Route some traffic to Front St, under 32 Rd to  
I-70 B  
Do not allow any parking for businesses in study  
area on Hwy 6

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

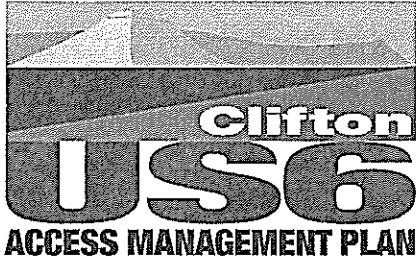
If yes, please provide the property address(es) (if different than above): \_\_\_\_\_

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 1<sup>st</sup> time

5. How did you hear about this meeting? postcard

6. Please tell us how we can improve the information presented and the best way to keep you informed. \_\_\_\_\_



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: \_\_\_\_\_

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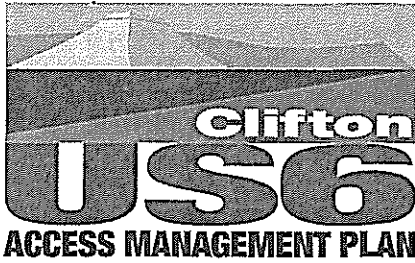
**For more information, contact:**

US 6 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

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name C. Arnold

Address \_\_\_\_\_

Phone/E-mail \_\_\_\_\_

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

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\_\_\_\_\_

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? Patterson (F)

\_\_\_\_\_

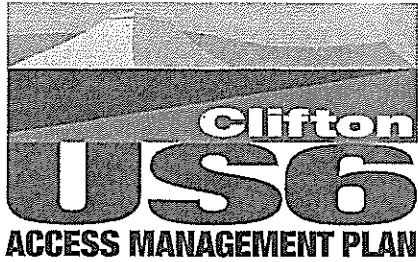
4. How often do you drive the US 6 corridor? (circle one)  Daily  Weekly  Monthly  Rarely This was my 1<sup>st</sup> time

5. How did you hear about this meeting? E mail

6. Please tell us how we can improve the information presented and the best way to keep you informed. \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

OVER →



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: \_\_\_\_\_

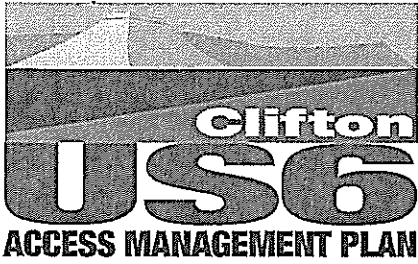
Good Project

**For more information, contact:**

US 6 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

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name Kim K Mawhiner

Address 674 33 road -

Phone/E-mail KKMboo@gmail.com

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

single access from North and South Clifton equals one stop light between I-70 B and 33 road

move post office

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): \_\_\_\_\_

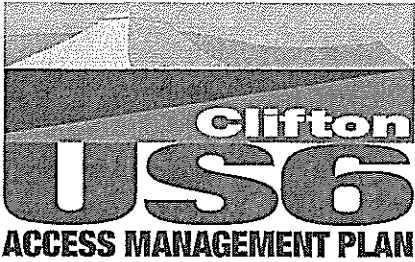
3. Where do you access US 6? 33 road

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

5. How did you hear about this meeting? mail

6. Please tell us how we can improve the information presented and the best way to keep you informed.

your doing fine - Direct mail and email -



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments:

pedestrian friendly would be  
a good thing - fewer access points  
between 33rd and I-70.

**For more information, contact:**

US 6 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

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name Bob K. Allsage

Address 2395th st  
Clifton Colo

Phone/E-mail \_\_\_\_\_

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

would improve access  
the corridor

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

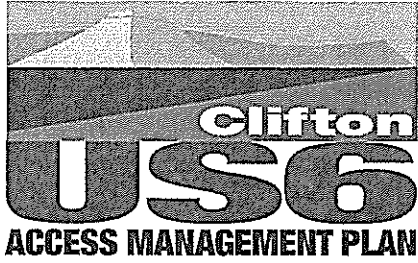
If yes, please provide the property address(es) (if different than above): \_\_\_\_\_

3. Where do you access US 6? North end of 5th st

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

5. How did you hear about this meeting? mail

6. Please tell us how we can improve the information presented and the best way to keep you informed. mail



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: \_\_\_\_\_

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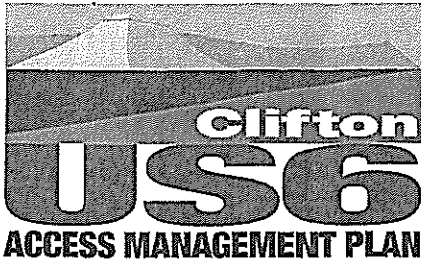
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# THANK YOU FOR YOUR PARTICIPATION



US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name Bud Thompson
Address 570 33 Road

Phone/E-mail bud.thompson@mesacounty.us

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

With 44 access points in the study area, it does appear that elimination of some of them would be a high priority. Use of Front Street to carry traffic between the east end of the study area and 32 Road appears to be a viable alternate route to relieve traffic count on US 6 in the study area.

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

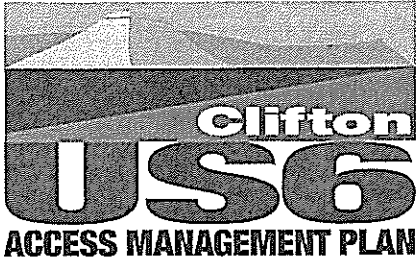
If yes, please provide the property address(es) (if different than above):

3. Where do you access US 6? 33 Road

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? Mesa County email

6. Please tell us how we can improve the information presented and the best way to keep you informed. Your website is most informative and seems to be an effective way to keep us informed



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: \_\_\_\_\_

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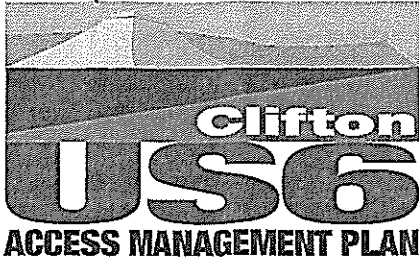
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US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name Heather Oneil

Address 159 Colony et

Clifton CO 81520 h.oneil@bresnan.net

Phone/E-mail 970 20-1208 ahitech@bresnan.net

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

I think its extremely congested I try and walk to work and have a hard time crossing the street. Same if I drive. If very difficult at all times of the day.

Heather Oneil

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): We own a business as well in the Peachtree shopping center

3. Where do you access US 6? See back - we try to <sup>avoid</sup> access by using the business loop via frontage road but tod dangerous

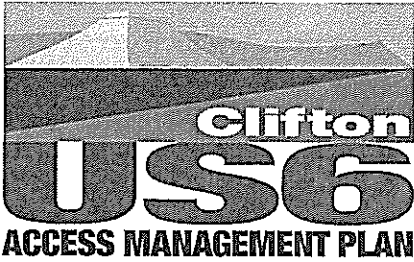
4. How often do you drive the US 6 corridor? (circle one) Daily Weekly Monthly Rarely This was my 1<sup>st</sup> time

5. How did you hear about this meeting? Postcard via mail

6. Please tell us how we can improve the information presented and the best way to keep you informed.

Have a set time when you explain everything, instead of having to stand around for ever waiting for the previous 5 conversations to finish to find out whats going on. More structure. OTHERWISE great job on everything esp. visuals! Thx

OVER →



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

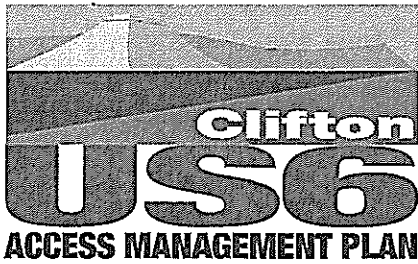
Additional comments: We recently built a house at 659 colony ct. and we use the frontage rd to access I-70 B. If there was a turning lane into the frontage road after exiting off I-70 B - we wouldn't have to drive down to us6 and turn left in Lois and in - therefore reducing traffic. When we try to turn without a turn lane - several times have we and my neighbors almost been rear-ended so - please include a turn lane after the I-70 exit onto the frontage road close to ~~F 1/2 rd~~ F 1/2 rd

For more information, contact:

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

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# THANK YOU FOR YOUR PARTICIPATION



US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name R. Webb

Address 2970 1/2 Cedar

Phone/E-mail \_\_\_\_\_

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

I am more interested in to/from access to Peachtree center. Plans being formulated are acceptable.

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

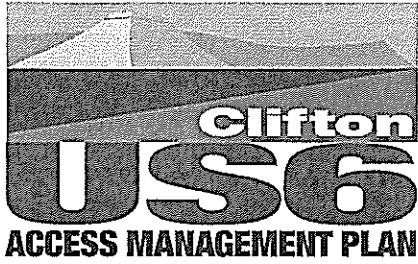
If yes, please provide the property address(es) (if different than above): \_\_\_\_\_

3. Where do you access US 6? at I-70 B

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

5. How did you hear about this meeting? paper

6. Please tell us how we can improve the information presented and the best way to keep you informed. \_\_\_\_\_



## US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: \_\_\_\_\_

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US 6 - Clifton Access Management Plan

Public Open House #1 Comment Form

Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Name Kent Brumbaek

Address 3319 E 31/4 RD  
CLIFTON

Phone/E-mail (34.454)

1. What are your overall thoughts about access to/from US 6 between the I-70 Business Loop and the railroad viaduct east of 33 Road?

EAST OF 33 ROAD - THE CDOT PROPERTY THAT HAS ACCESS TO E 31/4 NEEDS CONSIDERATION = CHANGES TO THE ROAD THROUGH CLIFTON MAY INCREASE TRAFFIC ON THIS ROAD. MAINTENANCE HAS BEEN MINIMAL - DUE TO THE FACT (I ASSUME) IT IS NOT MESA COUNTY PROPERTY. I RECOMEND

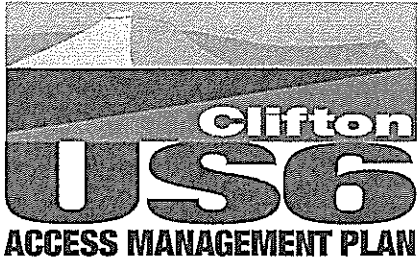
2. Do you own property with direct access to US 6? Yes (No) THAT THIS ROAD BE DELETED.  
If yes, please provide the property address(es) (if different than above):

3. Where do you access US 6? 33 ROAD

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? MAILING.

6. Please tell us how we can improve the information presented and the best way to keep you informed. PUBLIC INFORMATION - NEWS, MAILINGS E-MAIL, RADIO. STANDARD ADVERTISING



## US 6 - Clifton Access Management Plan

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Wednesday, April 2, 2008 • 5:00-8:00 P.M.

Clifton Elementary School

Additional comments: \_\_\_\_\_

None

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