
WELCOME

to the

US 85

Planning and Environmental Linkages Study

Open House

Thank you for attending! This is an open house format. There will be no formal presentation. Please visit the project information boards and maps around the room to review the proposed solution. Project team members are available to discuss your questions and comments.

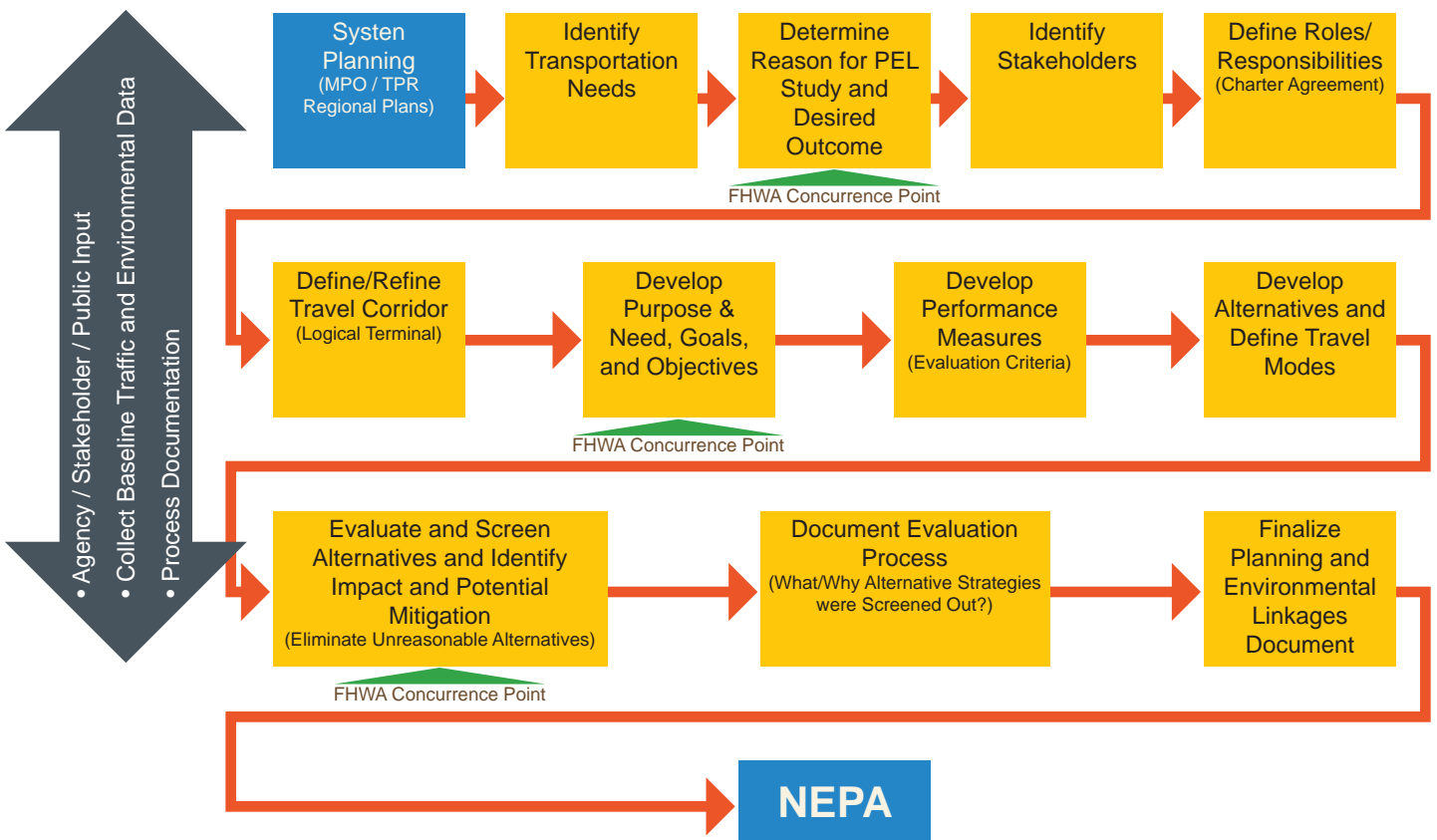


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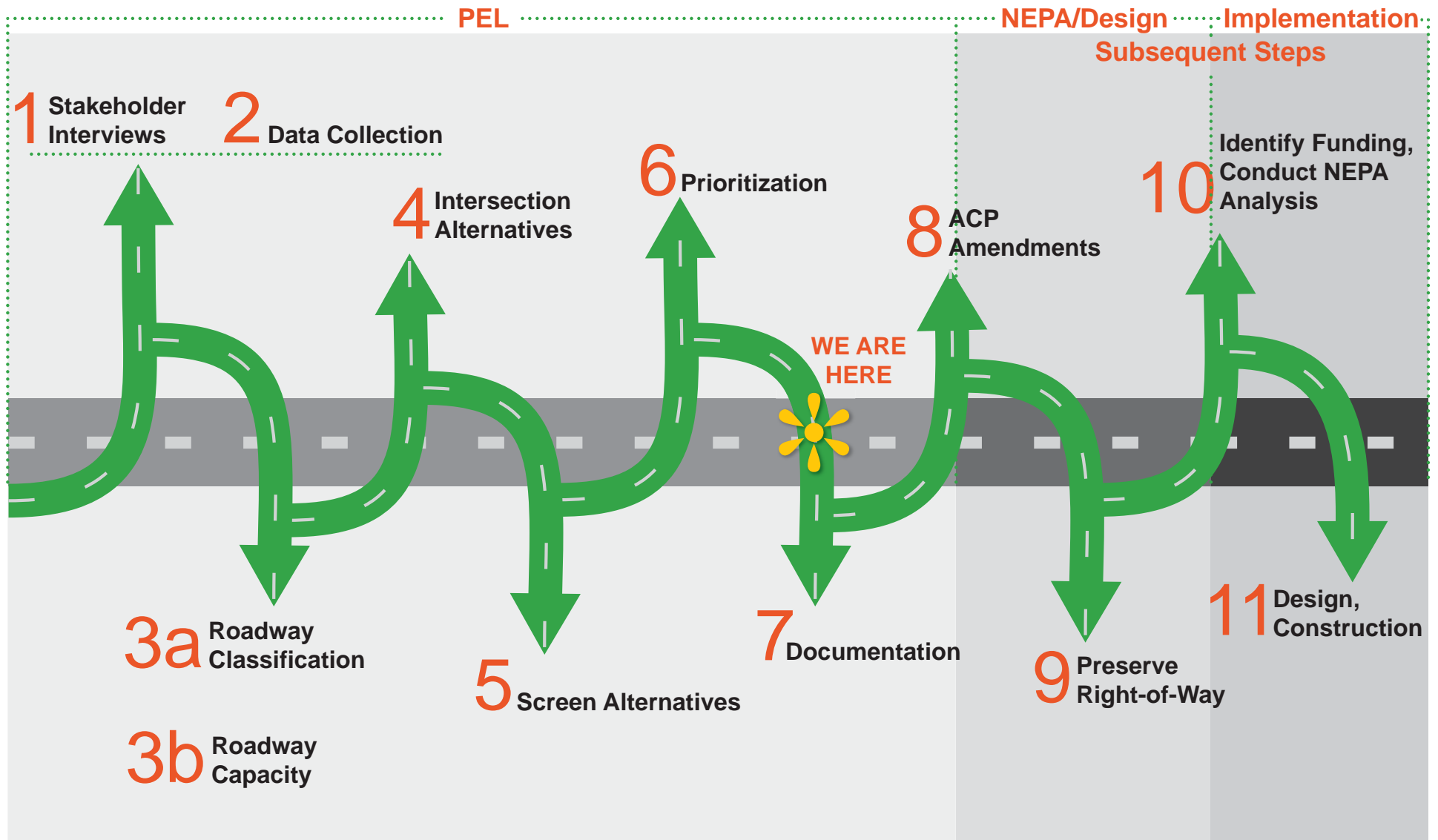
Department of
Transportation

What is a Planning and Environmental Linkages (PEL) Study?

PEL is a study process that is typically used to identify transportation issues and environmental concerns. It can be applied to make planning decisions and for planning analysis. These decisions and analyses, for example, can be used to identify and prioritize future projects, develop the purpose and need for a project, determine project size or length, and/or develop and refine a range of alternatives. PEL studies should be able to link planning to environmental issues and result in useful information that can be carried forward into the National Environmental Policy Act (NEPA) process. The adoption and use of a PEL study in the NEPA process is subject to a determination by the Federal Highway Administration (FHWA).



PEL Process Flow Chart



Purpose and Need Summary

Purpose of the Proposed Action

The purpose of transportation improvements along the US 85 corridor is to improve safety, reduce existing and future traffic congestion, provide efficient access for existing and future development, and improve mobility and connectivity for all modes of transportation that match the context of the adjacent communities.

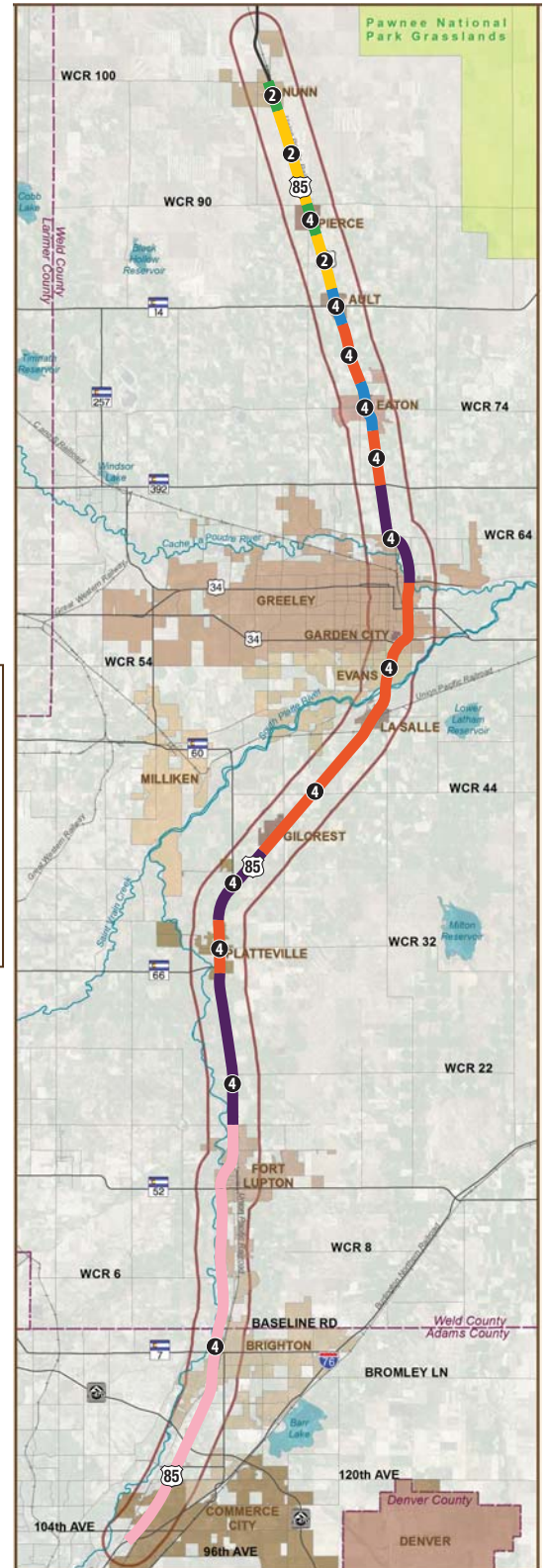
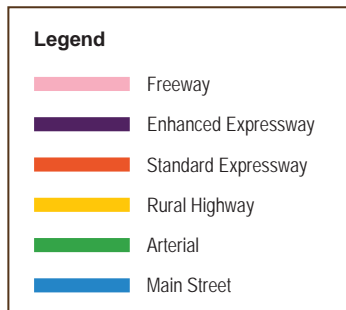
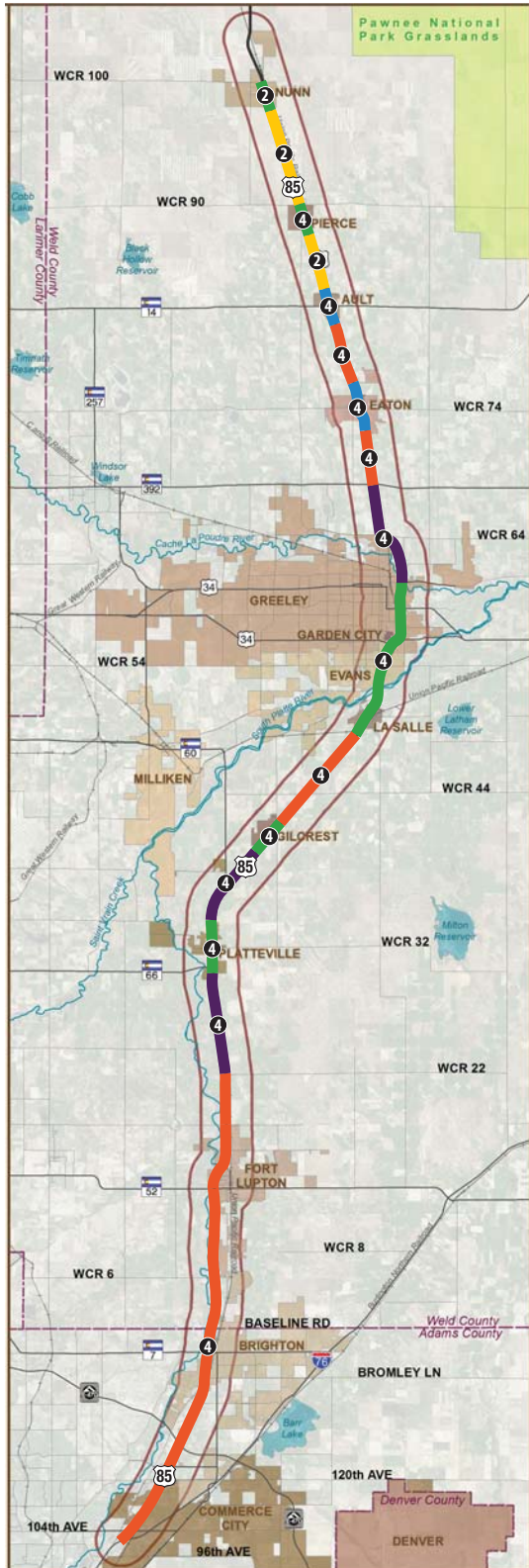
Need for Proposed Action

- ▶ **Safety Problems:** Several intersection and mainline locations along the US 85 corridor have a higher than expected number of crashes.
 - ▶ **Mobility Problems:** Traffic congestion, inadequate intersections impact the ability of people to move across and along the corridor. These conditions are expected to worsen in the future.
 - ▶ **Railroad Proximity Problems:** The close proximity of the railroad (UPRR) negatively affects US 85. Passing or standing trains restrict travel to and from the east of US 85
 - ▶ **Access Problems:** The current number, locations, and design of public roadway accesses have contributed to traffic operational and safety deficiencies along the corridor.
 - ▶ **Alternative Travel Modes Problems:** The traveling public has limited or no access to public transportation for essential human services, commuting, recreational, and other travel needs along the corridor.
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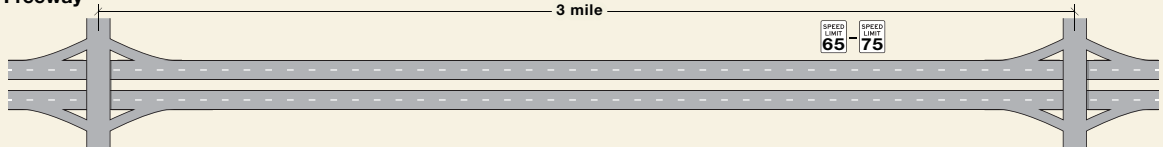
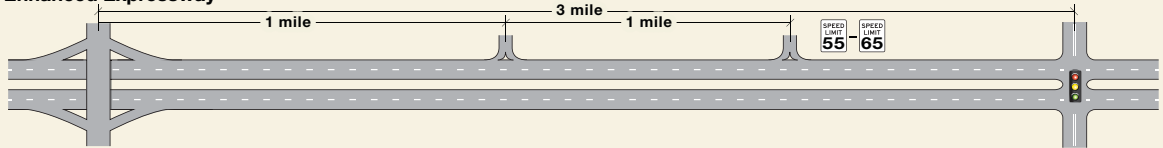
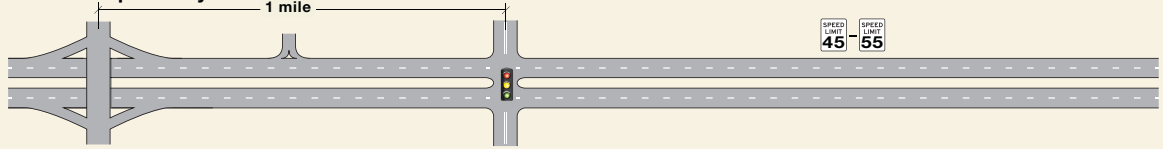
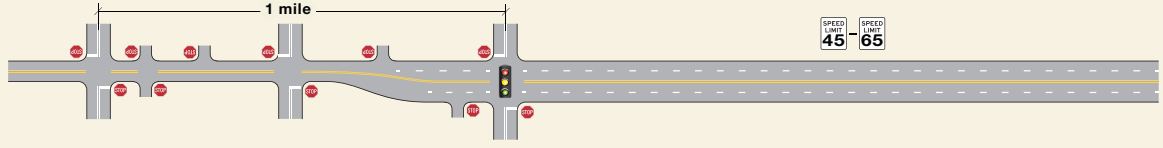
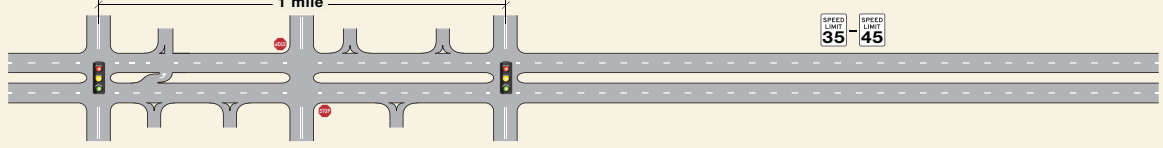
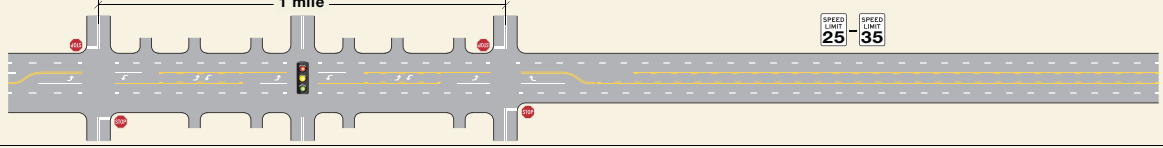
Roadway Classification Recommendations

Existing

Recommended

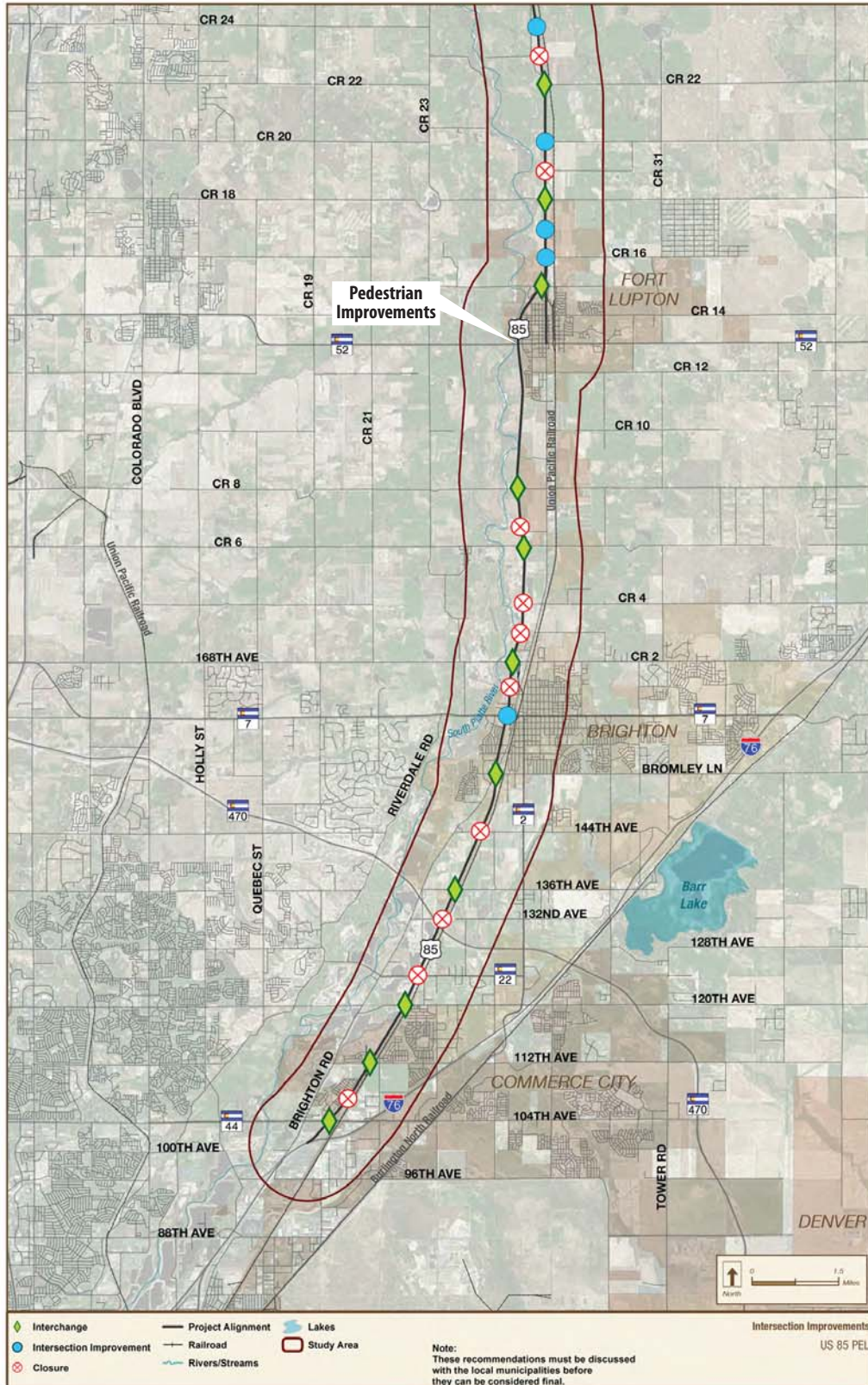


Operational Classifications

	Description	Access Spacing	Treatment Options	Multi-modal Treatments
<p>Freeway</p> 	High speed and high traffic volumes with no direct access	3 mile + desirable, 1 mile + allowable	Grade Separation, directional access	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes
<p>Enhanced Expressway</p> 	High speed and moderately high traffic volumes with limited and possible direct access, multiple lanes in each direction and separated directional travel	1 mile + for interchanges, 3 mile + for controlled intersections, with possible RIRO at half mile	Grade separation, junior interchange, signalization, partial closure (turn restrictions), Continuous Green-T, Thru Turn intersections, CFI, one-way quad	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes, pedestrian/bike crossings at signalized intersections, transit pull outs
<p>Standard Expressway</p> 	Moderately high speeds and traffic volumes with limited access, multiple lanes in each direction and separated directional travel	1 mile + for full movement, with possible RIRO at half mile	Grade separation, junior interchange, signalization, partial closure (turn restrictions), Continuous Green-T, Thru Turn intersections, CFI, one-way quad	Grade separated pedestrian/bike crossings, transit stops tied into on- and off- ramps, managed lanes, pedestrian/bike crossings at signalized intersections, transit pull outs
	Moderate to high speeds with moderate to low traffic volumes	1/2 mile + for full movement intersections with public roadways, maximum of one access per parcel (depending on other roadways that could preclude access) with shared access preferable	Signalization, two-way stop control	Pedestrian/bike crossings at signals, pedestrian/bike crossings at signalized intersections, transit pull outs
<p>Arterial Roadway</p> 	Moderate to low travel speeds and traffic volumes with moderate access	1/2 mile for full movement intersections, with possible 3/4 movement at quarter miles, and RIRO access for each parcel (should share access if possible)	Signalization, partial closure (turn restrictions), Continuous Green-T, Thru Turn intersections, CFI, two-way stop control	Pedestrian/bike crossing signals, pedestrian/bike crossings at signalized intersections, transit pull outs
<p>Main Street</p> 	Low travel speeds and traffic volumes with significant roadside development and access needs	One access per parcel (should share access if possible)	Signalization, partial closure (turn restrictions), two-way stop control	Pedestrian/bike crossing signals, marked pedestrian/bike crossing, HAWK, pedestrian/bike crossings at signalized intersections, transit pull outs

Ultimate Intersection Type Recommendations

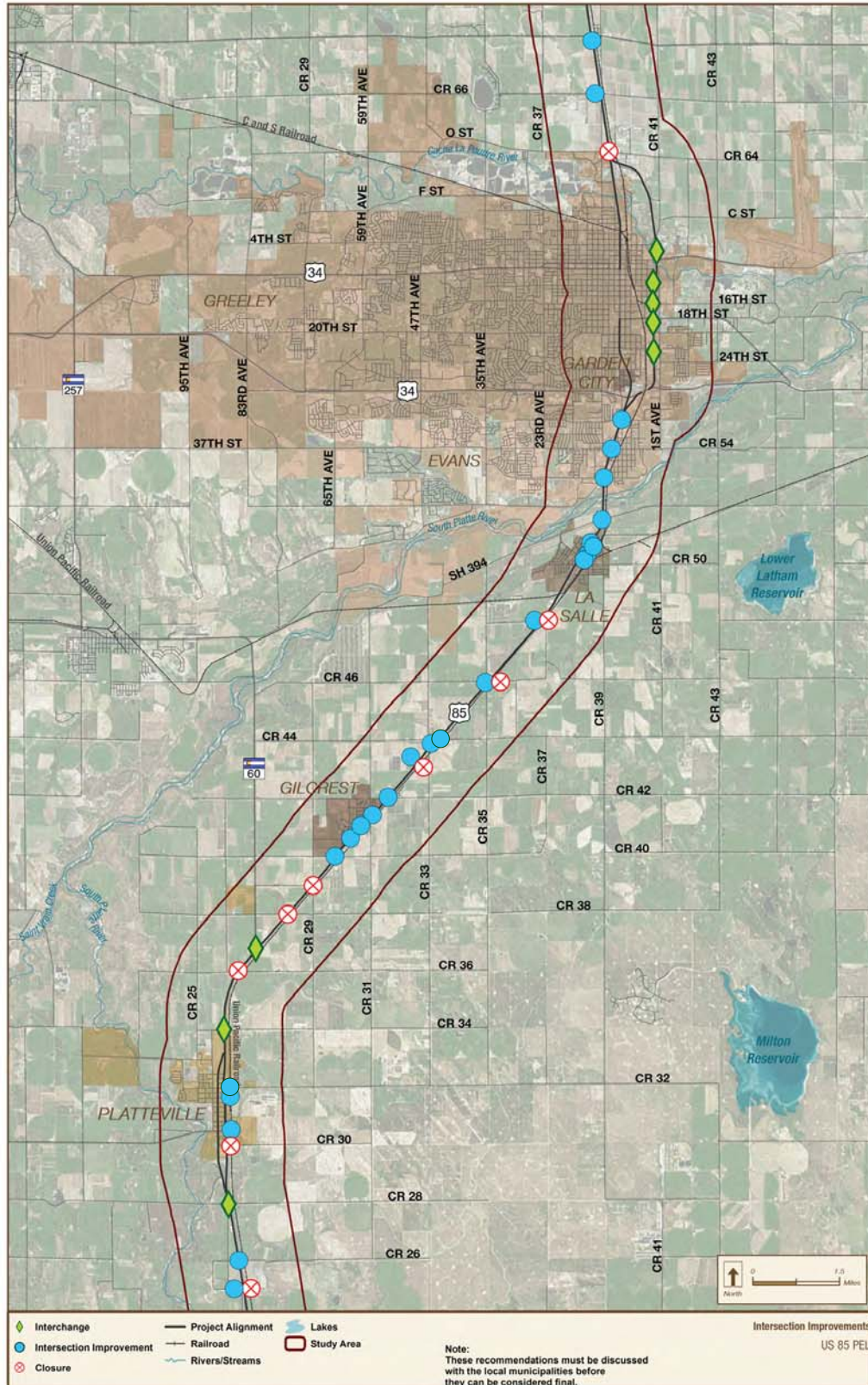
I-76 - WCR 24





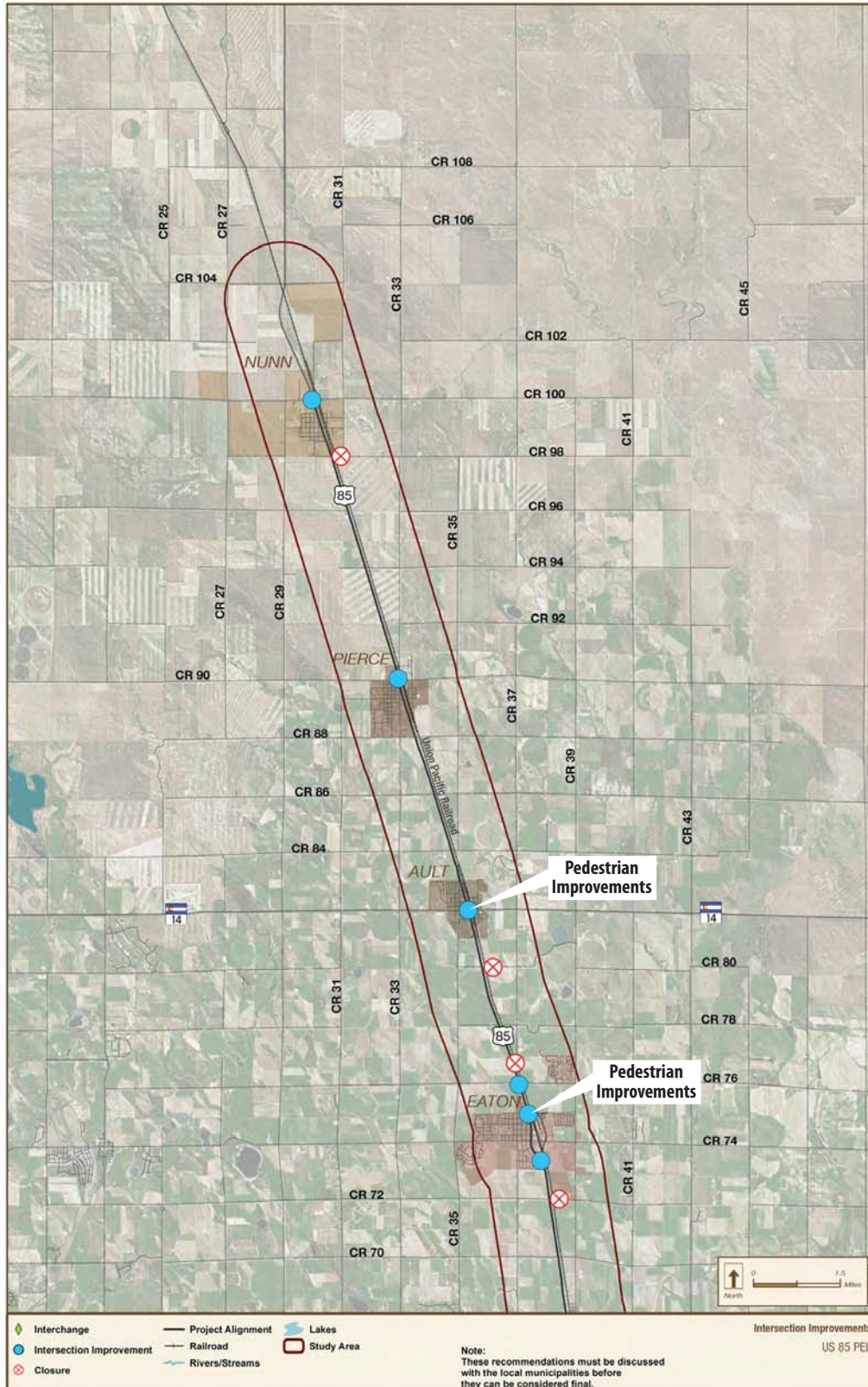
Ultimate Intersection Type Recommendations

WCR 24.5 - WCR 68



Ultimate Intersection Type Recommendations

WCR 70 - WCR 100

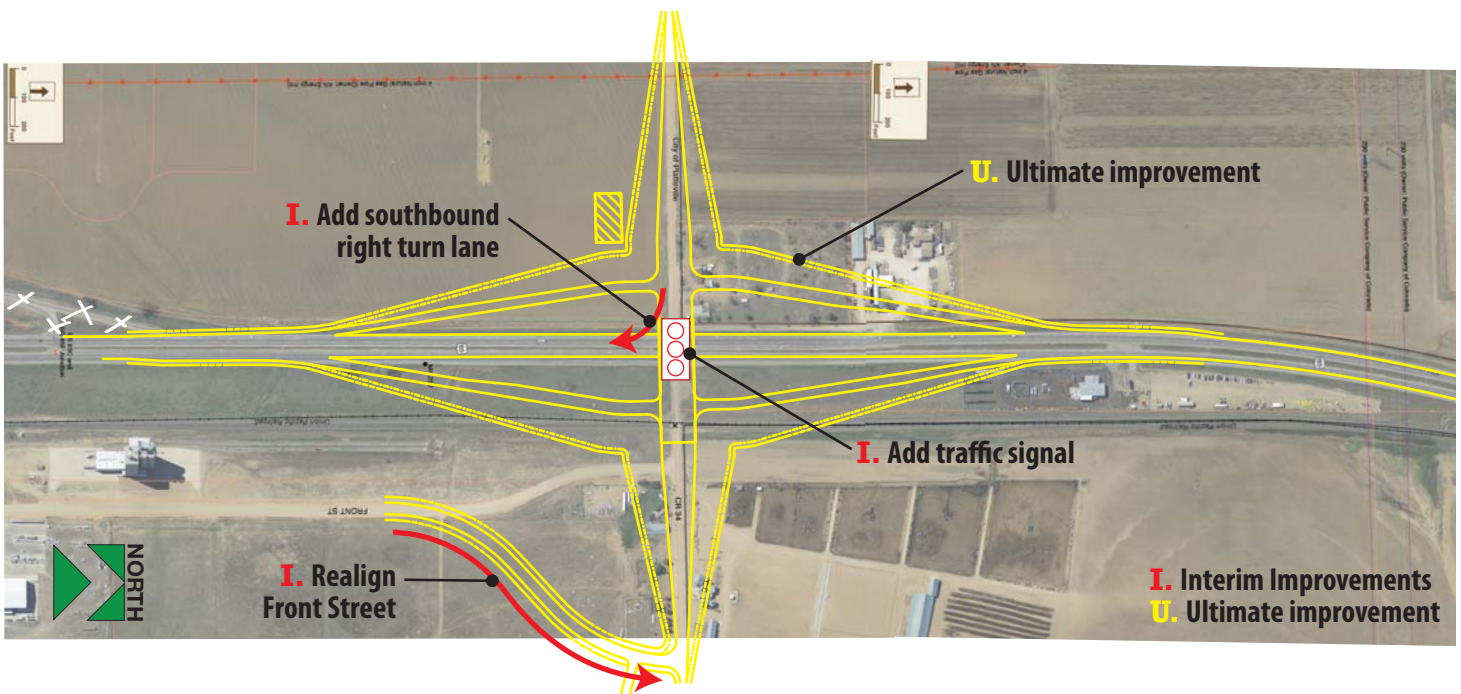


Interim Improvements

The proposed ultimate improvements are longer-term and consider future needs in 2035.

Interim improvements may be completed in the near-term to address safety, mobility, proximity to the railroad and/or alternate modes.

For example, at WCR 34 the ultimate proposed improvement is an interchange. In the interim, a traffic signal and turn lanes may be added to address safety and mobility issues.



Please see a project team member if you have questions on interim improvements at specific locations!

Prioritization

Process

- **Each intersection along the corridor was evaluated based on its need, relative to the following criteria:**
 - Mobility
 - Safety
 - Proximity to the railroad
- **Analysis yielded a ‘score’ at every intersection for each of the criteria above.**
- **This approach allows updating as new data becomes available.**
- **Locations can be sorted by the different criteria scores to seek specific funding sources.**

Preliminary Results

The following locations are in greatest need of improvement based on the three criteria above:

- | | |
|-----------------------|---------------------------------|
| ■ 104th Avenue | ■ WCR 14.5 / 14th Street |
| ■ 120th Avenue | ■ WCR 32 |
| ■ 124th Avenue | ■ 37th Street |
| ■ Bromley Lane | ■ 31st Street |

(These locations are in order from south to north)

Next Steps

The project team will complete the PEL project by:

- Finalizing interim and ultimate improvement recommendations.
- Developing cost estimates.
- Documenting recommendations in a final report.

Local agencies, CDOT and FHWA, will use the guidance from this PEL to:

- Reserve right-of-way.
- Seek funding opportunities.
- Conduct NEPA analysis.
- Move into design and construction.