



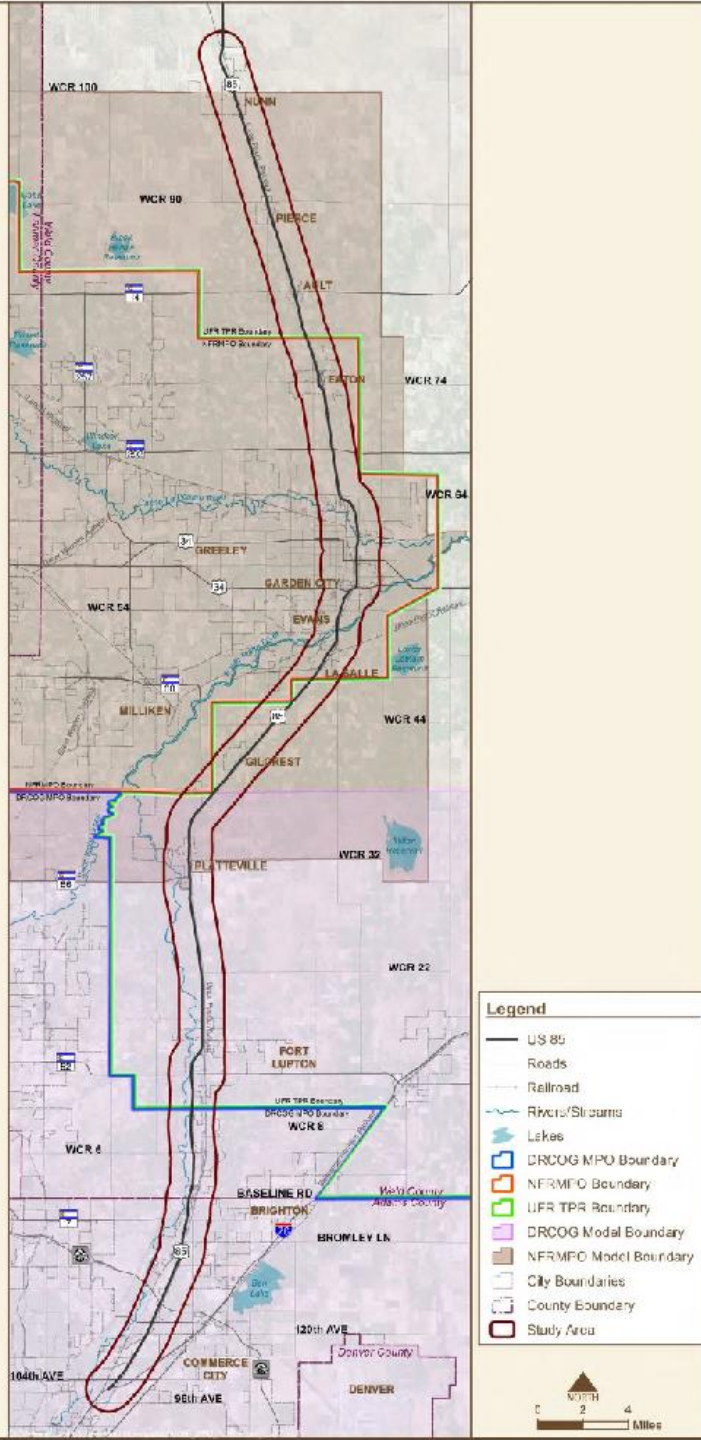
Draft US 85 Planning and Environmental Linkage Study Recommendations

October 24, 2016

Study Overview

- Project Limits: I-76 to Weld County Road 100
- CDOT sponsored project
- Involves 13 municipalities, 2 counties and 3 regional planning organizations
- 4 Executive Team meetings, 9/2014 – 2/2016
- 9 Technical Advisory Committee meetings, 3/2014–12/2015
- Draft study has been released for agency review & comment
- Recommendations for improvements are included in the report for each access point
- City will be asked to sign document as being in support of the plan





Project Limits: I-76 to Town of Nunn, WCR 100

- 62 miles
- 93 intersections



Project Goals

- Identify the transportation needs along US 85
- Create a vision for development improvements that address the needs
- Determine the short-term and long-term transportation priorities for US 85
- Position the corridor for successful and streamlined implementation of improvements



Study Purpose & Need

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 transportation modes (cars, trucks, transit, bicycle, and pedestrian) that match the context of the adjacent communities.

These improvements are needed to address the following issues:

- Safety
- Mobility
- Railroad Proximity
- Access
- Alternative Modes



Safety Analysis


Crash history for 2008 through 2012:

- 2,370 total reported crashes
- Most crashes (71%) were property damage only (PDO) crashes
- 675 injury crashes
- 23 fatal crashes


At 15 urban intersections and 3 rural intersections the crash experience exceeded what is expected

2 segments (which do not encompass signalized intersections) have shown a higher than expected crash experience



The highest amount of crashes occurred in the southern portion of the corridor - specifically the US 85 and 104th Avenue intersection and the US 85 section between Fort Lupton and WCR 26



SH 44/104th Ave.	
No. of Crashes	Predominant Crash Types
115 1 FAT	Rear End Dark-Lighted



120th Ave.	
No. of Crashes	Predominant Crash Types
67	Rear End



Issues

- **Mobility**

- Congestion caused by intersections hinders regional mobility along US 85
- The worst performing intersections include: 104th Avenue, 120th Avenue, Bromley Lane, SH 66, and 37th Avenue
- Drivers experience up to eight minutes of congestion-related delay through Commerce City and Brighton between 104th Avenue and 168th Avenue daily
- US 85 carries a high portion of large truck traffic, generally 10 to 20 %, with some sections as high as 32 % truck traffic

- **Railroad Proximity**

- 37 intersections are less than 200 feet from the railroad
- 27 intersections are between 200 and 800 feet from the railroad

- **Access**

- The speed and volume of traffic and roadway width, combined with insufficient pedestrian facilities, turn lanes, & accel/decel lanes, hinder the ability of all travel modes to access or cross the highway



Alternatives Selection

- A multi-level, iterative process was used to develop, refine, and evaluate alternatives for the US 85 corridor resulting in a recommendation or multiple recommendations for each intersection
- Every option for each intersection was given one of the following designations:
 - **Recommended:** The alternative meets the corridor's Purpose and Need and is recommended for further consideration and evaluation in subsequent NEPA steps
 - **Feasible, Not Recommended*:** The alternative meets the Purpose and Need to a certain degree, but other factors, were considered to be too much to recommend this alternative for further consideration
 - **Eliminated:** This alternative doesn't meet the Purpose and Need

In some cases, more than one alternative has been recommended for a given intersection



Recommended Alternatives

Access Point	Alternative	Recommendation
104th Avenue	Diamond	Feasible, Not Recommended
	<i>SPUI</i>	<i>Recommended</i>
	<i>Split Diamond</i>	<i>Recommended</i>
	<i>Diverging Diamond</i>	<i>Recommended</i>
	<i>Partial Cloverleaf</i>	<i>Recommended</i>
Longs Peak Drive	<i>Closed</i>	<i>Recommended</i>
112th Avenue	Closed	Feasible, Not Recommended
	Grade Separated, No Access	Feasible, Not Recommended
	Partial Cloverleaf	Feasible, Not Recommended
	<i>SPUI</i>	<i>Recommended</i>
	<i>Skewed SPUI</i>	<i>Recommended</i>

Recommended Alternatives

Access Point	Alternative	Recommendation
120th Avenue	Partial Cloverleaf	Feasible, Not Recommended
	Diamond	Feasible, Not Recommended
	<i>Tight Diamond</i>	<i>Recommended</i>
	<i>Diverging Diamond</i>	<i>Recommended</i>
124th Avenue	Grade Separated, No Access	Feasible, Not Recommended
	<i>Closed</i>	<i>Recommended</i>

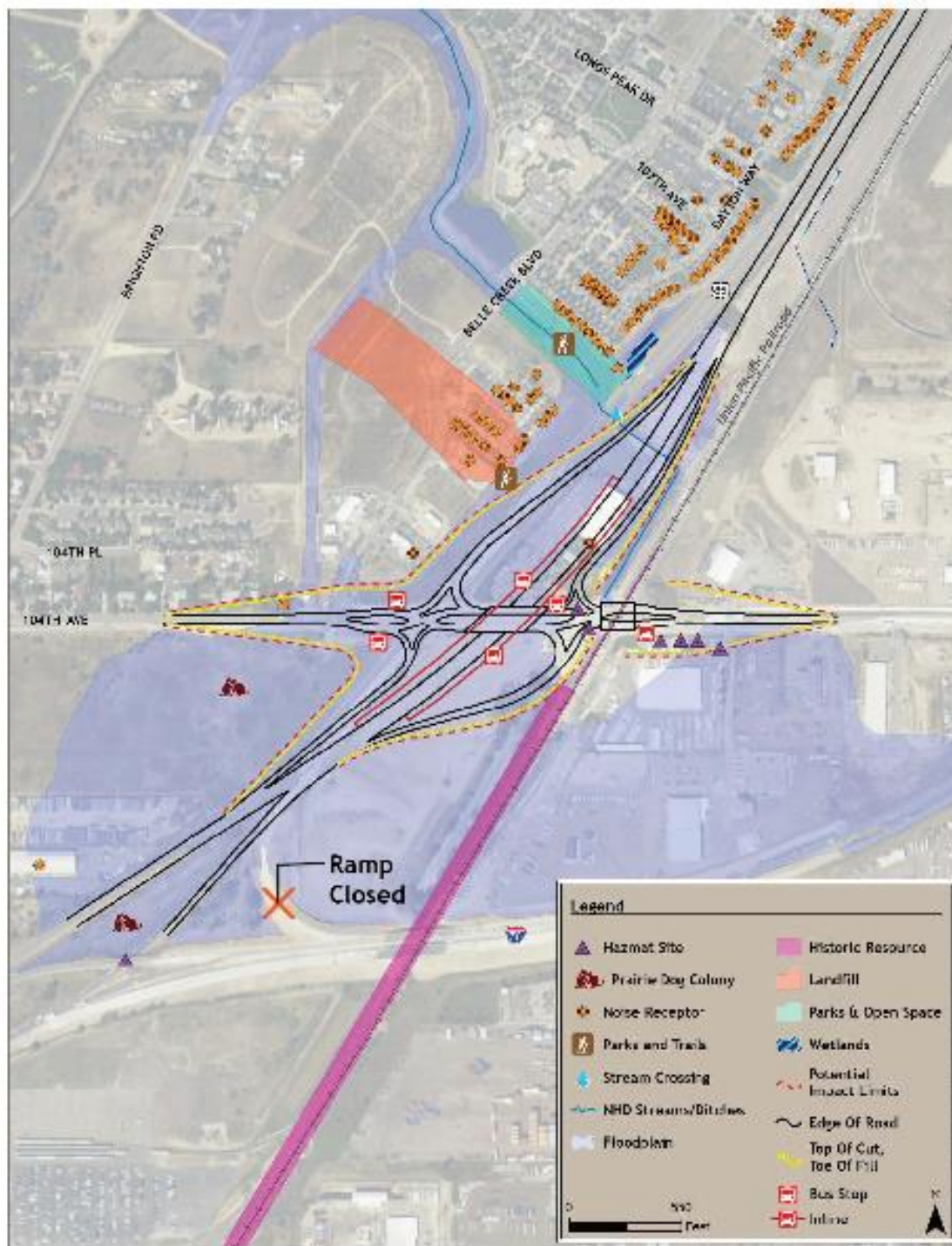




US 85 & 104th Ave

Single Point Urban Interchange (SPUI) Option



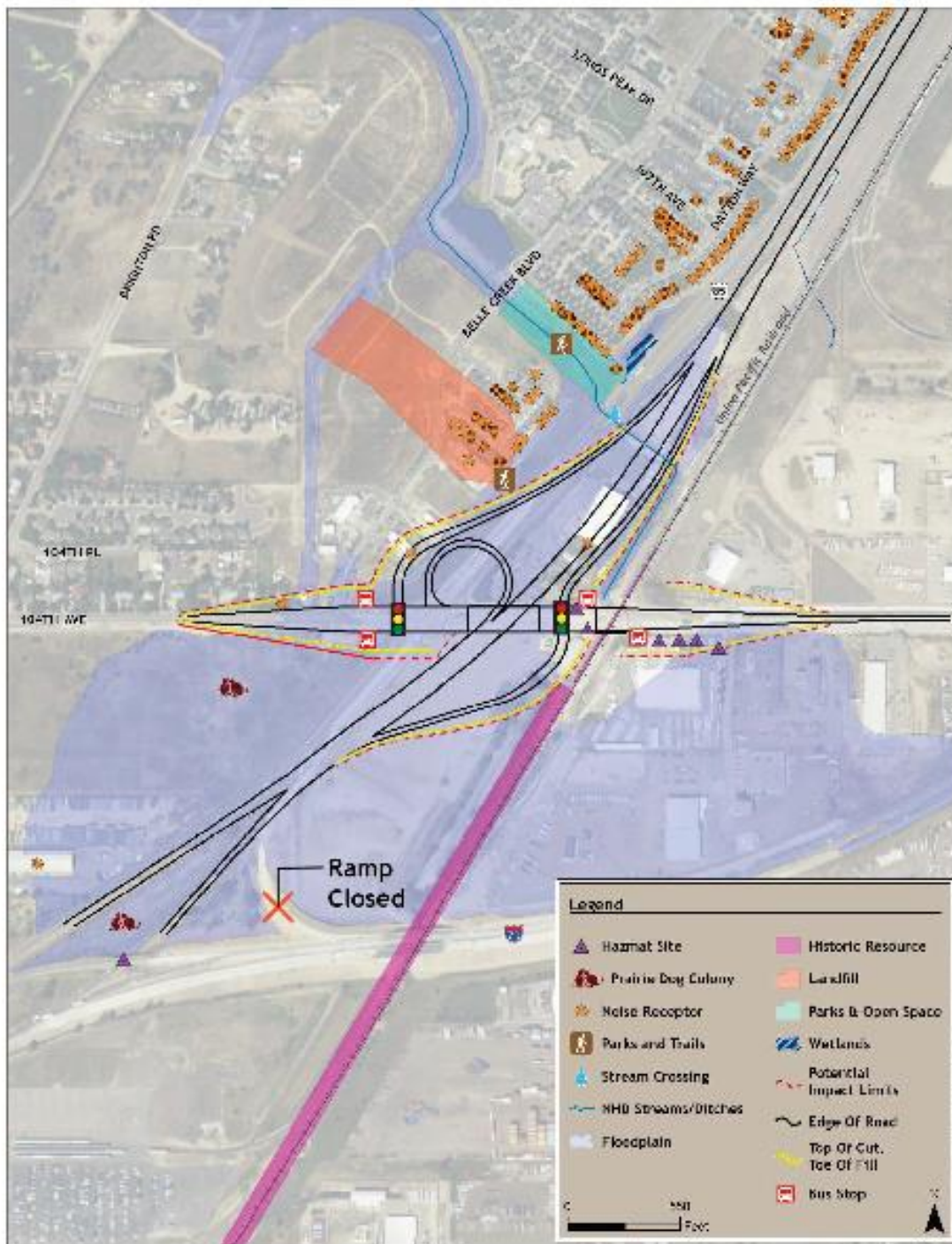


US 85 & 104th Ave

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Diverging
Diamond
Interchange Option



US 85 & 104th Ave

Partial Cloverleaf Interchange Option





Longs Peak Drive

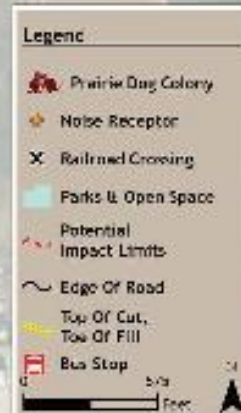
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Closed



Option







US 85 & 120th Ave

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Tight Diamond
Interchange Option



US 85 & 120th Ave

—

Diverging
Diamond
Interchange Option





US 85 & 124th Ave

—
Closed



Intersection Prioritization

Potential improvements were prioritized based on a points-based scale with respect to identifying areas of greatest need. The process involved rating three distinct Purpose and Need categories:

- Mobility
- Safety
- Railroad Proximity



Top 10 Rated Intersections

Community	Access Point	Rating
Brighton	Bromley Lane	13.75
Commerce City	104 th Avenue	13.25
Commerce City	120 th Avenue	13.25
Lucerne	SH 392	13
Brighton	124 th Avenue	12.25
Platteville	WCR 32	11.5
Fort Lupton	WCR 14.5/14 th Street	11
Evans	37 th Street	11
Evans	31 st Street	11
Commerce City	112 th Avenue	10.75

Next Steps

- Goal is to have all agencies sign document by the end of 2016
- Update US 85 Access Control Plan
- Preliminary (30%) design between 104th Ave & 124th Ave





Questions & Discussion
