

Appendix C14.

Right-of-Way





C14. Right-of-Way Technical Memorandum

July 2023

Project Number: NHPP 006A-06

Subaccount Number: 22922

The following project information can be found in **Attachment A Project Information**:

- Introduction and Background
- Project Study Area
- Purpose and Need
- Proposed Action Description

Legislation and Guidance

The following are regulations and certifications applicable to residential and business right-of-way (ROW) and relocations for transportation projects:

- FHWA Technical Advisory T6640.8a Guidance for Preparing and Processing Environmental and Section 4(f) Documents: In any NEPA document, the relocation information should be summarized in sufficient detail to adequately explain the relocation situation, including anticipated problems and proposed solutions for all alternatives.
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 100-17): "establishes a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance."
- FHWA's Environmental Impact and Related Procedures (23 CFR 771): Provides direction for FHWA on implementing NEPA.

Methodology

Existing ROW and potential property impacts were analyzed using surveyed ROW and parcel boundaries and the construction limits for the Proposed Action. Impacts were determined using preliminary design plans dated June 2023 and are subject to updates during final design.



Existing Conditions

Existing roadway ROW widths in the project study area range from approximately 57 to 293 feet as shown in [Table 1](#). For the Vasquez Boulevard ROW, the southern and northern ends of the study area are the widest, narrowing towards the middle of the study area. The widths include the paved roadway surface and additional CDOT-owned land beyond the edge of pavement. Properties adjacent to roadways in the study area are in both public and private ownership.

Table 1. Existing ROW Widths in the Study Area

Roadway	Average Width
Vasquez Blvd (encompassing Dexter Street, Dahlia Street, and Highway 2)	293 feet
60 th Avenue	72 feet
62 nd Avenue	60 feet
Clermont Street	57 feet
Parkway Drive	80 feet

Impacts

No ACTION

Under the No Action, no ROW acquisition, residential or business relocations, or permanent or temporary easements would occur.

PROPOSED ACTION

Based on preliminary design plans in June 2023, 23 adjacent private properties will be impacted by ROW needs for the Proposed Action. Across the 23 impacted properties, approximately 5.21 acres of ROW acquisition, 0.01 acre of permanent easement, and 2.32 acres of temporary easement is required. The full acquisition of any properties is not required and no residential or business relocations would occur. The partial-property acquisitions would only be from commercial properties without any building acquisitions. A summary of each impacted property and the approximate ROW area needed are shown in [Table 2](#) below and depicted on [Figures 1 and 2](#).



Table 2. Right of Way Impacts in the Study Area

Map Number	Owner	ROW Impact Area (AC)	Permanent Easement Impact Area (AC)	Temporary Easement Impact Area (AC)
1	Crfolsom Real Estate LLC	<0.01	--	<0.01
2	Pepper Tank Company	2.18	--	0.11
3	Dexter Site LLC	0.77	--	0.06
4	4580 E 60 th Ave LLC	0.07	--	0.52
5	RARA LLC	0.02	--	0.01
				0.02
6	DCPS Real Estate Clermont LLC	<0.01	--	<0.01
7	Tiley Holding LLC	<0.01	--	0.01
		0.02		<0.01
		--		0.01
8	SDF3 4701 E 60 TH AVE LLC	0.05	0.01	0.10
9	Wendys Properties LLC	0.02	--	0.06
10	Mikhail Shawky W	0.84	--	--
11	Risas Real Estate and Equipment DBA Risas Dental	0.03	--	0.21
12	Risas Real Estate and Equipment DBA Risas Dental	0.08	--	0.03
13	Zirulnik Sandor/Burgess Trust 1/2 Int R/M Sabre Street Associates LLC 1/2 Int	0.15	--	0.05
14	The Thompson Family Trust	0.15	--	0.05
		0.02		<0.01
		<0.01		0.02
15	Murphy James P	<0.01	--	<0.01
16	Parkway Market LLC	0.04	--	0.43
17	KRF Commerce City, LLC	--	--	0.05
18	KRF Commerce City, LLC	--	--	0.14



Map Number	Owner	ROW Impact Area (AC)	Permanent Easement Impact Area (AC)	Temporary Easement Impact Area (AC)
19	KRF Commerce City, LLC	0.02	--	<0.01
				0.09
20	KRF Commerce City, LLC	--	--	0.07
21	KRF Commerce City, LLC	--	--	0.01
22	Urban Renewal Authority of Commerce City	0.63	--	0.06
				0.10
23	Greyhound Park Flats LLC	0.07	--	0.05
Total	23 ownerships	5.21	0.01	2.32

West of Vasquez Boulevard, the ROW impacts are needed for the proposed water quality ponds, new local roadways, and multimodal facilities. East of Vasquez Boulevard, the ROW impacts are needed for the intersection improvements at Vasquez Boulevard/60th Avenue and Vasquez Boulevard/62nd Avenue, and new/improved multimodal facilities.

CDOT is committed to maintaining open communication with property owners and stakeholders affected by the proposed action. Team members have contacted all owners of potentially affected properties and businesses and have met with many of these owners to explain the proposed action and understand its effect on owners' properties.



Figure 1: ROW Impacts (west of Vasquez Boulevard)

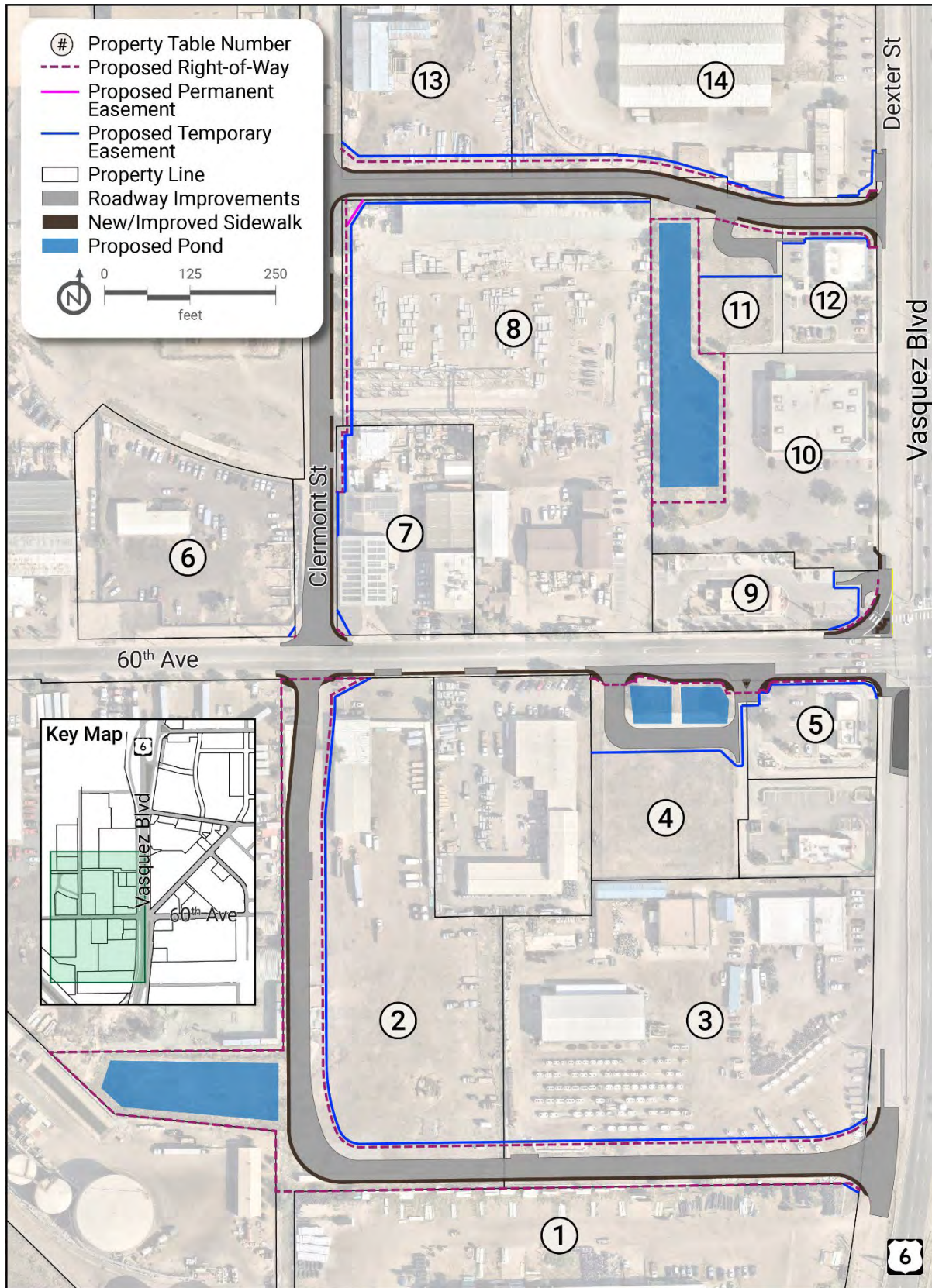
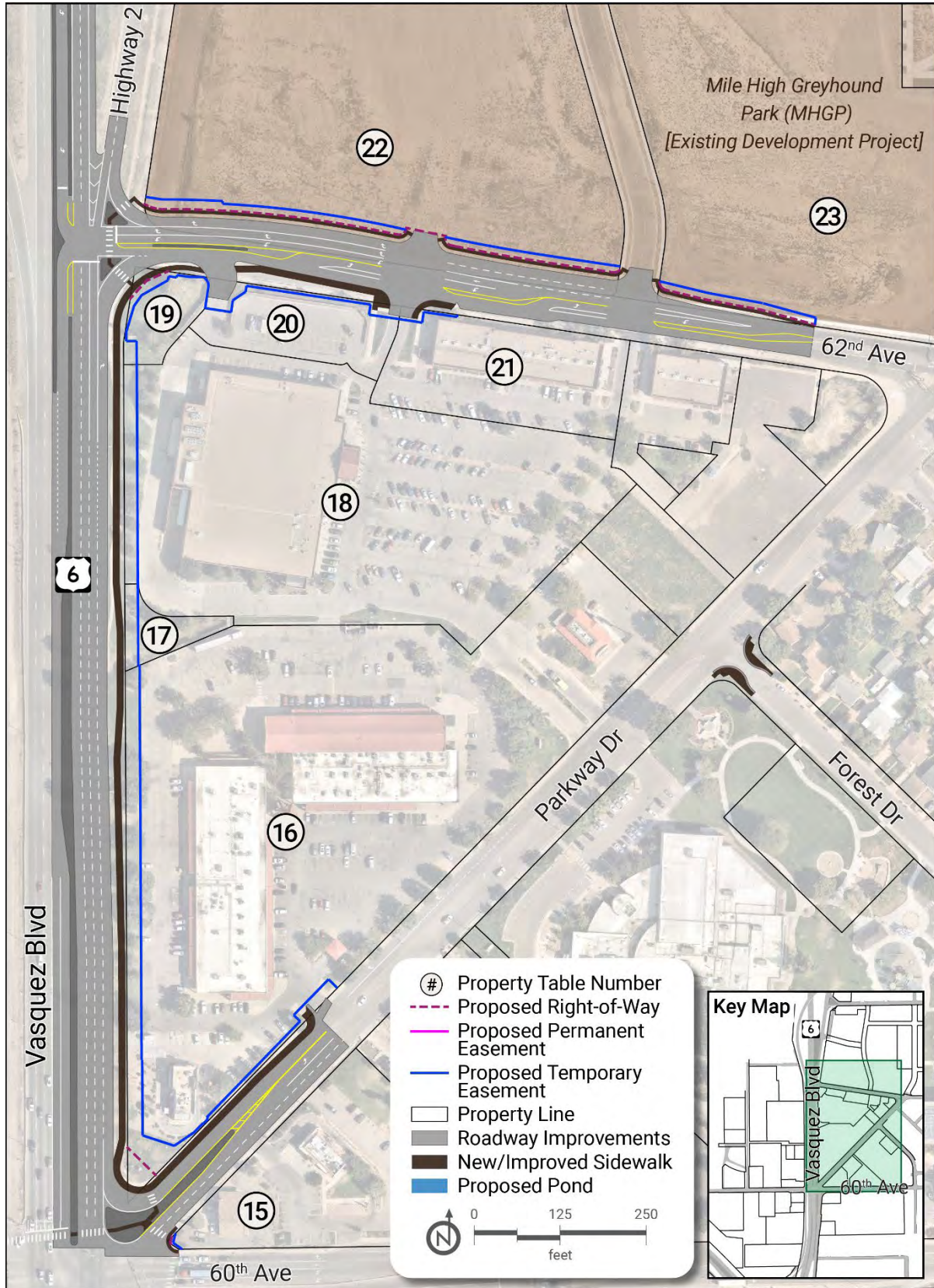




Figure 2: ROW Impacts (east of Vasquez Boulevard)



Mitigation

Mitigation measures to minimize ROW impacts caused by the Proposed Action:

- CDOT will continue to meet with and advise property owners of the acquisition process throughout project development relative to the impact on their property.
- The acquisition of any property interests will comply with state and federal requirements, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, which is a federally mandated program that applies to all acquisitions of real property or displacements of persons resulting from federal or federally assisted programs or projects. A right of way specialist will be assigned to each property owner to assist them with this process.

Attachment A.

Project Information



Attachment A:

Project Information

June 2023

Project Number: NHPP 006A-06

Subaccount number: 22922

Introduction and Background

The Vasquez Boulevard (United States Route 6 [US 6]) I-270 to 64th Avenue project (Project) is located within the limits of the City of Commerce City (Commerce City) in Adams County. The Colorado Department of Transportation (CDOT), in cooperation with the Federal Highway Administration (FHWA) and local agencies including Adams County, the City of Commerce City, City and County of Denver, Denver Regional Council of Governments (DRCOG) and the Regional Transportation District (RTD), conducted a Planning and Environmental Linkages (PEL) study in 2018. The Vasquez Boulevard PEL study provided a framework for the implementation of transportation improvements along the corridor between 52nd Avenue and 64th Avenue and along I-270 for a ½-mile north and south of the I-270/Vasquez Boulevard interchange. The Project falls within the limits of the PEL study and is now following the NEPA process to prepare an Environmental Assessment to identify a preferred alternative based on the needs identified in the PEL.

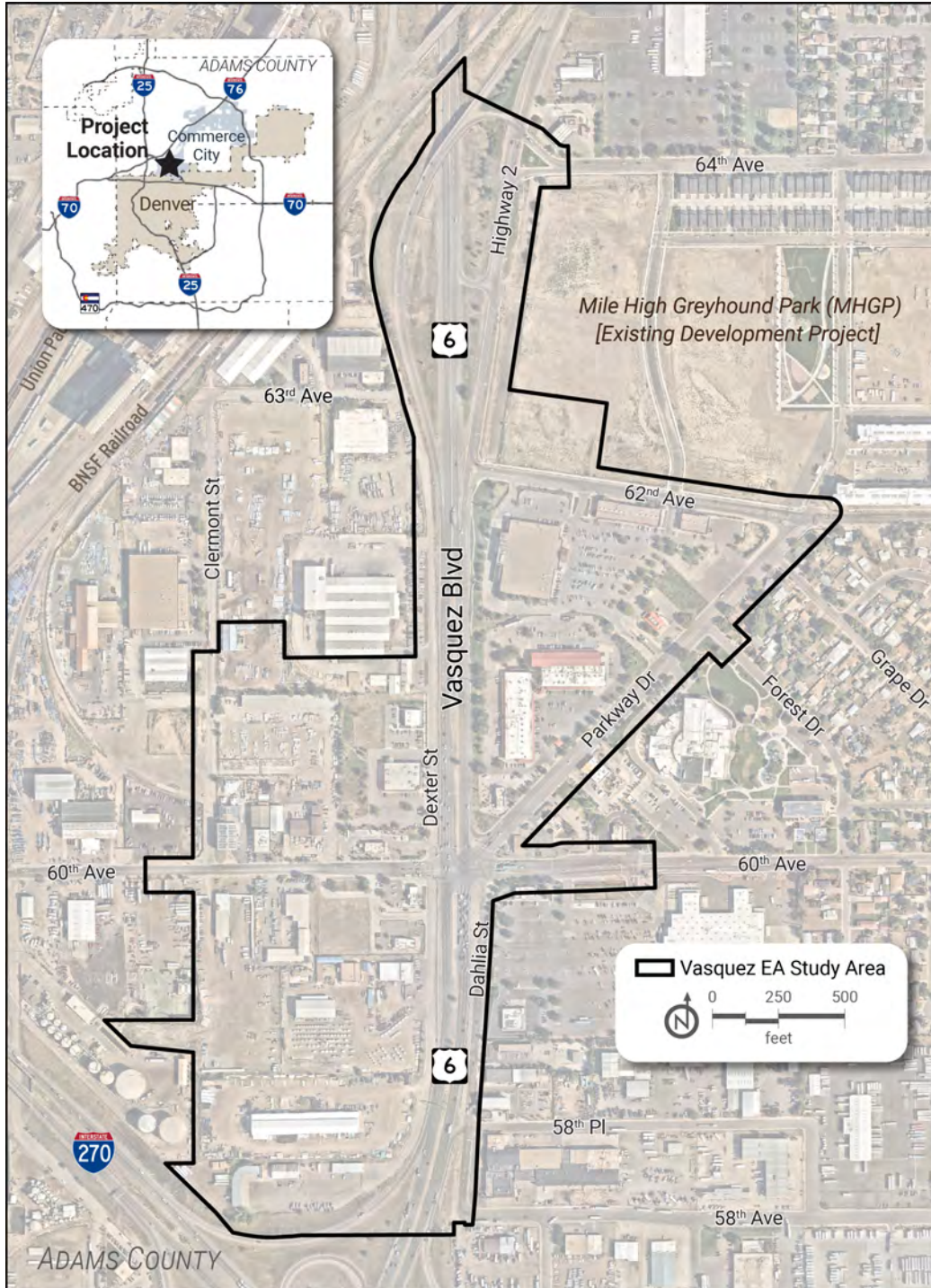
The PEL study identified long-term transportation improvements and evaluated potential projects that could be implemented with available funding as near-term improvements. Potential near-term improvements were identified to improve operations, safety, and connectivity along Vasquez Boulevard, focusing on the Vasquez Boulevard/60th Avenue and Vasquez Boulevard/62nd Avenue intersections. Transportation Improvement Program (TIP) funding, state funding and other sources were obtained for this current Project to construct these near-term improvements along Vasquez Boulevard.

Study Area

The study area extends along Vasquez Boulevard from 58th Avenue (just north of the I-270 interchange) north to the BNSF Railroad bridge. West of Vasquez Boulevard, the study area extends to Clermont Street, between the on-ramp to I-270 and just north of 60th Avenue. East of Vasquez Boulevard, the study area includes Parkway Drive, 60th Avenue and 62nd Avenue. The study area also includes proposed drainage work to an existing water quality pond within the Mile High Greyhound Park (MHGP) property at the corner of 62nd Avenue and Highway 2. Some environmental resources evaluated for the NEPA process may have a slightly different study area depending on specific resource requirements.



Figure 1: Project Study Area





Purpose and Need

The purpose of the Vasquez Boulevard I-270 to 64th Avenue Project is to address the following needs:

- improve operations for vehicles and freight;
- improve safety;
- improve multimodal connections.

Proposed Action

The Proposed Action includes improvements at the Vasquez Boulevard/60th and Vasquez Boulevard/62nd intersections, as well as the local street network and multimodal facilities, as shown in [Figure 2](#).

Vasquez Boulevard/60th Avenue

The Proposed Action includes the elements listed below for the Vasquez Boulevard/60th Avenue intersection:

- Only right turn movements to northbound Vasquez Boulevard from Parkway Drive. No access to other roads.
 - All inbound movements to Parkway Drive remain open as they exist now.
- All inbound movements from Vasquez Boulevard/60th to frontage roads remain as they exist now, but outbound movements are restricted.
 - Right turn only from southeast frontage road and all in movements allowed (all movements remain as they exist)
 - Right turn only from northwest frontage road and all in movements allowed (in movements remain as they exist)
 - No movement out from southwest frontage road and all in movements allowed (in movements remain as they exist)
- Two new local road connections to Clermont Street west of Vasquez Boulevard provide full access between frontage roads and 60th Avenue.
- Driveways on 60th Avenue, Parkway Drive and frontage roads remain as currently structures or have minor changes
- Restriping of existing crosswalks and new pedestrian refuges improve safety and accessibility of pedestrian infrastructure
- Corner curb bulb-outs would be added at the Parkway/Forest intersection as a deterrent to drivers who may think Forest Drive is an alternate route to 60th Avenue. The bulb-outs and crosswalk will provide visual indication of Forest Drive as a neighborhood street.



Vasquez Boulevard/62nd Avenue

The Proposed Action includes the elements listed below for the Vasquez Boulevard/62nd intersection:

- New traffic signal required at 62nd Avenue with the Vasquez Boulevard/60th Avenue intersection improvements to provide movements restricted from Parkway Drive to Vasquez Boulevard.
- Traffic signal provides full access to/from 62nd Avenue and Vasquez Boulevard/Highway 2.
- Southbound Highway 2 off ramp remains in existing configuration.
- Southbound traffic on Vasquez Boulevard and the Highway 2 off ramp have continuous green time without stopping at the signal for 62nd Avenue traffic.

Vasquez Boulevard Improvements

In addition to the improvements at the Vasquez Boulevard/60th Avenue and 62nd Avenue intersections, a portion of Vasquez Boulevard will be reconstructed. The southbound lanes of Vasquez Boulevard will remain as they currently exist (12-foot travel lanes; roadway width varies from 24-feet to 60-feet). Northbound Vasquez Boulevard will be widened a maximum of two feet between 60th Avenue and 62nd Avenue and a maximum of 20 feet north of 62nd Avenue, and the existing median will be modified to add left turn lanes into and out of the new 62nd Avenue intersection. A 10-foot detached multi-use path will be constructed along the eastern side of Vasquez Boulevard, between 60th Avenue and 62nd Avenue.

Local Road Connections

New local roadway connections west of Vasquez Boulevard are part of the Project to enhance the local circulation and pedestrian and bicyclist connectivity of the local street network. The new roadways are two-lane, two-way local roads with the potential for direct property driveway access as approved by Commerce City.



Figure 2: Proposed Action

