



Appendix E. Location Recommendations and Alternative Concepts



US 85 AND 104TH AVENUE, SPUI OPTION



Overview

Municipality(ies)	Commerce City
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 800'
Known problems (based on PEL purpose and need)	Safety, mobility, access, alternative travel modes
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	D/E
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
4.25	5	4	13.25

PEL Screening Process

Evaluated improvements	Diamond, Split Diamond, SPUI with flyover, Diverging Diamond, Partial Cloverleaf
Eliminated improvement types	None
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	Diamond Interchange, No Action Alternative
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> Does not effectively address purpose and need Would improve mobility, safety and enhance alternate modes Disruptive to current and future development opportunities
Environmental considerations	Primary considerations include land uses, Section 4(f) resources (park and open space, trail), First Creek floodplain, wetlands, black-tailed prairie dog habitat, potential Western Burrowing Owl habitat, historic resources, and commercial development

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

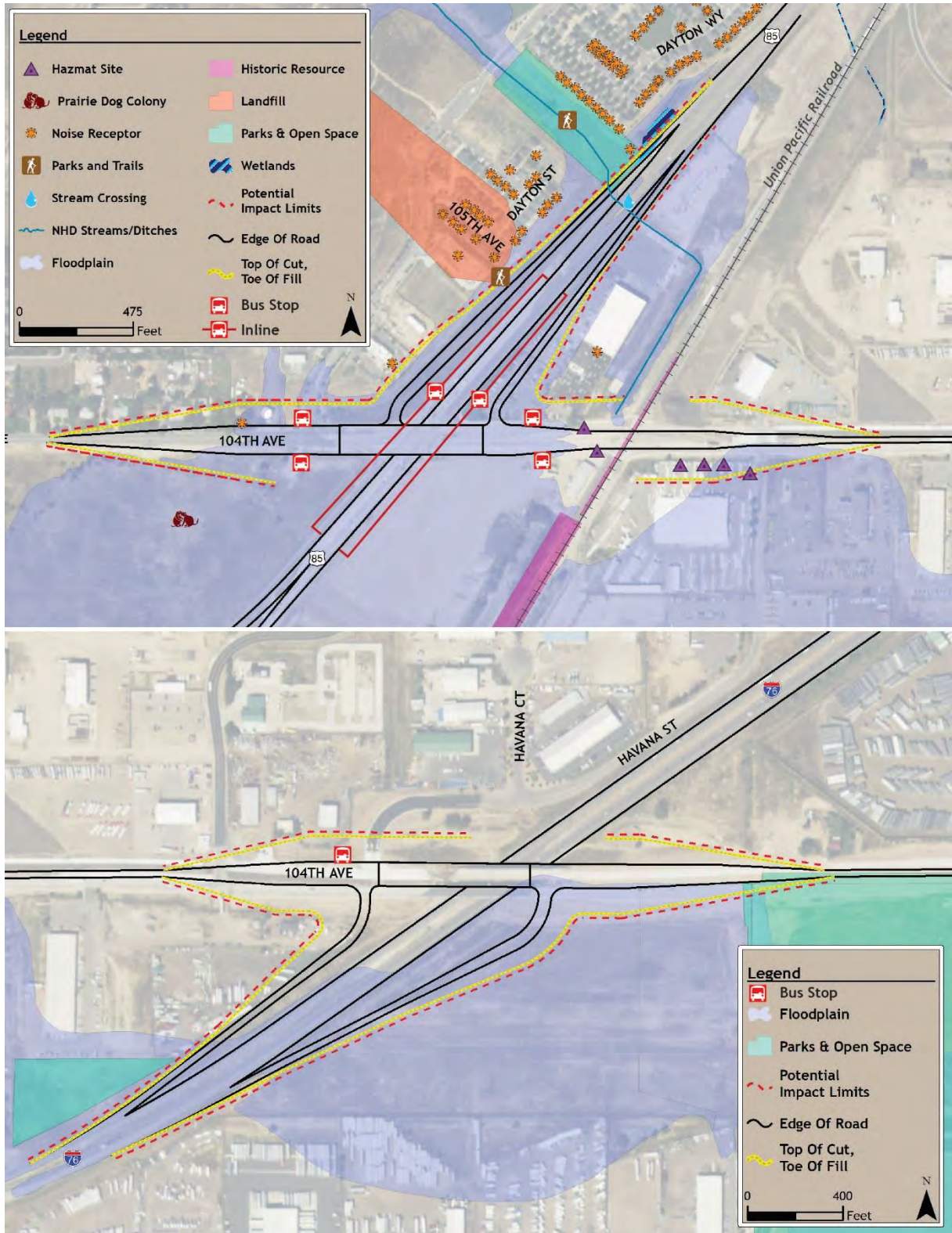
Next Steps

- Determining scope of NEPA and permitting process:** Adverse impacts to Section 4(f) properties may elevate the level of NEPA study. Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Wetland delineations will be required to determine the scope of possible Section 404 permitting. Substantial changes in the floodplain of First Creek may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. If black-tailed prairie dog habitat cannot be avoided within the project footprint, CDOT's Impacted Black-Tailed Prairie Dog Policy (2009) will apply, and surveys for Western Burrowing Owls will be required. If Western Burrowing Owls are found at the site, coordination with the US Fish and wildlife Service will be required to ensure compliance with the Migratory Bird Treaty Act.
- Land use and transportation planning coordination:** Coordination with Commerce City and Adams County to avoid or minimize land use conflicts.
- Transit:** Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design.
- The City of Commerce City Council has formally requested that CDOT evaluate the improvements between I-76 and 124th Avenue as complete system, provide a more thorough analysis of community and environmental impacts, consider an alternate interchange layout at 112th Avenue, and reconsider closures. CDOT has initiated a NEPA and 30% Design Project where this analysis and consideration will occur, subsequent to the completion of the US 85 PEL.

Recommended Improvement

Key observations	US 85 is elevated and business access along 104 th Avenue is maintained
Recommended improvement type(s)	SPUI with Flyover (Note: Split Diamond, DDI, and Partial Cloverleaf alternatives are also recommended)
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access, safety Does not fit within community context Impacts to land uses, Section 4(f) resources, floodplain, wetlands, and historic resources
Recommended improvement cost estimate (Does not include ROW costs)	\$38,200,000
Interim improvements	<ul style="list-style-type: none"> Safety - Reposition flashing warning signs (W2-1) Mobility - Add additional NB left turn lane and signal timing improvements

US 85 AND 104TH AVENUE, SPLIT DIAMOND OPTION



Overview

Municipality(ies)	Commerce City
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 800'
Known problems (based on PEL purpose and need)	Safety, mobility, access, alternative travel modes
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	D/E
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
4.25	5	4	13.25

PEL Screening Process

Evaluated improvements	Diamond, Split Diamond, SPUI with flyover, Diverging Diamond, Partial Cloverleaf
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	Diamond Interchange, No Action Alternative
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> Does not effectively address purpose and need Would improve mobility, safety and enhance alternate modes Disruptive to current and future development opportunities
Environmental considerations	Primary considerations include impacts to: land use, Section 4(f) resources (park and open space, trail), First Creek floodplain, wetlands, black-tailed prairie dog habitat, potential Western Burrowing Owl habitat, hazmat sites, historic resources, and commercial and residential development

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

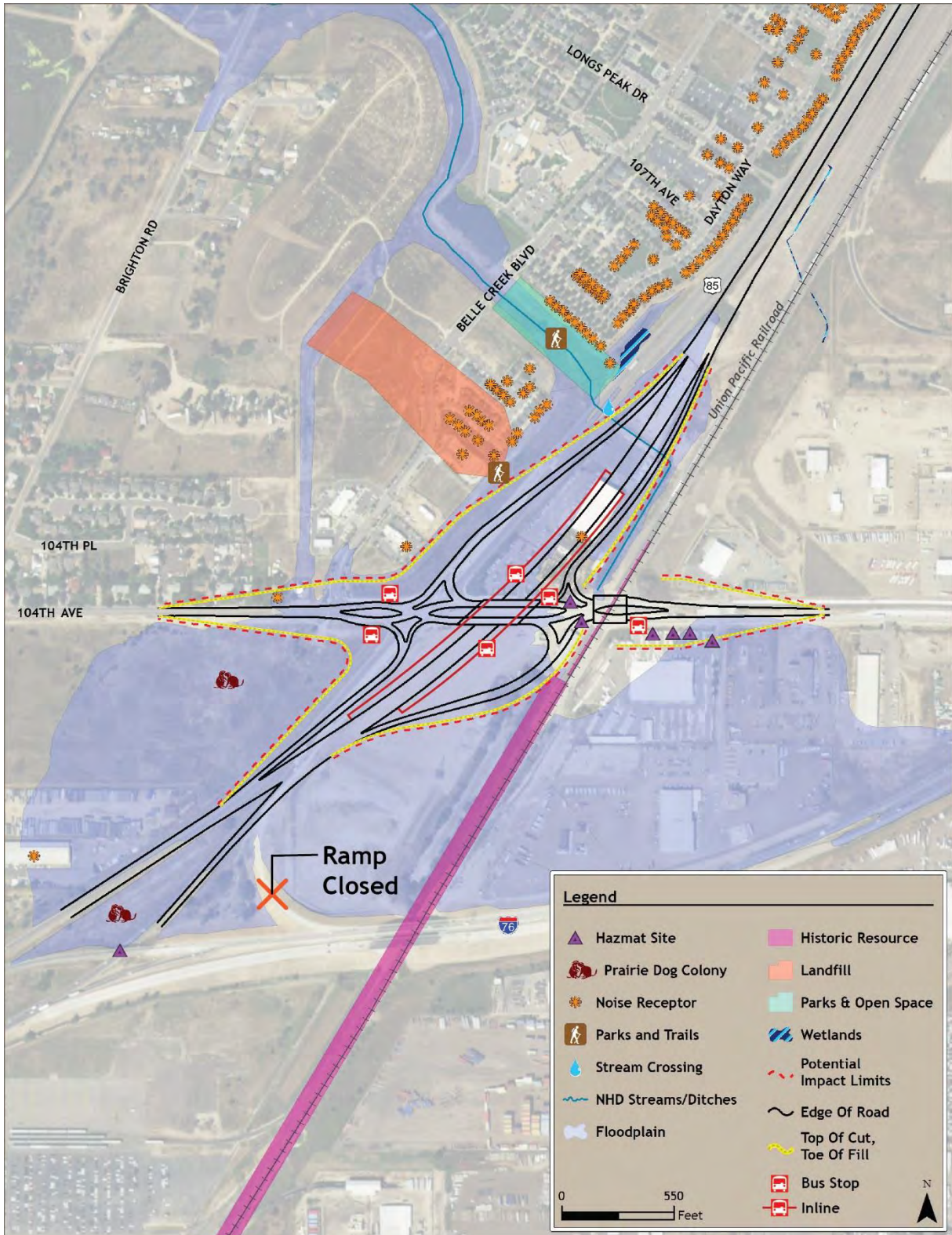
Next Steps

- Determining scope of NEPA and permitting process:** Adverse impacts to Section 4(f) properties may elevate the level of NEPA study. Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Wetland delineations will be required to determine the scope of possible Section 404 permitting. Substantial changes in the floodplain of First Creek may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. If black-tailed prairie dog habitat cannot be avoided within the project footprint, CDOT's Impacted Black-Tailed Prairie Dog Policy (2009) will apply, and surveys for Western Burrowing Owls will be required. If Western Burrowing Owls are found at the site, coordination with the US Fish and wildlife Service will be required to ensure compliance with the Migratory Bird Treaty Act.
- Land use and transportation planning coordination:** Coordination with Commerce City and Adams County to avoid or minimize land use conflicts.
- Transit:** Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design.
- The City of Commerce City Council has formally requested that CDOT evaluate the improvements between I-76 and 124th Avenue as complete system, provide a more thorough analysis of community and environmental impacts, consider an alternate interchange layout at 112th Avenue, and reconsider closures. CDOT has initiated a NEPA and 30% Design Project where this analysis and consideration will occur, subsequent to the completion of the US 85 PEL.

Recommended Improvement

Key observations	104 th Avenue is elevated over US 85 and UPRR.
Recommended improvement type(s)	Split Diamond (Note: SPUI, DDI, and partial cloverleaf alternatives are also recommended)
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access, safety Would not fit within community context Impacts to land uses, Section 4(f) resources, floodplain, wetlands, T&E species habitat, and historic resources
Recommended improvement cost estimate (Does not include ROW costs)	\$80,500,000
Interim improvements	<ul style="list-style-type: none"> Safety - Reposition flashing warning signs (W2-1) Mobility - Add additional NB left turn lane and signal timing improvements

US 85 AND 104TH AVENUE, DDI OPTION



Overview

Municipality(ies)	Commerce City
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 800'
Known problems (based on PEL purpose and need)	Safety, mobility, access, alternative travel modes
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	D/E
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
4.25	5	4	13.25

PEL Screening Process

Evaluated improvements	Diamond, Split Diamond, SPUI with flyover, Diverging Diamond, Partial Cloverleaf
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	Diamond Interchange, No Action Alternative
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> Does not effectively address purpose and need Would improve mobility, safety and enhance alternate modes Disruptive to current and future development opportunities
Environmental considerations	Primary considerations include land uses, Section 4(f) resources (park and open space, trail), First Creek floodplain, wetlands, black-tailed prairie dog habitat, potential Western Burrowing Owl habitat, historic resources, and commercial development

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

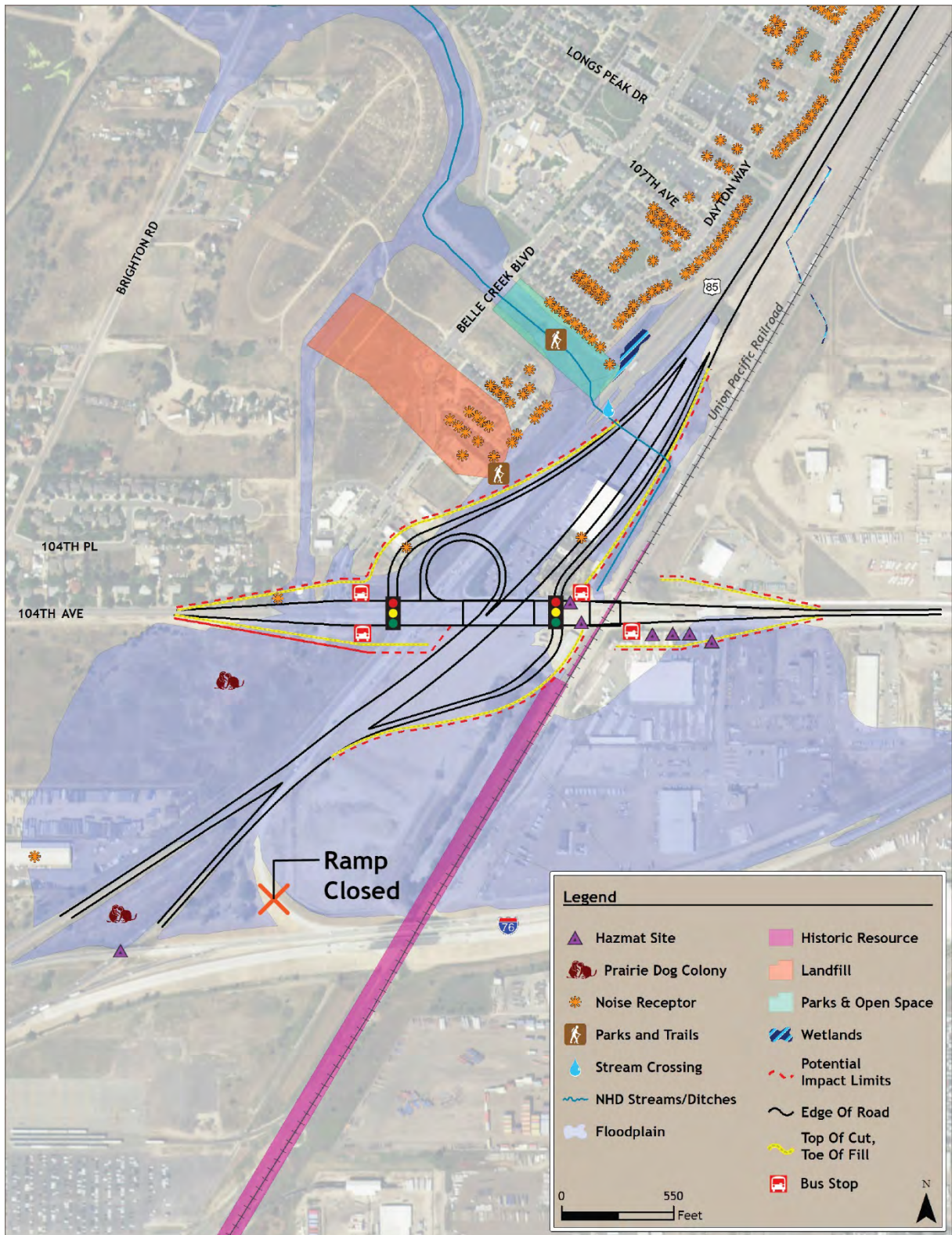
Next Steps

- Determining scope of NEPA and permitting process:** Adverse impacts to Section 4(f) properties may elevate the level of NEPA study. Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Wetland delineations will be required to determine the scope of possible Section 404 permitting. Substantial changes in the floodplain of First Creek may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. If black-tailed prairie dog habitat cannot be avoided within the project footprint, CDOT's Impacted Black-Tailed Prairie Dog Policy (2009) will apply, and surveys for Western Burrowing Owls will be required. If Western Burrowing Owls are found at the site, coordination with the US Fish and wildlife Service will be required to ensure compliance with the Migratory Bird Treaty Act.
- Land use and transportation planning coordination:** Coordination with Commerce City and Adams County to avoid or minimize land use conflicts.
- Transit:** Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design.
- The City of Commerce City Council has formally requested that CDOT evaluate the improvements between I-76 and 124th Avenue as complete system, provide a more thorough analysis of community and environmental impacts, consider an alternate interchange layout at 112th Avenue, and reconsider closures. CDOT has initiated a NEPA and 30% Design Project where this analysis and consideration will occur, subsequent to the completion of the US 85 PEL.

Recommended Improvement

Key observations	104 th Avenue is elevated over US 85 and UPRR
Recommended improvement type(s)	DDI <i>(Note: Split Diamond, SPUI, and Partial Cloverleaf alternatives are also recommended)</i>
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access, safety Does not fit within community vision Impacts to land uses, Section 4(f) resources, floodplain, wetlands, and historic resources May not efficiently accommodate transit stops, esp. through bus service
Recommended improvement cost estimate (Does not include ROW costs)	\$48,700,000
Interim improvements	<ul style="list-style-type: none"> Safety - Reposition flashing warning signs (W2-1) Mobility - Add additional NB left turn lane and signal timing improvements

US 85 AND 104TH AVENUE, PARTIAL CLOVERLEAF OPTION



Overview

Municipality(ies)	Commerce City
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 800'
Known problems (based on PEL purpose and need)	Safety, mobility, access, alternative travel modes
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	D/E
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
4.25	5	4	13.25

PEL Screening Process

Evaluated improvements	Diamond, Split Diamond, SPUI with flyover, Diverging Diamond, Partial Cloverleaf
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	Diamond Interchange, No Action Alternative
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> Does not effectively address purpose and need Would improve mobility, safety and enhance alternate modes Disruptive to current and future development opportunities
Environmental considerations	Primary considerations include land uses, Section 4(f) resources (park and open space, trail), First Creek floodplain, wetlands, black-tailed prairie dog habitat, potential Western Burrowing Owl habitat, historic resources, and commercial development

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

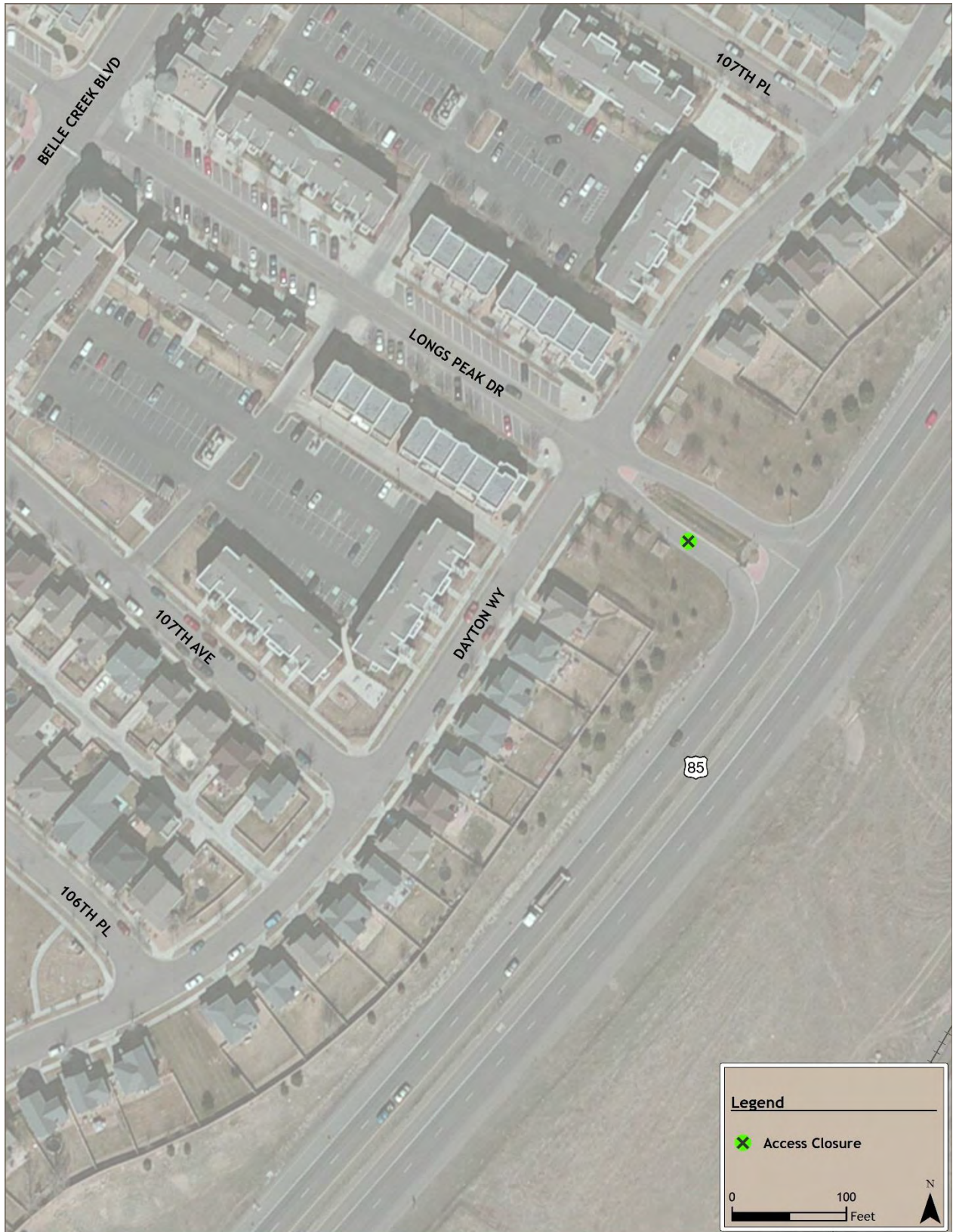
Next Steps

- Determining scope of NEPA and permitting process:** Adverse impacts to Section 4(f) properties may elevate the level of NEPA study. Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Wetland delineations will be required to determine the scope of possible Section 404 permitting. Substantial changes in the floodplain of First Creek may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. If black-tailed prairie dog habitat cannot be avoided within the project footprint, CDOT's Impacted Black-Tailed Prairie Dog Policy (2009) will apply, and surveys for Western Burrowing Owls will be required. If Western Burrowing Owls are found at the site, coordination with the US Fish and wildlife Service will be required to ensure compliance with the Migratory Bird Treaty Act.
- Land use and transportation planning coordination:** Coordination with Commerce City and Adams County to avoid or minimize land use conflicts.
- Transit:** Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design.
- The City of Commerce City Council has formally requested that CDOT evaluate the improvements between I-76 and 124th Avenue as complete system, provide a more thorough analysis of community and environmental impacts, consider an alternate interchange layout at 112th Avenue, and reconsider closures. CDOT has initiated a NEPA and 30% Design Project where this analysis and consideration will occur, subsequent to the completion of the US 85 PEL.

Recommended Improvement

Key observations	104 th Avenue is elevated over US 85 and UPRR.
Recommended improvement type(s)	Partial Cloverleaf <i>(Note: Split Diamond, SPUI, and DDI alternatives are also recommended)</i>
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access, safety Does not fit within community vision Impacts to land uses, Section 4(f) resources, floodplain, wetlands, and historic resources This configuration does not effectively address the purpose and need
Recommended improvement cost estimate (Does not include ROW costs)	\$61,800,000
Interim improvements	<ul style="list-style-type: none"> Safety - Reposition flashing warning signs (W2-1) Mobility - Add additional NB left turn lane and signal timing improvements

US 85 AND LONGS PEAK DRIVE



US 85 and Longs Peak Drive

Overview

Municipality(ies)	Commerce City
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	¾ movement
Distance from railroad	N/A
Known problems (based on PEL purpose and need)	No significant issues
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/A

Recommended Improvement

Key observations	This section of the US 85 corridor is recommended to operate as a freeway; a closure is compatible with a freeway classification.
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community and corridor context Minor change to access and neighborhood circulation
Recommended improvement cost estimate (Does not include ROW costs)	\$200,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	2	0	3

PEL Screening Process

Evaluated improvements	No Action and Closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	N/A
Feasible, not recommended evaluation (benefits, impacts)	N/A
Environmental considerations	Minor land use conflicts

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Commerce City and Adams County to avoid or minimize land use and circulation conflicts.
- Closure is dependent upon coordination and consensus between relevant parties (Commerce City, Adams County, and CDOT).
- The City of Commerce City Council has formally requested that CDOT evaluate the improvements between I-76 and 124th Avenue as complete system, provide a more thorough analysis of community and environmental impacts, consider an alternate interchange layout at 112th Avenue, and reconsider closures. CDOT has initiated a NEPA and 30% Design Project where this analysis and consideration will occur, subsequent to the completion of the US 85 PEL.

US 85 AND 112TH AVENUE, SPUI OPTION



Overview

Municipality(ies)	Commerce City
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 200'
Known problems (based on PEL purpose and need)	Safety, mobility, railroad proximity, alternative travel modes
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	E/D
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
4.25	1.5	5	10.75

Recommended Improvement

Key observations	112th Avenue is elevated above US 85 and UPRR
Recommended improvement type(s)	SPUI <i>(Note: a skewed SPUI is also recommended)</i>
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access, safety Enhances regional transit service Impacts to land uses, T&E species, and historic resources
Recommended improvement cost estimate (Does not include ROW costs)	\$45,900,000
Interim improvements	<ul style="list-style-type: none"> Safety - Reposition flashing warning signs (W2-1) Mobility - Add additional WB left turn lane, extend accel/decl lanes, and signal timing improvement

PEL Screening Process

Evaluated improvements	No Action, SPUI, Skewed SPUI, Grade Separated (no access), Single loop partial clover leaf, and closure
Eliminated improvement types	None
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	Grade-separated (no access), No Action, Single loop partial clover leaf, and closure
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> Does not effectively meet purpose and need Would improve safety and enhance regional transit service Would not meet mobility and access needs
Environmental considerations	Primary considerations include impacts to commercial and residential land uses, black-tailed prairie dog habitat, potential Western Burrowing Owl habitat, and a potential historic railroad segment.

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. If black-tailed prairie dog habitat cannot be avoided within the project footprint, CDOT's *Impacted Black-Tailed Prairie Dog Policy* (2009) will apply, and surveys for Western Burrowing Owls will be required. If Western Burrowing Owls are found at the site, coordination with the US Fish and Wildlife Service will be required to ensure compliance with the Migratory Bird Treaty Act.
- Land use and transportation planning coordination:** Coordination with Commerce City and Adams County to avoid or minimize land use conflicts.
- Transit:** Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design.
- The City of Commerce City Council has formally requested that CDOT evaluate the improvements between I-76 and 124th Avenue as complete system, provide a more thorough analysis of community and environmental impacts, consider an alternate interchange layout at 112th Avenue, and reconsider closures. CDOT has initiated a NEPA and 30% Design Project where this analysis and consideration will occur, subsequent to the completion of the US 85 PEL.

US 85 AND 112TH AVENUE, SKEWED SPUI OPTION



Overview

Municipality(ies)	Commerce City
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 200'
Known problems (based on PEL purpose and need)	Safety, mobility, railroad proximity, alternative travel modes
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	E/D
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
4.25	1.5	5	10.75

PEL Screening Process

Evaluated improvements	No Action, SPUI, Skewed SPUI, Grade Separated (no access), Single loop partial clover leaf, and closure
Eliminated improvement types	None
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	Grade Separated (no access), No Action, Single loop partial clover leaf, and closure
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> Does not effectively address purpose and need Would improve safety and enhance regional transit service Would not meet mobility and access needs
Environmental considerations	Primary considerations include impacts to commercial and residential land uses, black-tailed prairie dog habitat, potential Western Burrowing Owl habitat, and a potential historic railroad segment.

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. If black-tailed prairie dog habitat cannot be avoided within the project footprint, CDOT's Impacted Black-Tailed Prairie Dog Policy (2009) will apply, and surveys for Western Burrowing Owls will be required. If Western Burrowing Owls are found at the site, coordination with the US Fish and Wildlife Service will be required to ensure compliance with the Migratory Bird Treaty Act.
- Land use and transportation planning coordination:** Coordination with Commerce City and Adams County to avoid or minimize land use conflicts.
- Transit:** Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design.
- The City of Commerce City Council has formally requested that CDOT evaluate the improvements between I-76 and 124th Avenue as complete system, provide a more thorough analysis of community and environmental impacts, consider an alternate interchange layout at 112th Avenue, and reconsider closures. CDOT has initiated a NEPA and 30% Design Project where this analysis and consideration will occur, subsequent to the completion of the US 85 PEL.

Recommended Improvement

Key observations	112th Avenue is elevated over US 85 and UPRR
Recommended improvement type(s)	Skewed SPUI <i>(Note: SPUI is also a recommended alternative)</i>
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access, safety Moderately fits within community context Avoids residential areas in NW quadrant Impacts to land uses south of 112th Ave, T&E species, and historic resources SPUI does not efficiently accommodate through bus service (requires additional signal phase)
Recommended improvement cost estimate (Does not include ROW costs)	\$47,700,000
Interim improvements	<ul style="list-style-type: none"> Safety - Reposition flashing warning signs (W2-1) Mobility - Add Additional WB left turn lane, extend accel/decel lanes, and signal timing improvement

US 85 AND 120TH AVENUE, DIAMOND OPTION



Overview

Municipality(ies)	Commerce City, Brighton
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 200'
Known problems (based on PEL purpose and need)	Safety, mobility, railroad proximity, alternative travel modes
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	C/D
2035 No-Action LOS	F/F

Recommended Improvement

Key observations	120th Avenue is elevated over US 85 and UPRR
Recommended improvement type(s)	Tight Diamond <i>(Note: Diverging Diamond also recommended)</i>
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves access, and safety Fits within Community context Impacts to land uses, hazmat facilities, wetlands, T&E species, and NRHP-eligible historic resources
Recommended improvement cost estimate (Does not include ROW costs)	\$44,400,000
Interim improvements	<ul style="list-style-type: none"> Safety- Reposition flashing warning signs (W2-1) Mobility - Right in-right out

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3.75	4.5	5	13.25

PEL Screening Process

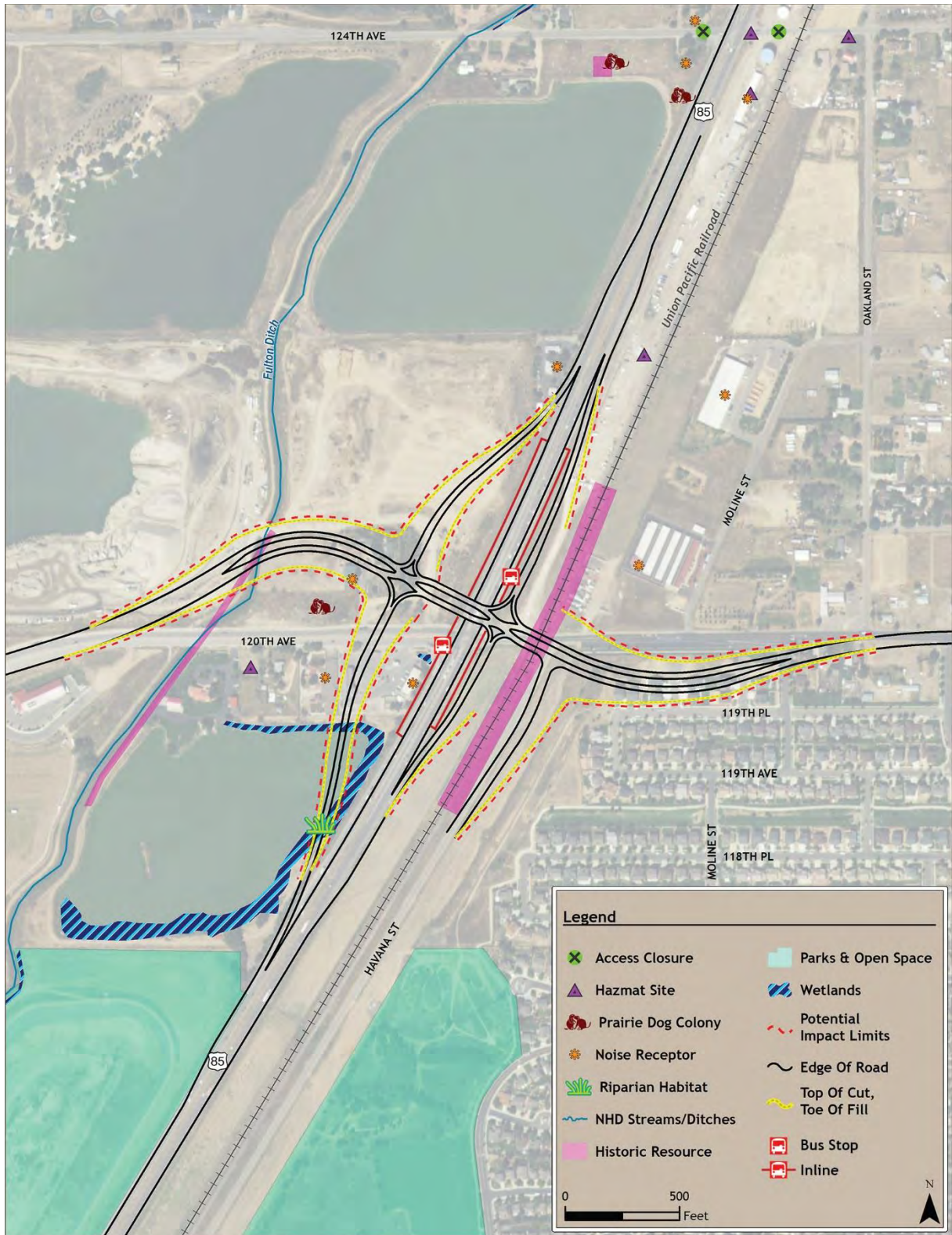
Evaluated improvements	No Action, Partial Cloverleaf, diamond, tight diamond, diverging diamond
Eliminated improvement types	None
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, Diamond Interchange, and Partial Cloverleaf
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action alternative would not meet purpose and need Diamond interchange would result in substantial impacts to residential and commercial properties, hazmat facilities, and potentially historic properties Partial Cloverleaf would result in extensive impacts to surrounding properties; not possible to implement loop on railroad side of the highway
Environmental considerations	Primary environmental considerations include land uses, hazmat facilities, wetlands, black-tailed prairie dog habitat, potential Western Burrowing Owl habitat, and NRHP-eligible historic resources

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process:** Wetland delineations will be required to determine the scope of possible Section 404 permitting. Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. If black-tailed prairie dog habitat cannot be avoided within the project footprint, CDOT's *Impacted Black-Tailed Prairie Dog Policy* (2009) will apply, and surveys for Western Burrowing Owls will be required. If Western Burrowing Owls are found at the site, coordination with the US Fish and wildlife Service will be required to ensure compliance with the Migratory Bird Treaty Act. During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable.
- Land use and transportation planning coordination:** Coordination with Commerce City, Brighton, and Adams County to avoid or minimize land use conflicts.
- Transit:** Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design.
- The City of Commerce City Council has formally requested that CDOT evaluate the improvements between I-76 and 124th Avenue as complete system, provide a more thorough analysis of community and environmental impacts, consider an alternate interchange layout at 112th Avenue, and reconsider closures. CDOT has initiated a NEPA and 30% Design Project where this analysis and consideration will occur, subsequent to the completion of the US 85 PEL.

US 85 AND 120TH AVENUE, DIVERGING DIAMOND (DDI) OPTION



Overview

Municipality(ies)	Commerce City, Brighton
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 200'
Known problems (based on PEL purpose and need)	Safety, mobility, railroad proximity, alternative travel modes
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	C/D
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3.75	4.5	5	13.25

PEL Screening Process

Evaluated improvements	No Action, Partial Cloverleaf, diamond, tight diamond, diverging diamond
Eliminated improvement types	None
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, Diamond Interchange and Partial Cloverleaf
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action alternative would not meet purpose and need Diamond would meet access and safety needs Diamond would result in substantial impacts to residential and commercial properties, hazmat facilities, and potentially historic properties Partial Cloverleaf would result in extensive impacts to surrounding properties; not possible to implement loop on railroad side of the highway
Environmental considerations	Primary environmental considerations include commercial and residential land uses, hazmat facilities, wetlands, black-tailed prairie dog habitat, potential Western Burrowing Owl habitat, and NRHP-eligible historic resources

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

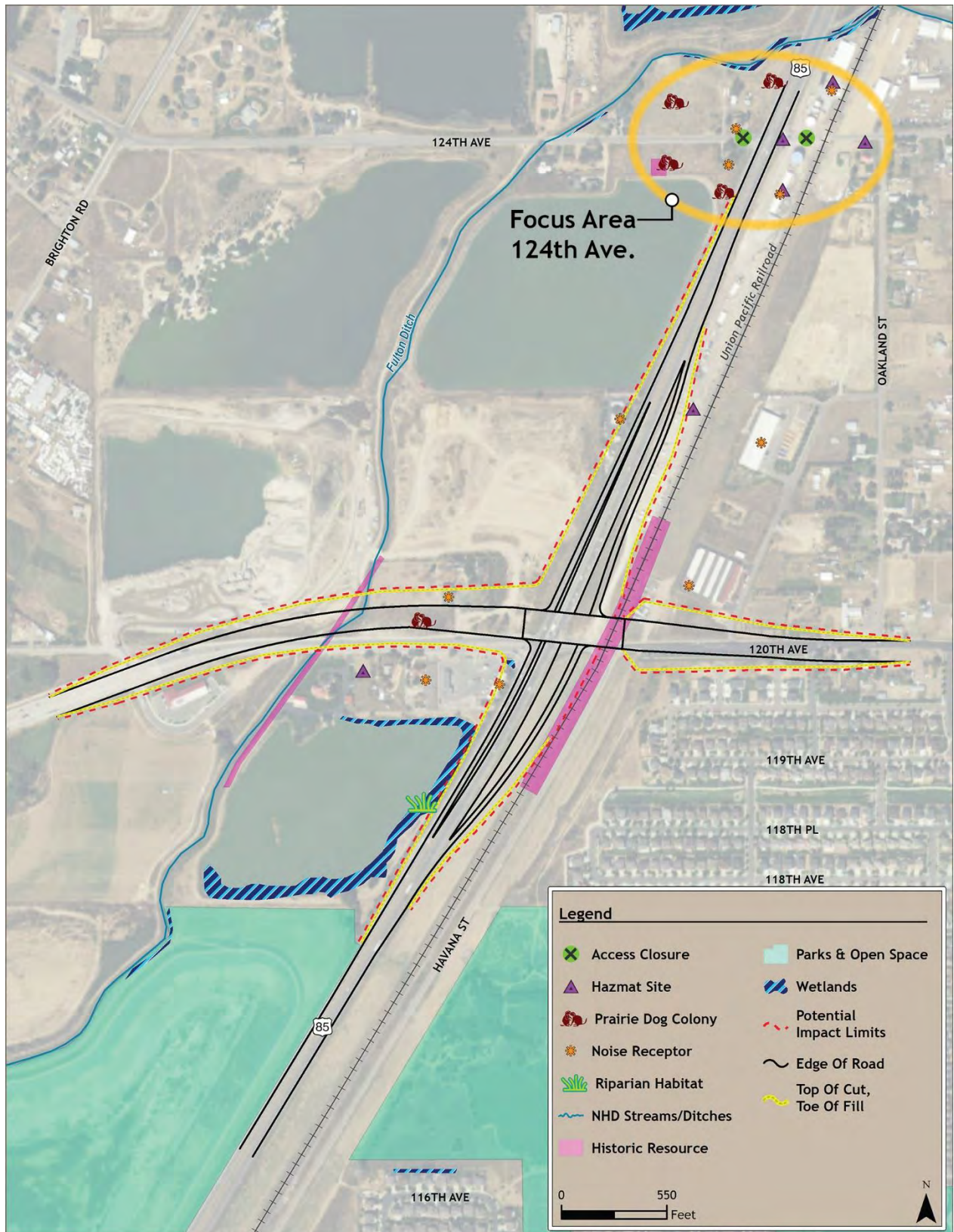
Next Steps

- Determining scope of NEPA and permitting process:** Wetland delineations will be required to determine the scope of possible Section 404 permitting. Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. If black-tailed prairie dog habitat cannot be avoided within the project footprint, CDOT's *Impacted Black-Tailed Prairie Dog Policy* (2009) will apply, and surveys for Western Burrowing Owls will be required. If Western Burrowing Owls are found at the site, coordination with the US Fish and wildlife Service will be required to ensure compliance with the Migratory Bird Treaty Act. During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable.
- Land use and transportation planning coordination:** Coordination with Commerce City, Brighton, and Adams County to avoid or minimize land use conflicts.
- Transit:** Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design.
- The City of Commerce City Council has formally requested that CDOT evaluate the improvements between I-76 and 124th Avenue as complete system, provide a more thorough analysis of community and environmental impacts, consider an alternate interchange layout at 112th Avenue, and reconsider closures. CDOT has initiated a NEPA and 30% Design Project where this analysis and consideration will occur, subsequent to the completion of the US 85 PEL.

Recommended Improvement

Key observations	120th Avenue is elevated over US 85 and UPRR
Recommended improvement type(s)	Diverging Diamond (Note: Tight Diamond also recommended)
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves access and safety Fits within the context of the community Impacts to land uses, hazmat facilities, wetlands, T&E species, and NRHP-eligible historic resources Does not effectively support through bus movements
Recommended improvement cost estimate (Does not include ROW costs)	\$49,700,000
Interim improvements	<ul style="list-style-type: none"> Safety- Reposition flashing warning signs (W2-1) Mobility - Right in-right out

US 85 AND 124TH AVENUE



US 85 and 124th Avenue

Overview

Municipality(ies)	Brighton
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 200'
Known problems (based on PEL purpose and need)	Mobility, railroad proximity, access
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	D/C
2035 No-Action LOS	F/F

Recommended Improvement

Key observations	Closure will not happen until access to the interchange at 120 th Avenue is provided
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Would meet access and safety needs • Fits within community context • Potential impacts to land use and Hazmat facility
Recommended improvement cost estimate (Does not include ROW costs)	\$200,000
Interim improvements	<ul style="list-style-type: none"> • Safety - Reposition flashing warning signs (W2-1) • Mobility - Right in-right out

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3.75	4	4.5	12.25

PEL Screening Process

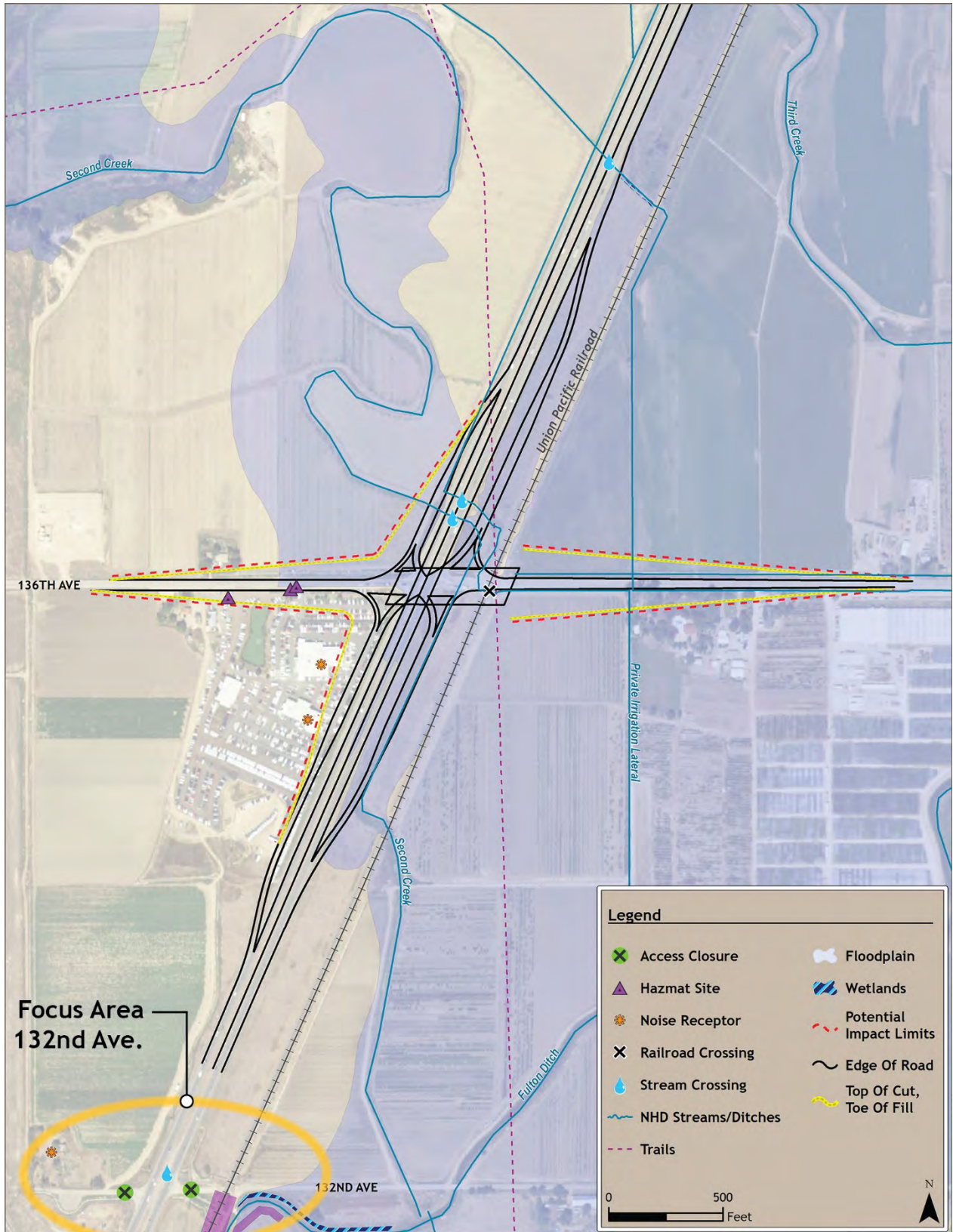
Evaluated improvements	No Action, Grade-separated interchange, and closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action and Grade-separated interchange
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> • No Action would not meet purpose and need • The grade-separated interchange would not meet access needs and would result in extensive commercial land use impacts
Environmental considerations	Primary considerations include residential and commercial land uses and a hazmat facility

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- **Land use and transportation planning coordination:** Coordination with City of Brighton and Adams County to avoid or minimize land use conflicts.
- Closure is dependent upon coordination and consensus between relevant parties (Brighton, Adams County, and CDOT).
- The City of Commerce City Council has formally requested that CDOT evaluate the improvements between I-76 and 124th Avenue as complete system, provide a more thorough analysis of community and environmental impacts, consider an alternate interchange layout at 112th Avenue, and reconsider closures. CDOT has initiated a NEPA and 30% Design Project where this analysis and consideration will occur, subsequent to the completion of the US 85 PEL.

US 85 AND 132ND AVENUE



Focus Area
132nd Ave.

Legend

Access Closure	Floodplain
Hazmat Site	Wetlands
Noise Receptor	Potential Impact Limits
Railroad Crossing	Edge Of Road
Stream Crossing	Top Of Cut, Toe Of Fill
NHD Streams/Ditches	Trails

0 500 Feet

N

Overview

Municipality(ies)	Brighton
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	¾ movement
Distance from railroad	Approximately 200'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	A/B
2035 No-Action LOS	F/F

Recommended Improvement

Key observations	Closure supported by new interchange at 136th Avenue
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Meets access needs Fits within community context Potential impacts to agriculture
Recommended improvement cost estimate (Does not include ROW costs)	\$200,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3	1	0	4

PEL Screening Process

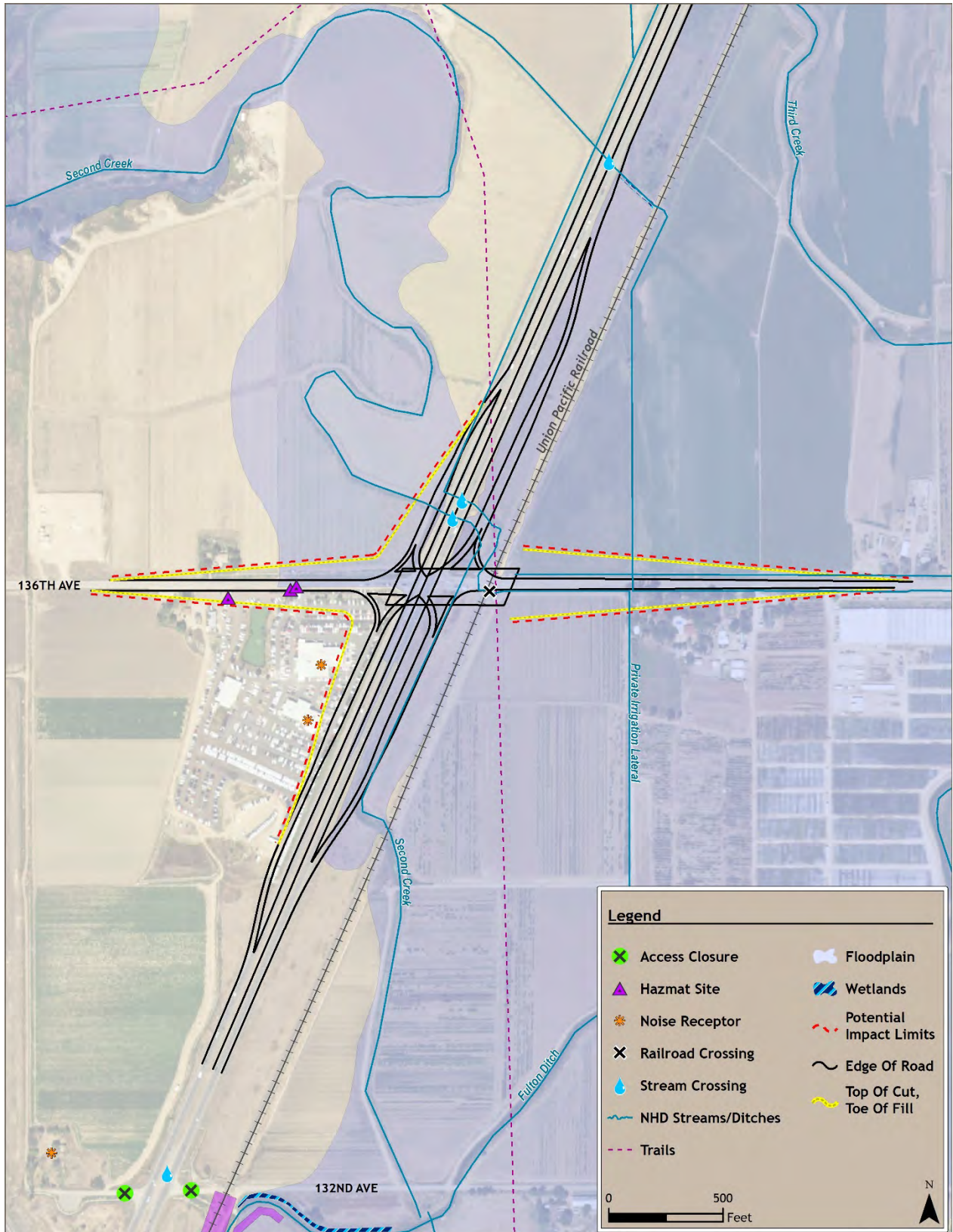
Evaluated improvements	No Action and closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	Would not meet Purpose and Need
Environmental considerations	Primary environmental considerations are potential impacts to agricultural lands

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with City of Brighton and Adams County to avoid or minimize impacts to agricultural lands.
- Closure is dependent upon coordination and consensus between relevant parties (Commerce City, Adams County, and CDOT).

US 85 AND 136TH AVENUE, SPUI



US 85 and 136th Avenue, SPUI Option

Overview

Municipality(ies)	Brighton
County(ies)	Adams County
MPO/TPR	DRCOG

Existing facility type	Traffic signal
Distance from railroad	Approximately 220'
Known problems (based on PEL purpose and need)	Safety, railroad proximity, access

Existing roadway classification	Standard expressway
PEL recommended classification	Freeway

Existing LOS, AM/PM	B/B
2035 No-Action LOS	C/C

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.5	3.5	3.5	8.5

PEL Screening Process

Evaluated improvements	No Action, Diamond, Partial cloverleaf, Junior, RI/RO interchange, SPUI, Northern SPUI
Eliminated improvement types	None
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, Partial cloverleaf, Diamond Interchange and Junior RI/RO interchange
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Diamond has substantial impacts to commercial and agricultural land uses Partial cloverleaf and Junior RI/RO interchange would not meet access needs
Environmental considerations	Primary considerations include land uses, hazmat sites, Second Creek floodplain, wetlands, and historic resources

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

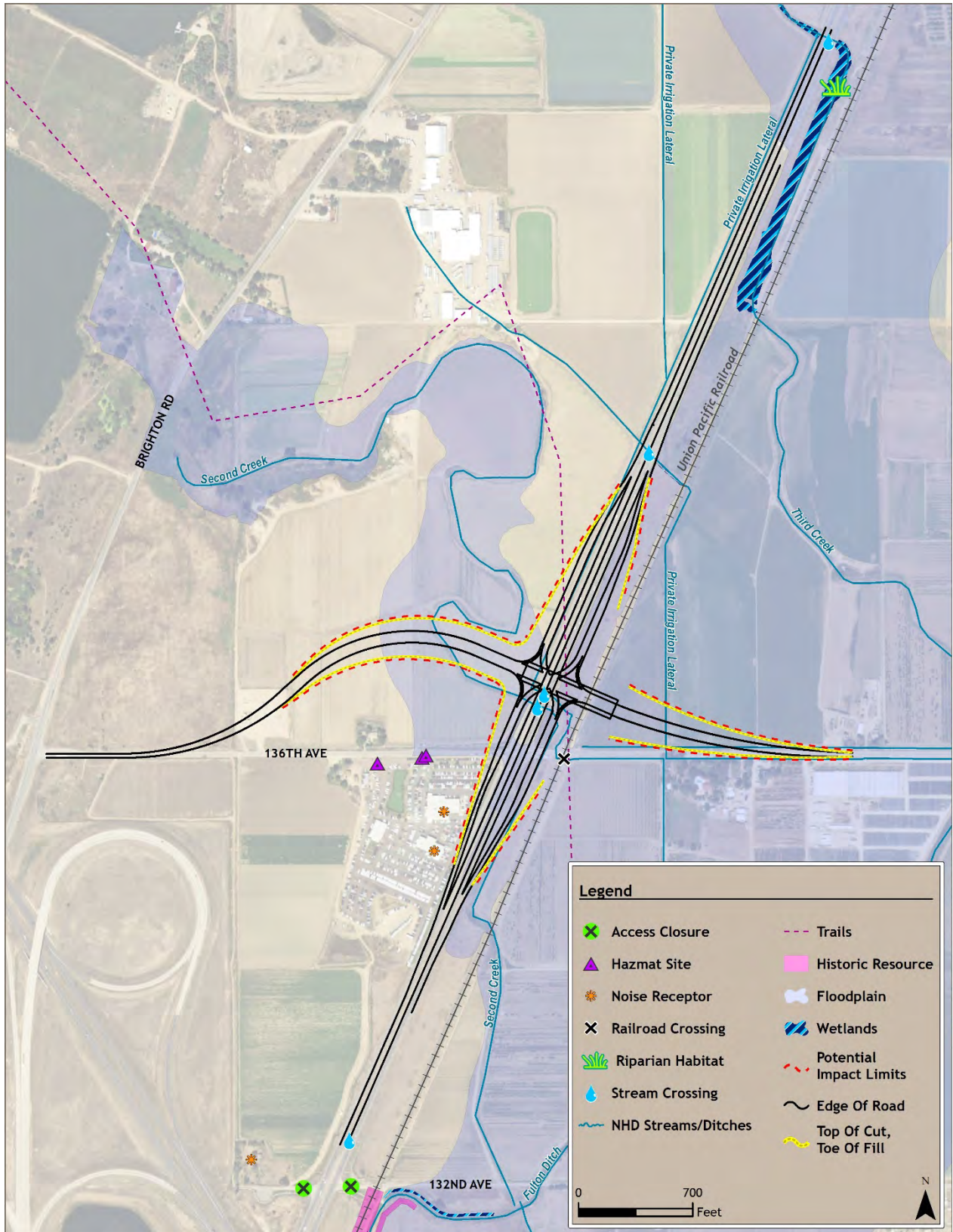
Next Steps

- Determining scope of NEPA and permitting process: Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Wetland delineations will be required to determine the scope of possible Section 404 permitting. Substantial changes in the floodplain of Second Creek may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable.
- Land use and transportation planning coordination: Coordination with Brighton and Adams County to avoid or minimize land use conflicts.
- Transit: Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design, if applicable. Currently, local bus service does not stop at 136th Avenue.

Recommended Improvement

Key observations	136th Avenue is elevated over US 85 and UPRR
Recommended improvement type(s)	SPUI (Note: SPUI shifted north is also recommended)
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access, safety Fits within community context Impacts to land uses, hazmat sites, floodplain, wetlands, and historic resources SPUI configuration does not effectively support through bus movements
Recommended improvement cost estimate (Does not include ROW costs)	\$39,100,000
Interim improvements	Safety - Reposition flashing warning signs (W2-1)

US 85 AND 136TH AVENUE, NORTHERN SPUI



US 85 and 136th Avenue, Northern SPUI Option

Overview

Municipality(ies)	Brighton
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 220'
Known problems (based on PEL purpose and need)	Safety, railroad proximity, access
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	B/B
2035 No-Action LOS	C/C

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.5	3.5	3.5	8.5

PEL Screening Process

Evaluated improvements	No Action, Diamond, Partial cloverleaf, Junior, RI/RO interchange, SPUI
Eliminated improvement types	None
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, Partial cloverleaf, Diamond Interchange and Junior RI/RO interchange
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Diamond has substantial impacts to commercial and agricultural land uses Partial cloverleaf and Junior RI/RO interchange would not meet access needs
Environmental considerations	Primary considerations include land uses, Second Creek floodplain, wetlands, and historic resources

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process: Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Wetland delineations will be required to determine the scope of possible Section 404 permitting. Substantial changes in the floodplain of Second Creek may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency.
- Land use and transportation planning coordination: Coordination with Brighton and Adams County to avoid or minimize land use conflicts.
- Transit: Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design, if applicable. Currently, local bus service does not stop at 136th Avenue.

Recommended Improvement

Key observations	136th Avenue is elevated over US 85 and UPRR
Recommended improvement type(s)	Northern SPUI (Note: a SPUI is also recommended)
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access, safety Avoids development in SW and SE intersection quadrants Impacts to land use, floodplain, wetlands, and historic resources SPUI configuration does not effectively support through bus movements
Recommended improvement cost estimate (Does not include ROW costs)	\$42,200,000 (Est. 5% more than 136 th Ave. SPUI)
Interim improvements	Safety - Reposition flashing warning signs (W2-1)

US 85 AND 144TH AVENUE



US 85 and 144th Avenue

Overview

Municipality(ies)	Brighton
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	¾ movement
Distance from railroad	Approximately 220'
Known problems (based on PEL purpose and need)	Railroad proximity, access, alternative travel modes
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	B/C

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	5	2	8.25

PEL Screening Process

Evaluated improvements	No action, Diamond, Grade-separated/no access, SPUI, and closure
Eliminated improvement types	None
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, Grade-separated with no access, Diamond, and SPUI
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Grade-separation would meet safety or access needs Diamond and SPUI interchanges would result in substantial land use impacts
Environmental considerations	Primary environmental considerations are associated with potential impacts to land uses, potentially historic railroad segment, Elmwood Cemetery (section 4(f) resource), and wetlands

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

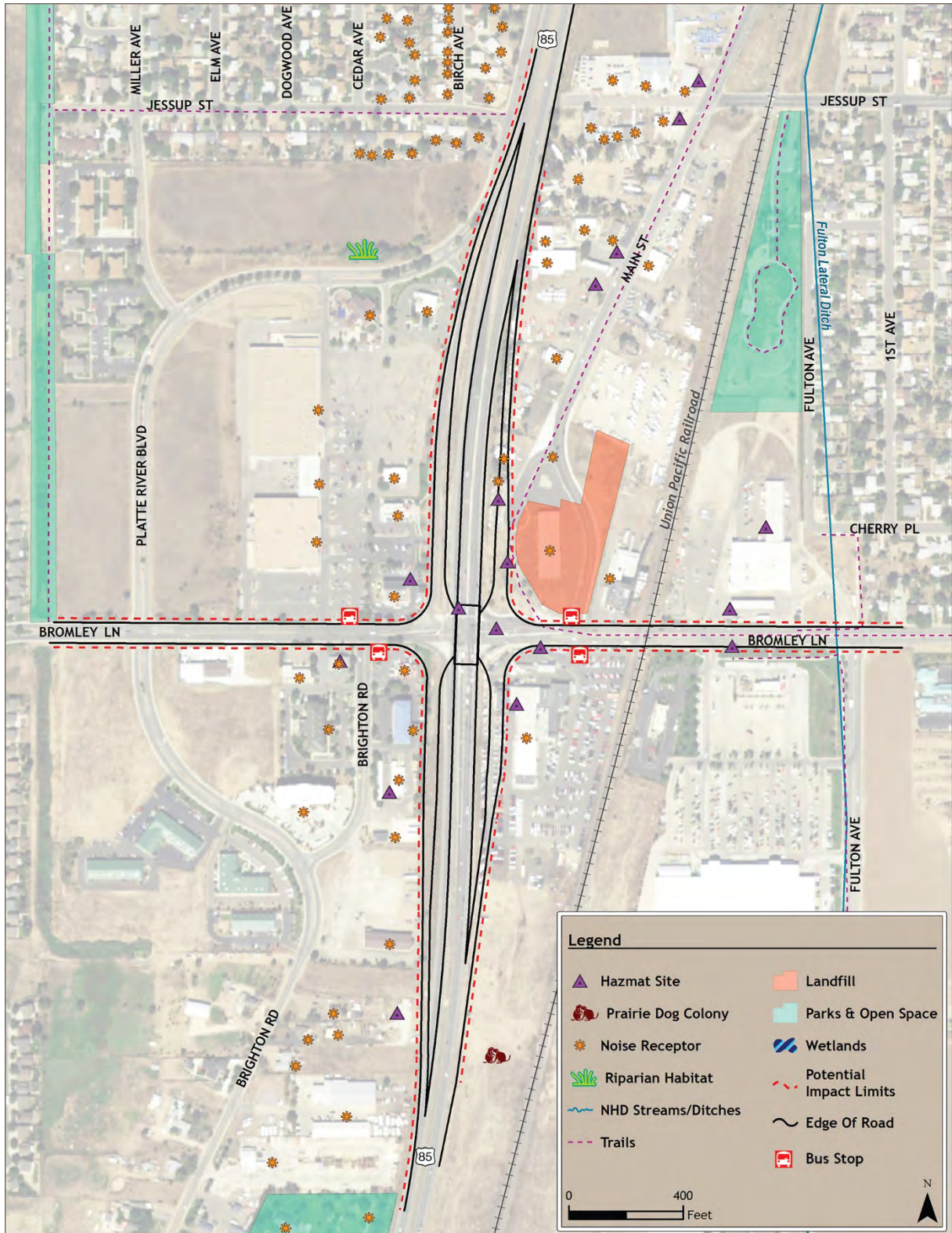
Next Steps

- Land use and transportation planning coordination: Coordination with City of Brighton and Adams County to avoid or minimize impacts to land uses and traffic operations.
- Transit: Coordinate with RTD on services changes to routes R, RC, RX.
- Closure is dependent upon coordination and consensus between relevant parties (Brighton, Adams County, and CDOT).
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	Closure is supported by interchange at Bromley Lane
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Meets access and safety needs Fits within community context Potential impacts to land uses, historic resources, and wetlands
Recommended improvement cost estimate (Does not include ROW costs)	\$300,000
Interim improvements	None

US 85 AND BROMLEY LANE



Overview

Municipality(ies)	Brighton
County(ies)	Adams County
MPO/TPR	DRCOG

Existing facility type	Traffic signal
Distance from railroad	Approximately 550'
Known problems (based on PEL purpose and need)	Safety, mobility, access, alternate travel modes

Existing roadway classification	Standard expressway
PEL recommended classification	Freeway

Existing LOS, AM/PM	D/E
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
4.25	4.5	5	13.75

Recommended Improvement

Key observations	US 85 is elevated over Bromley Lane
Recommended improvement type(s)	SPUI
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access, safety Moderately fits within community context Impacts to land uses, hazmat sites, Section 4(f) resources, T & E Species, and historic resources SPUI configuration does not effectively support through bus movements
Recommended improvement cost estimate (Does not include ROW costs)	\$27,400,000
Interim improvements	<ul style="list-style-type: none"> Safety - Reposition flashing warning signs (W2-1) Mobility - Additional left turn SB and WB and signal timing improvements

PEL Screening Process

Evaluated improvements	No Action, Diamond, SPUI
Eliminated improvement types	None
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, Diamond interchange
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Diamond would not meet mobility and access needs Diamond interchange has substantial impacts to commercial land uses and residential areas
Environmental considerations	Primary considerations include land uses, T & E Species, Section 4(f) resources (Bromley Lane bike path), hazmat sites, and historic resources

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process: Adverse impacts to Section 4(f) properties may elevate the level of NEPA study. If black-tailed prairie dog habitat cannot be avoided within the project footprint, CDOT's *Impacted Black-Tailed Prairie Dog Policy* (2009) will apply, and surveys for Western Burrowing Owls will be required. If Western Burrowing Owls are found at the site, coordination with the US Fish and wildlife Service will be required to ensure compliance with the Migratory Bird Treaty Act. During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable. Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable.
- Land use and transportation planning coordination: Coordination with Brighton and Adams County to avoid or minimize land use conflicts.
- Transit: Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design, if applicable.

US 85 AND BRIDGE STREET/SH 7



US 85 and Bridge Street/SH 7

Overview

Municipality(ies)	Brighton
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Interchange with roundabouts
Distance from railroad	Approximately 800'
Known problems (based on PEL purpose and need)	Alternate modes
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	NB: A/B, SB: C/F
2035 No-Action LOS	NB: F/F, SB: F/F

Prioritization (1-5 each, 15 total) NB/SB

LOS	Safety	Railroad	Overall
3/4.25	0/0	0/0	3/4.25

PEL Screening Process

Evaluated improvements	No Action, bus slip ramps to station
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	Would not effectively address purpose and need
Environmental considerations	Primary considerations include commercial land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

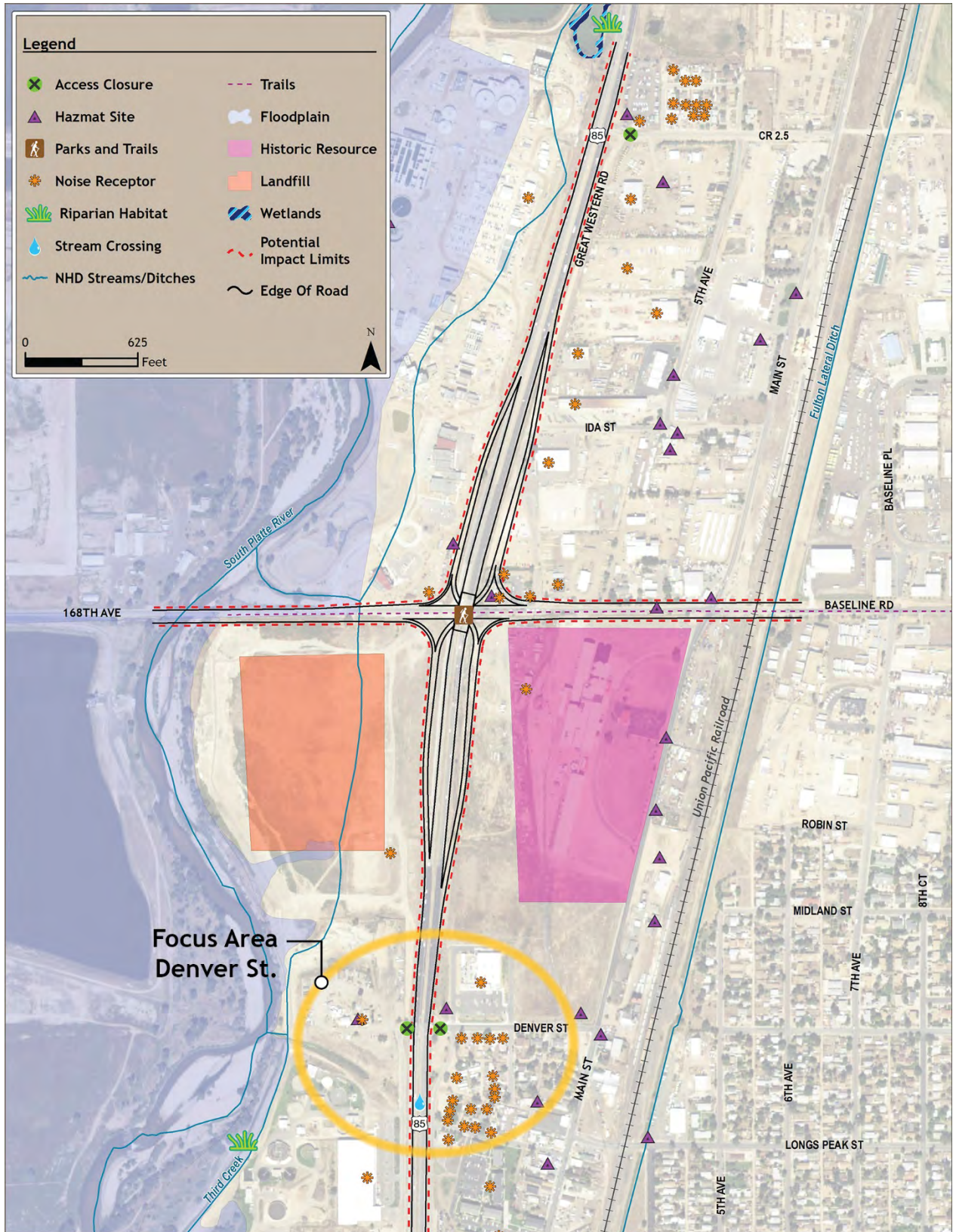
Next Steps

- Land use and transportation planning coordination: Coordination with City of Brighton, Adams County and RTD to avoid or minimize land use conflicts.
- Transit: Coordinate with RTD during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design.

Recommended Improvement

Key observations	Ties into existing bus stop
Recommended improvement type(s)	Addition of bus slip ramps, grade separated crossing
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Improves access and transit service • Fits within community context • Minor impacts to land use
Recommended improvement cost estimate (Does not include ROW costs)	\$600,000
Interim improvements	Safety - Review the signing and upgrade to conform to MUTCD guidance

US 85 AND DENVER STREET



US 85 and Denver Street

Overview

Municipality(ies)	Brighton
County(ies)	Adams County
MPO/TPR	DRCOG
Existing facility type	Unsignalized, full movement
Distance from railroad	N/A
Known problems (based on PEL purpose and need)	Safety
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	E/B

Recommended Improvement

Key observations	Closure would happen in conjunction with the interchange at WCR 2
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within corridor and community context Minor impacts to land use
Recommended improvement cost estimate (Does not include ROW costs)	\$100,000
Interim improvements	<ul style="list-style-type: none"> Safety: WB right-out only (2013) Mobility: Closure, except for emergency access

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.75	1.5	0	3.25

PEL Screening Process

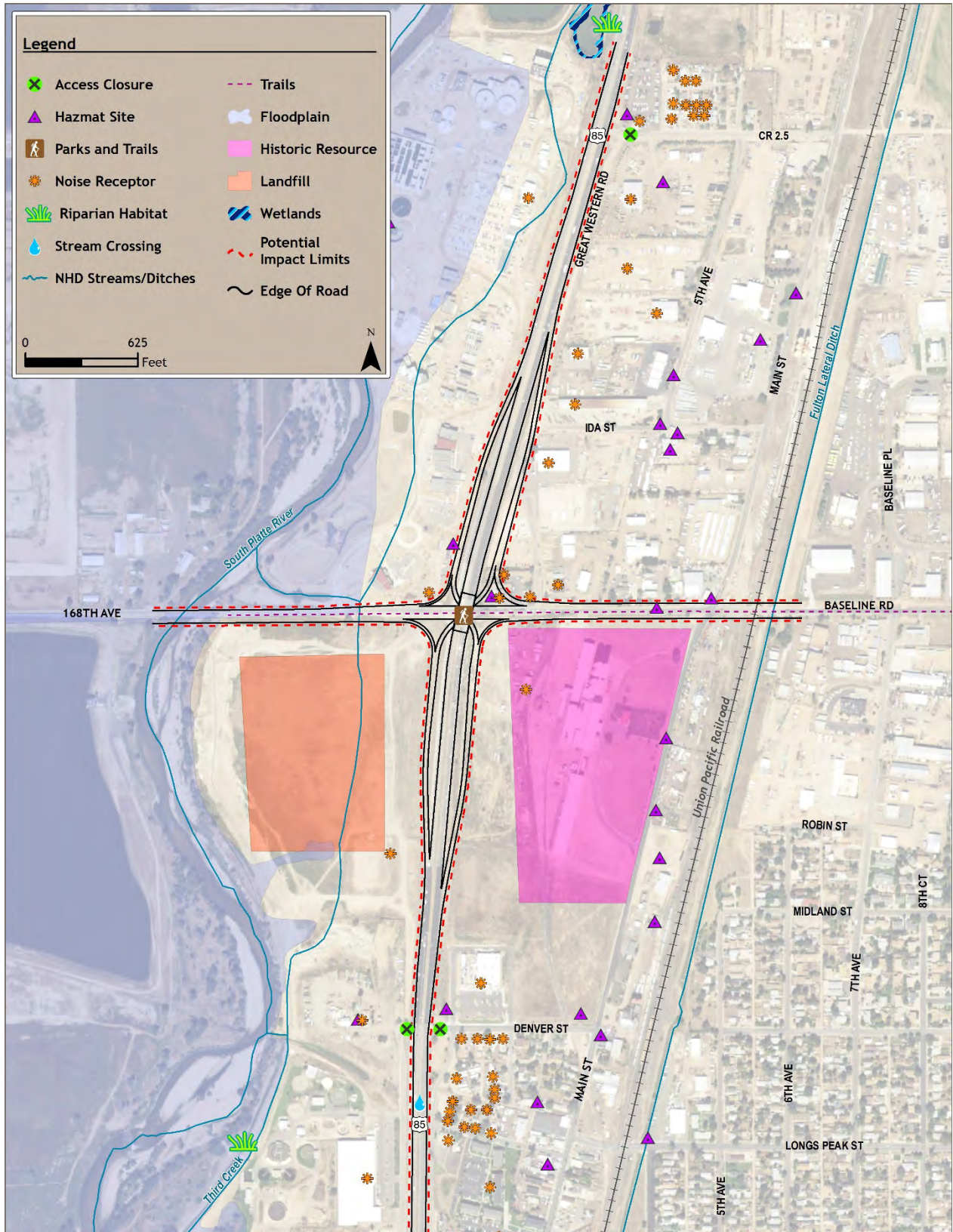
Evaluated improvements	No Action and Closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	Would not effectively address purpose and need
Environmental considerations	Primary considerations include minor impacts to commercial land uses (changes in travel patterns)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Brighton and Adams County to avoid or minimize land use conflicts.
- Closure is dependent upon coordination and consensus between relevant parties (Brighton, Adams County, and CDOT).
- Action would require an amendment to the ACP.

US 85 AND 168TH AVENUE/BASELINE ROAD/WCR 2



US 85 and 168th Avenue/Baseline Road/WCR 2

Overview

Municipality(ies)	Brighton
County(ies)	Adams County, Weld County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 1400'
Known problems (based on PEL purpose and need)	Mobility, access
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	C/C
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3.5	4	2	9.5

PEL Screening Process

Evaluated improvements	No Action, Diamond and SPUI
Eliminated improvement types	None
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, Diamond
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Diamond would not meet access need Diamond would result in substantial impacts to adjacent land uses
Environmental considerations	Primary considerations include land uses, Section 4(f) resource (County Line Trail bike lane), NRHP resource, wetlands, floodplain, T&E species (migratory bird nesting), hazmat site

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

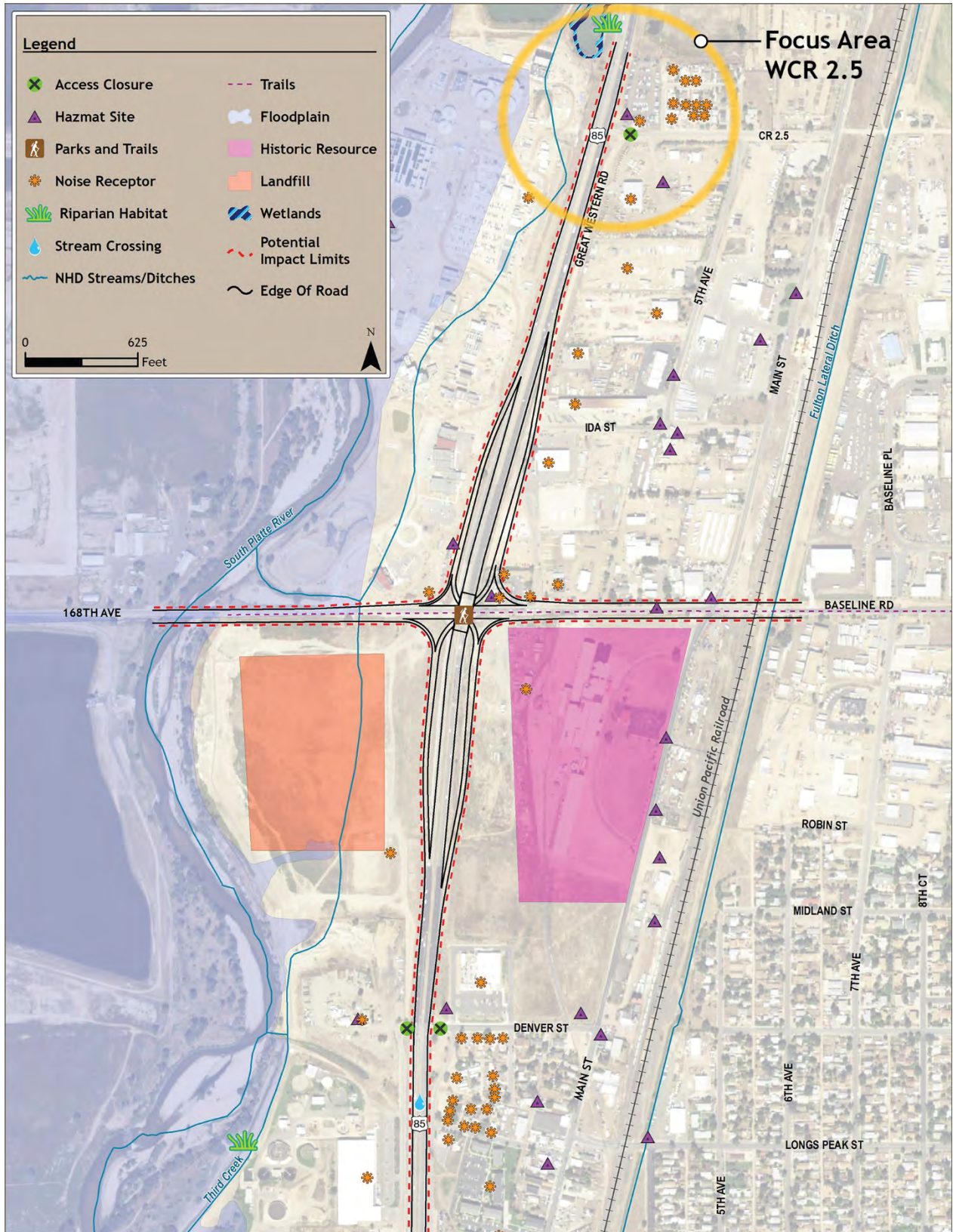
Next Steps

- Determining scope of NEPA and permitting process: Adverse impacts to Section 4(f) properties may elevate the level of NEPA study. Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Wetland delineations will be required to determine the scope of possible Section 404 permitting. Potential changes in the floodplain of South Platte River may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. Coordination with the US Fish and wildlife Service may be required for federally listed T & E species. Coordination with Colorado Parks and Wildlife for State Species may be required for state listed T&E species, and SB 40 resources.
- Land use and transportation planning coordination: Coordination with Brighton, Adams County and Weld County to avoid or minimize land use conflicts.
- Transit: Coordinate with RTD/other service providers during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design, if applicable. Currently, local bus service does not stop at 168th Avenue.

Recommended Improvement

Key observations	US 85 is elevated over 168th Avenue
Recommended improvement type(s)	SPUI
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access and safety Moderately fits within community context Impacts to land uses, Section 4(f) resource, NRHP resource, Impacts to wetlands, floodplain, T&E species, hazmat site SPUI configuration does not effectively support through bus movements
Recommended improvement cost estimate (Does not include ROW costs)	\$31,100,000
Interim improvements	<ul style="list-style-type: none"> Safety - Reposition flashing warning signs (W2-1) Mobility - Additional left turn lanes EB and WB; signal timing improvements

US 85 AND WCR 2.5



US 85 and WCR 2.5

Overview

Municipality(ies)	Brighton
County(ies)	Weld County
MPO/TPR	DRCOG
Existing facility type	¾ movement
Distance from railroad	N/A
Known problems (based on PEL purpose and need)	No significant issues
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	C/B

Recommended Improvement

Key observations	Closure would happen in conjunction with the interchange at WCR 2
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Would improve access and safety • Minor impacts to commercial land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$100,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	2	0	3.25

PEL Screening Process

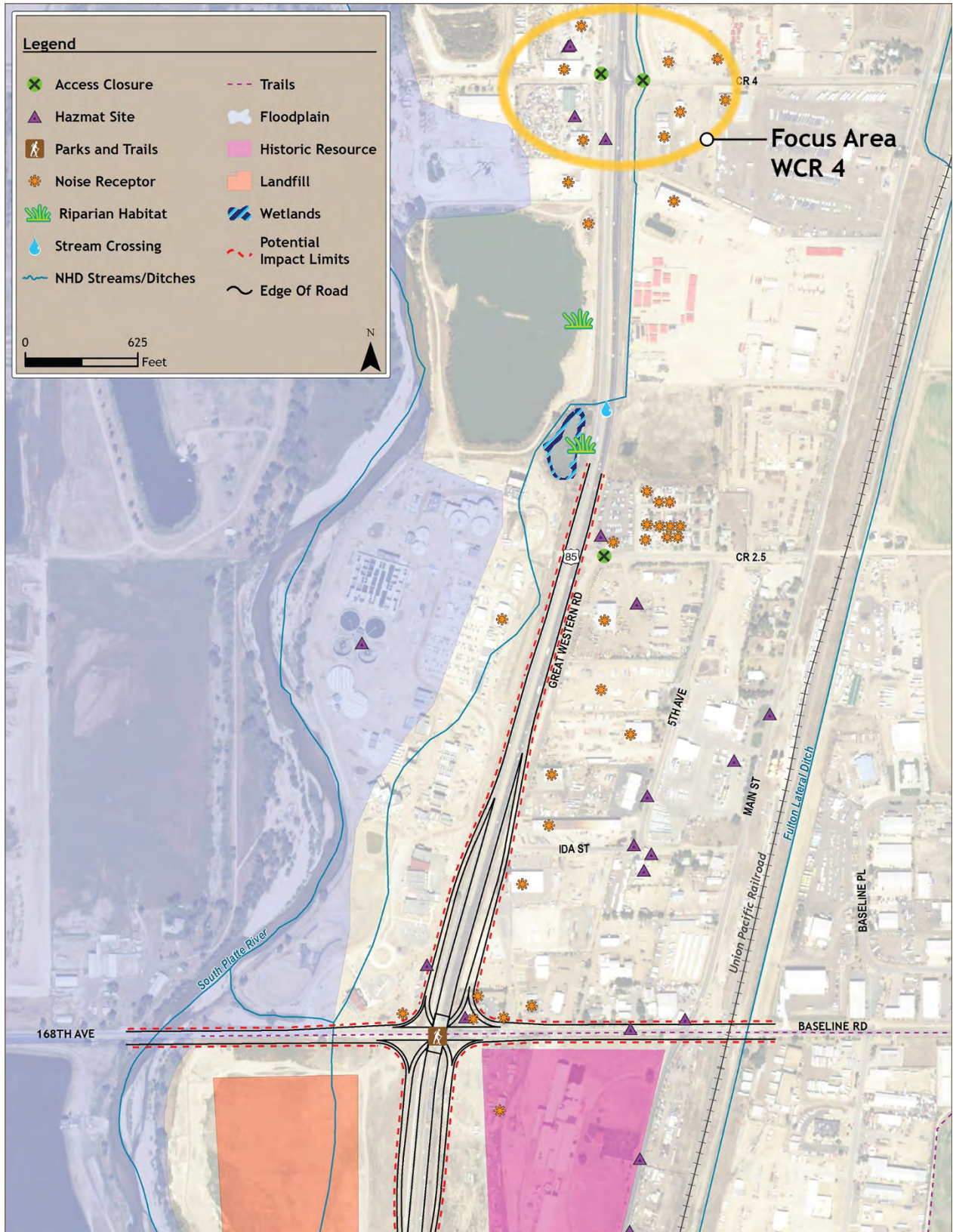
Evaluated improvements	No Action and closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	Would not meet access requirements
Environmental considerations	Primary considerations include commercial land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with City of Brighton and Weld County to avoid or minimize land use conflicts.
- Closure is dependent upon coordination and consensus between relevant parties (Brighton, Weld County, and CDOT).

US 85 AND WCR 4



US 85 and WCR 4

Overview

Municipality(ies)	N/A
County(ies)	Weld County
MPO/TPR	DRCOG
Existing facility type	¾ movement
Distance from railroad	Approximately 1750'
Known problems (based on PEL purpose and need)	No significant issues
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	C/E

Recommended Improvement

Key observations	Closure would happen in conjunction with the interchange at WCR 2 and WCR 6
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Would improve safety • Fits within community context • Minor impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$100,000
Interim improvements	Mobility - Right-in, right-out on west leg

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
2	1.5	1	4.5

PEL Screening Process

Evaluated improvements	No Action, grade separation, and closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action and grade separation
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> • No Action does not effectively address purpose and need • Grade separation would meet access and safety needs, but would not be cost effective
Environmental considerations	Primary considerations include commercial land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Weld County, to avoid or minimize land use conflicts.
- Closure is dependent upon coordination and consensus between relevant parties (Weld County and CDOT).

US 85 AND WCR 6, PARTIAL LOOP



US 85 and WCR 6, Partial Loop

Overview

Municipality(ies)	Fort Lupton
County(ies)	Weld County
MPO/TPR	DRCOG
Existing facility type	Traffic signal
Distance from railroad	Approximately 2700'
Known problems (based on PEL purpose and need)	Safety, mobility, access
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	B/B
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3	1.5	1	5.5

PEL Screening Process

Evaluated improvements	No Action, Partial Cloverleaf, and Diamond
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action and Diamond
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need The tight diamond may result in the complete take of a mobile home community
Environmental considerations	Primary considerations include land uses, historic resource, wetlands, South Platte River floodplain, T&E species and riparian, hazmat site.

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process: Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Wetland delineations will be required to determine the scope of possible Section 404 permitting. Substantial changes in the floodplain of South Platte River may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. Coordination with the US Fish and wildlife Service may be required for federally listed T & E species, and the migratory birds. Coordination with Colorado Parks and Wildlife for State Species may be required for state listed T&E species, and SB 40 resources.
- Land use and transportation planning coordination: Coordination with Fort Lupton and Weld County to avoid or minimize land use conflicts.
- Transit: Coordinate with RTD/other service providers during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design, if applicable. Currently, local bus service does not stop at 168th Avenue.

Recommended Improvement

Key observations	WCR 6 is elevated over US 85.
Recommended improvement type(s)	Partial Cloverleaf
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Would improve mobility, access and safety Impacts to land uses, historic resources, South Platte floodplain, wetlands, T&E species and hazmat site
Recommended improvement cost estimate (Does not include ROW costs)	\$22,200,000
Interim improvements	<ul style="list-style-type: none"> Safety - Reposition flashing warning signs (W2-1)

US 85 AND WCR 6.25



Overview

Municipality(ies)	Fort Lupton
County(ies)	Weld County
MPO/TPR	DRCOG
Existing facility type	Unsignalized, full movement
Distance from railroad	N/A
Known problems (based on PEL purpose and need)	No significant issues
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/B

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1	0	2

PEL Screening Process

Evaluated improvements	No Action and closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	Would not meet corridor access requirements
Environmental considerations	Primary considerations include access to commercial land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

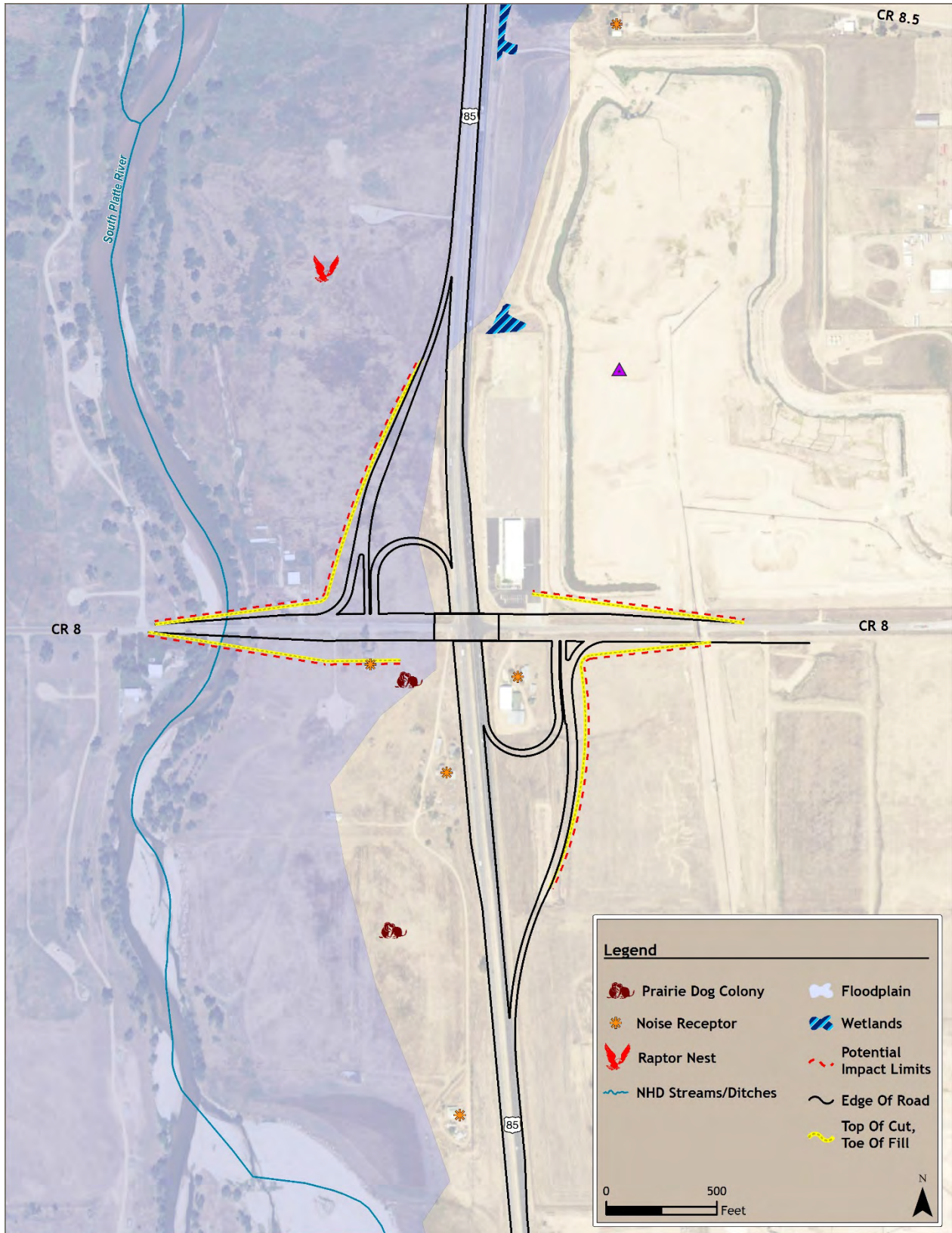
Next Steps

- Land use and transportation planning coordination: Coordination with Fort Lupton and Weld County, to avoid or minimize land use conflicts.
- Closure is dependent upon coordination and consensus between relevant parties (Fort Lupton, Weld County, and CDOT).

Recommended Improvement

Key observations	Closure would happen in conjunction with interchange at WCR 6
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Would improve safety • Fits within community context • Minor impacts to commercial land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$100,000
Interim improvements	None

US 85 AND WCR 8



Overview

Municipality(ies)	Fort Lupton
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Unsignalized, full movement
Distance from railroad	N/A
Known problems (based on PEL purpose and need)	No major issues
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	B/C
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3.25	3	0	6.25

PEL Screening Process

Evaluated improvements	No Action, partial cloverleaf, and diamond
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action and diamond
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Diamond result in substantial commercial and residential impacts
Environmental considerations	Primary considerations include land uses, wetlands, Platte River floodplain, and T&E species

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

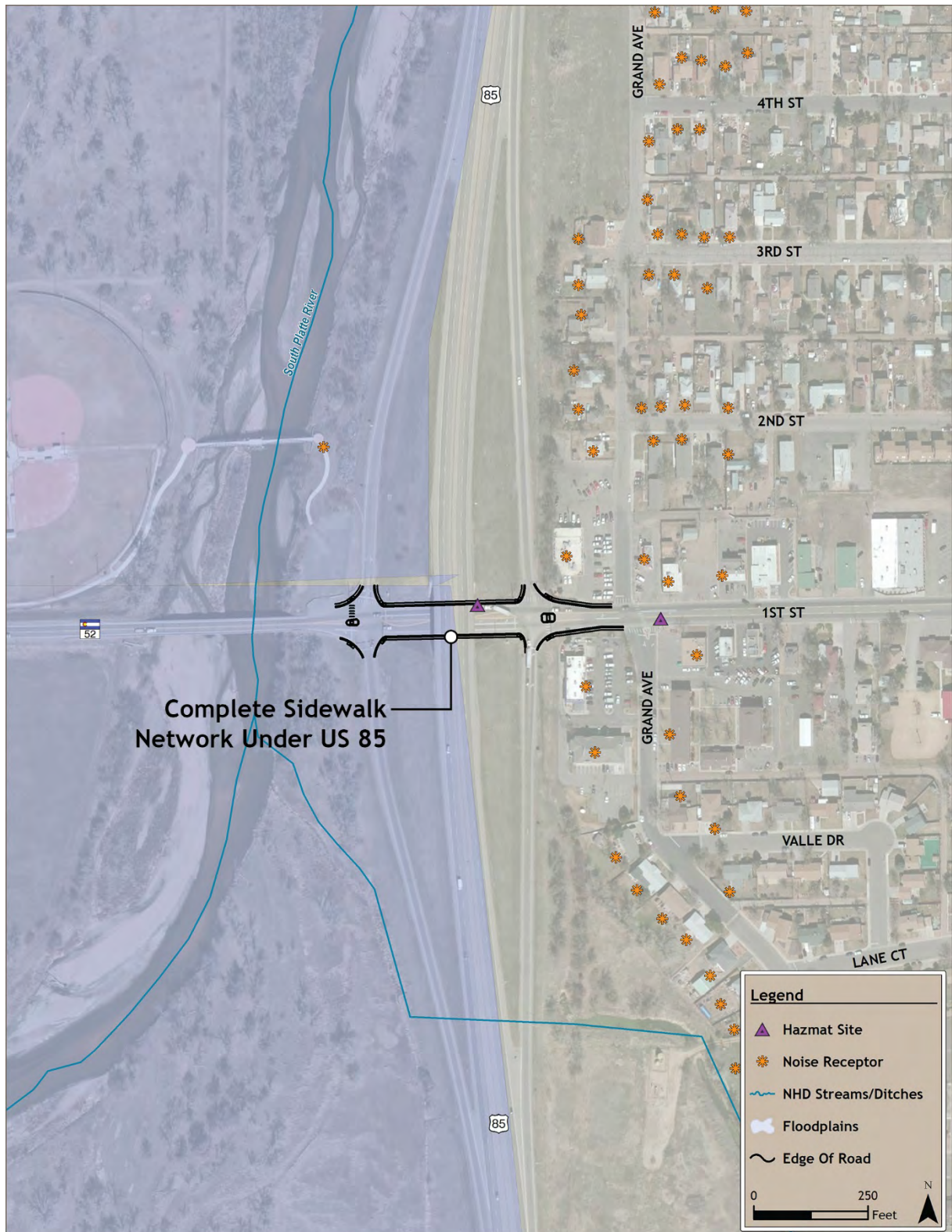
Next Steps

- Determining scope of NEPA and permitting process: Wetland delineations will be required to determine the scope of possible Section 404 permitting. Substantial changes in the floodplain of South Platte River may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. Coordination with the US Fish and wildlife Service may be required for federally listed T & E species, and migratory birds. Coordination with Colorado Parks and Wildlife for State Species may be required for state listed T&E species, and SB 40 resources.
- Land use and transportation planning coordination: Coordination with Fort Lupton and Weld County to avoid or minimize land use conflicts.
- Transit: Coordinate with RTD/other service providers during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design, if applicable. Currently, local bus service does not stop at 168th Avenue.

Recommended Improvement

Key observations	WCR 8 is elevated over US 85 and has existing connectivity over the South Platte River.
Recommended improvement type(s)	Partial cloverleaf junior interchange with hook ramps
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Would improve mobility, access and safety Moderately fits within community context Impacts to land uses, wetlands, floodplain, T&E species
Recommended improvement cost estimate (Does not include ROW costs)	\$24,700,000
Interim improvements	<ul style="list-style-type: none"> Safety - WB right out only if broadsides persist Mobility - Signalization, when warranted

US 85 AND SH 52



Overview

Municipality(ies)	Fort Lupton
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Diamond interchange
Distance from railroad	N/A
Known problems (based on PEL purpose and need)	Mobility, alternative travel mode
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway
Existing LOS, AM/PM	NB: C/C, SB: B/B
2035 No-Action LOS	NB: C/C, SB: C/F

Prioritization (1-5 each, 15 total) NB/SB

LOS	Safety	Railroad	Overall
2/2.25	0/0	0/0	2/2.25

PEL Screening Process

Evaluated improvements	No Action and pedestrian improvements
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	Would not effectively address purpose and need
Environmental considerations	Primary considerations include minor impacts to commercial land uses and floodplain

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Fort Lupton and Weld County to avoid or minimize land use conflicts.
- Transit: Coordinate with RTD/other service providers during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design, if applicable. Currently, local bus service does not stop at 168th Avenue.

Recommended Improvement

Key observations	Pedestrian improvements are needed to connect to the pedestrian bridge over the South Platte River
Recommended improvement type(s)	Pedestrian improvements
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Would improve pedestrian access • Minor impact to South Platte River Floodplain
Recommended improvement cost estimate (Does not include ROW costs)	\$200,000
Interim improvements	None

US 85 AND 14TH STREET/WCR 14.5



Overview

Municipality(ies)	Fort Lupton
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Traffic signal
Distance from railroad	Approximately 900'
Known problems (based on PEL purpose and need)	Safety, mobility, alternative travel mode
Existing roadway classification	Standard expressway
PEL recommended classification	Freeway to enhanced expressway
Existing LOS, AM/PM	C/C
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3.5	5	2.5	11

PEL Screening Process

Evaluated improvements	No Action, Diamond, SPUI, Channelized-T, and Junior Interchange
Eliminated improvement types	Diamond
Eliminated improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Would improve mobility, access and safety Substantial impacts to businesses
Feasible, not recommended improvements	No Action, SPUI, and Channelized-T
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need SPUI would effectively address purpose and need, with substantial impacts to businesses Channelized-T would improve safety; however, left turns may create mobility issues
Environmental considerations	Primary considerations include land uses, hazmat sites and historic resource

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

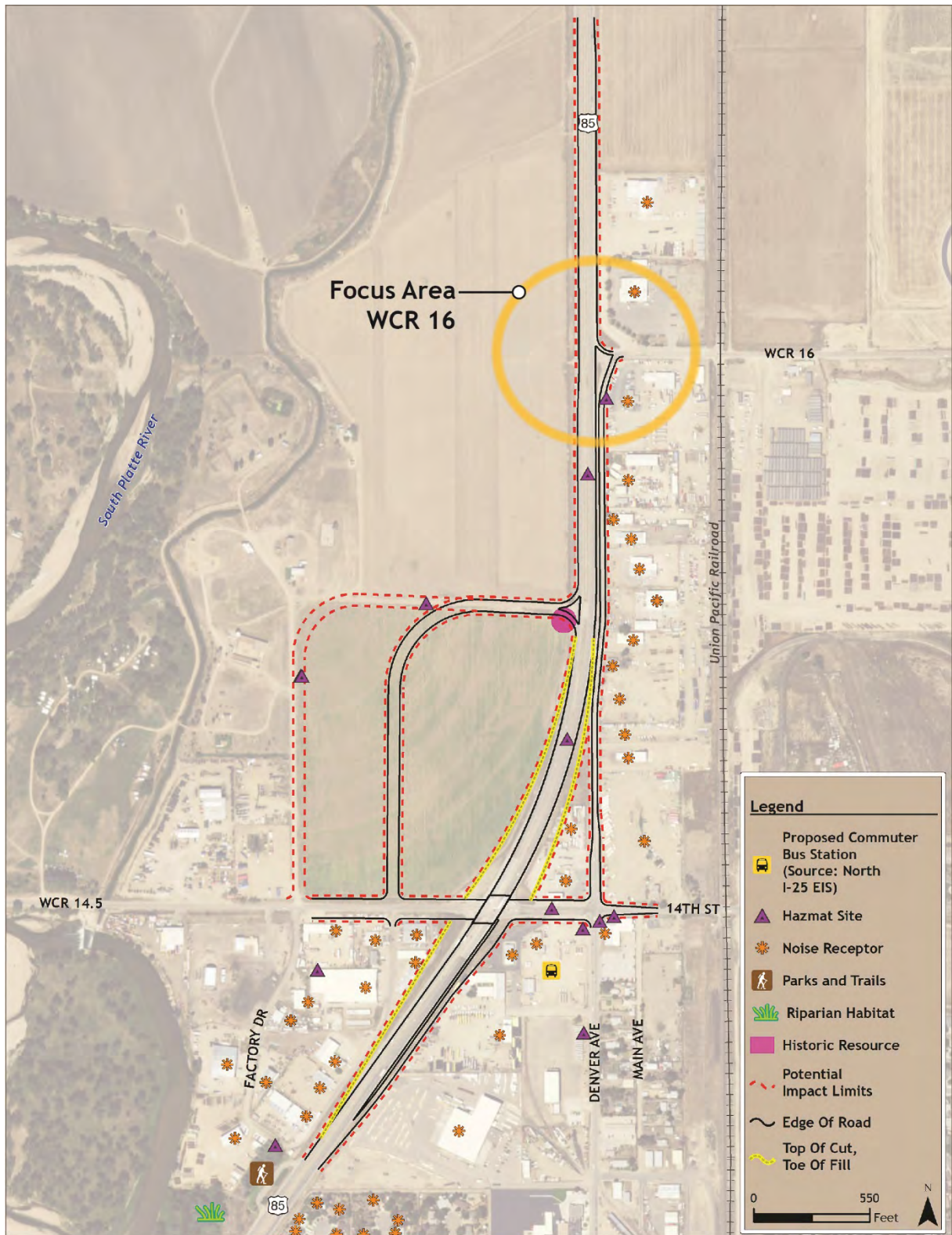
Next Steps

- Determining scope of NEPA and permitting process: Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable.
- Land use and transportation planning coordination: Coordination with Fort Lupton and Weld County, to avoid or minimize land use conflicts.
- Transit: Coordinate with CDOT on the implementation of interregional commuter bus service as identified in the North I-25 EIS ROD 1.

Recommended Improvement

Key observations	A commuter bus station is identified to be in the southeast quadrant of US 85 and 14th Street/WCR 14.5. The exact location of the alignment can be determined at the time of improvement.
Recommended improvement type(s)	Junior interchange
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves access and safety Fits within community context Impacts to land uses, hazmat sites, and historic resource
Recommended improvement cost estimate (Does not include ROW costs)	\$31,400,000 (includes WCR 16)
Interim improvements	Safety - Protected left turns only from US 85, reposition flashing warning signs (W2-1)

US 85 AND WCR 16



Overview

Municipality(ies)	Fort Lupton
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Right-in, right-out (RIRO)
Distance from railroad	Approximately 550'
Known problems (based on PEL purpose and need)	Railroad proximity, access
Existing roadway classification	Standard expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Recommended Improvement

Key observations	Completed in coordination with improvements at WCR 14.5. Outcome at WCR 16 is dependent on type of improvement implemented at WCR 14.5/14 th Street.
Recommended improvement type(s)	Right-in, right-out
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context Minor impacts to land use and hazmat sites
Recommended improvement cost estimate (Does not include ROW costs)	\$31,400,000 (includes WCR 14.5)
Interim improvements	Safety - addressed by closing median (2012)

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	2.5	1.5	5.25

PEL Screening Process

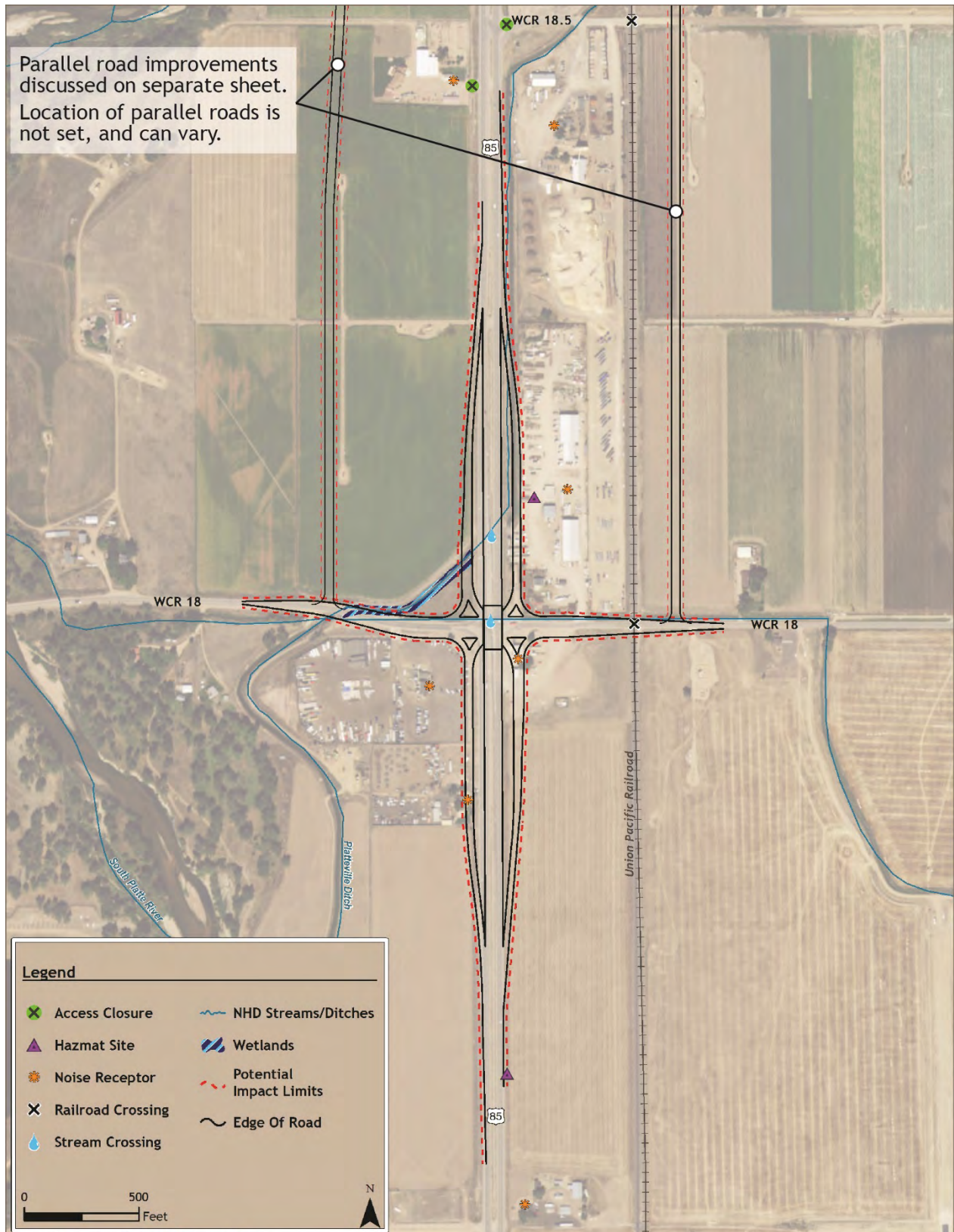
Evaluated improvements	No Action, RIRO and Closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action and Closure
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Closure would meet access and safety needs, however the RIRO is needed to complement the WCR 14.5 Junior interchange
Environmental considerations	Primary considerations include commercial land uses and hazmat site

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process: Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable.
- Land use and transportation planning coordination: Coordination with Fort Lupton and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

US 85 AND WCR 18



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 550'
Known problems (based on PEL purpose and need)	Safety, railroad proximity, access
Existing roadway classification	Standard expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	F/E

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
2.75	4.5	1.5	8.75

PEL Screening Process

Evaluated improvements	No Action, traffic signal, continuous flow, Shifted SPUI, SPUI, Hook ramps, and diamond
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, Hook ramps, and diamond Traffic signal, continuous flow
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Hook Ramps would impact local businesses Diamond interchange would result in substantial business impacts
Environmental considerations	Primary considerations include impacts to a commercial hazmat facility, wetlands, South Platte River floodplain, and historic resources (Platteville Ditch and railroad segment). Potential to avoid riparian areas and migratory bird habitats.

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

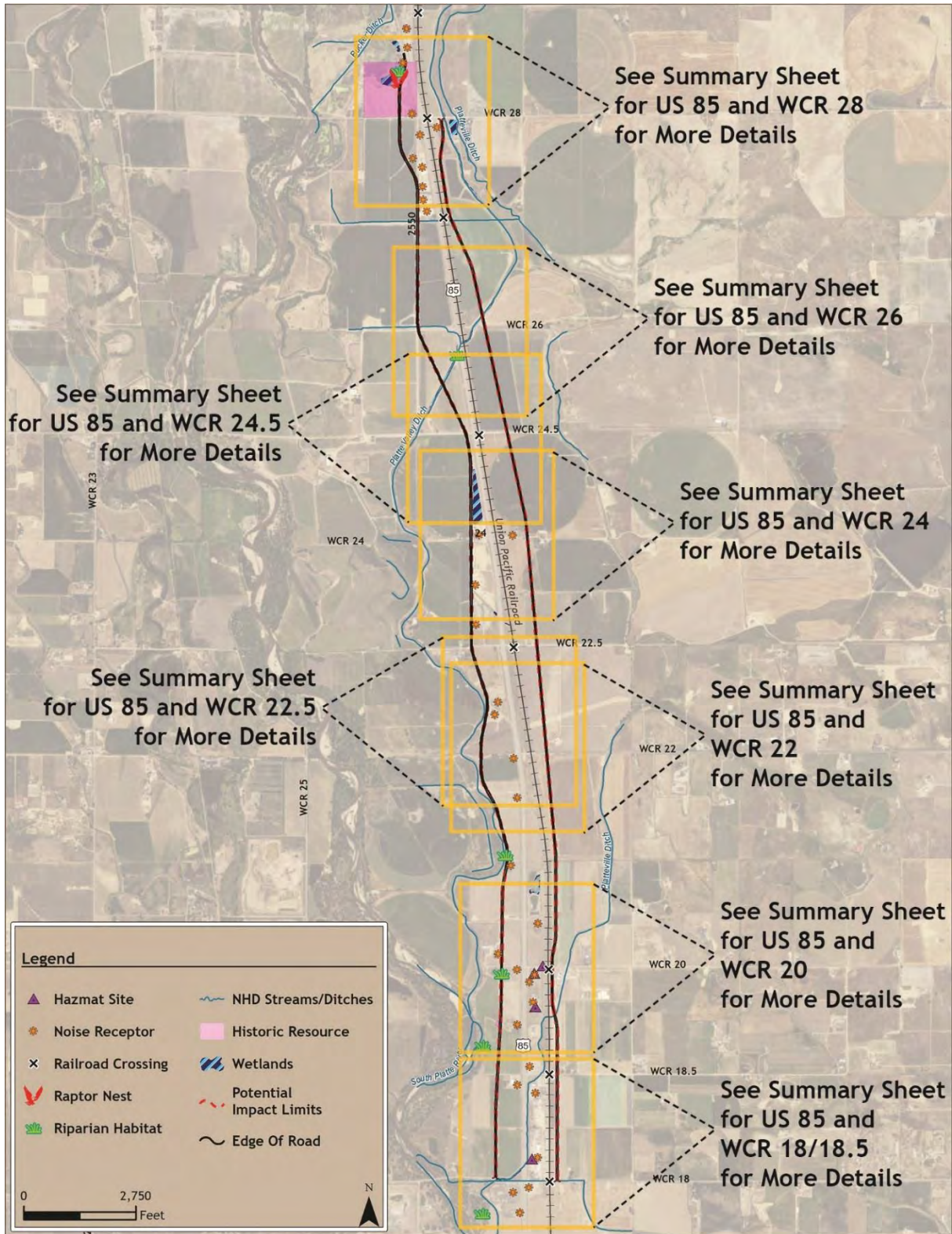
Next Steps

- Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Wetland delineations will be required to determine the scope of possible Section 404 permitting. During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable. Coordination with the US Fish and wildlife Service may be required for federally listed T & E species, and the migratory birds. Coordination with Colorado Parks and Wildlife for State Species may be required for state listed T&E species, and SB 40 resources.
- Land use and transportation planning coordination:** Coordination with Weld County to avoid or minimize land use conflicts.
- Transit:** Coordinate with RTD/other service providers during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design, if applicable. Currently, local bus service does not stop at 168th Avenue.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	<ul style="list-style-type: none"> US 85 elevated over WCR 18. Should be constructed in conjunction with parallel roads system between WCR 18 and WCR 28.
Recommended improvement type(s)	SPUI
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Meets mobility, access and safety needs Moderately fits within community context Impacts to commercial hazmat facility, wetlands, T&E species, and historic resources
Recommended improvement cost estimate (Does not include ROW costs)	\$27,500,000
Interim improvements	<ul style="list-style-type: none"> Safety - Closing median to create right-in, right out (RIRO) Mobility - Signalization, when warranted

US 85 AND WCR 18 TO WCR 28 PARALLEL ROADS



Overview

Municipality(ies)	Located between Fort Lupton and Platteville
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	DNE
Distance from railroad	-
Known problems (based on PEL purpose and need)	
Existing roadway classification	DNE
PEL recommended classification	Collector road
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Recommended Improvement

Key observations	The parallel road improvements must be in place in order for the proposed activities at WCR 18, WCR 18.5, WCR 20, WCR 22, WCR 22.5, WCR 24, WCR 24.5, WCR 26, and WCR 28 to proceed.
Recommended improvement type(s)	Collector road parallel to highway; exact alignment TBD
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety and mobility Supports highway operations Minor impacts to land use
Recommended improvement cost estimate (Does not include ROW costs)	\$36,600,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
-	-	-	-

PEL Screening Process

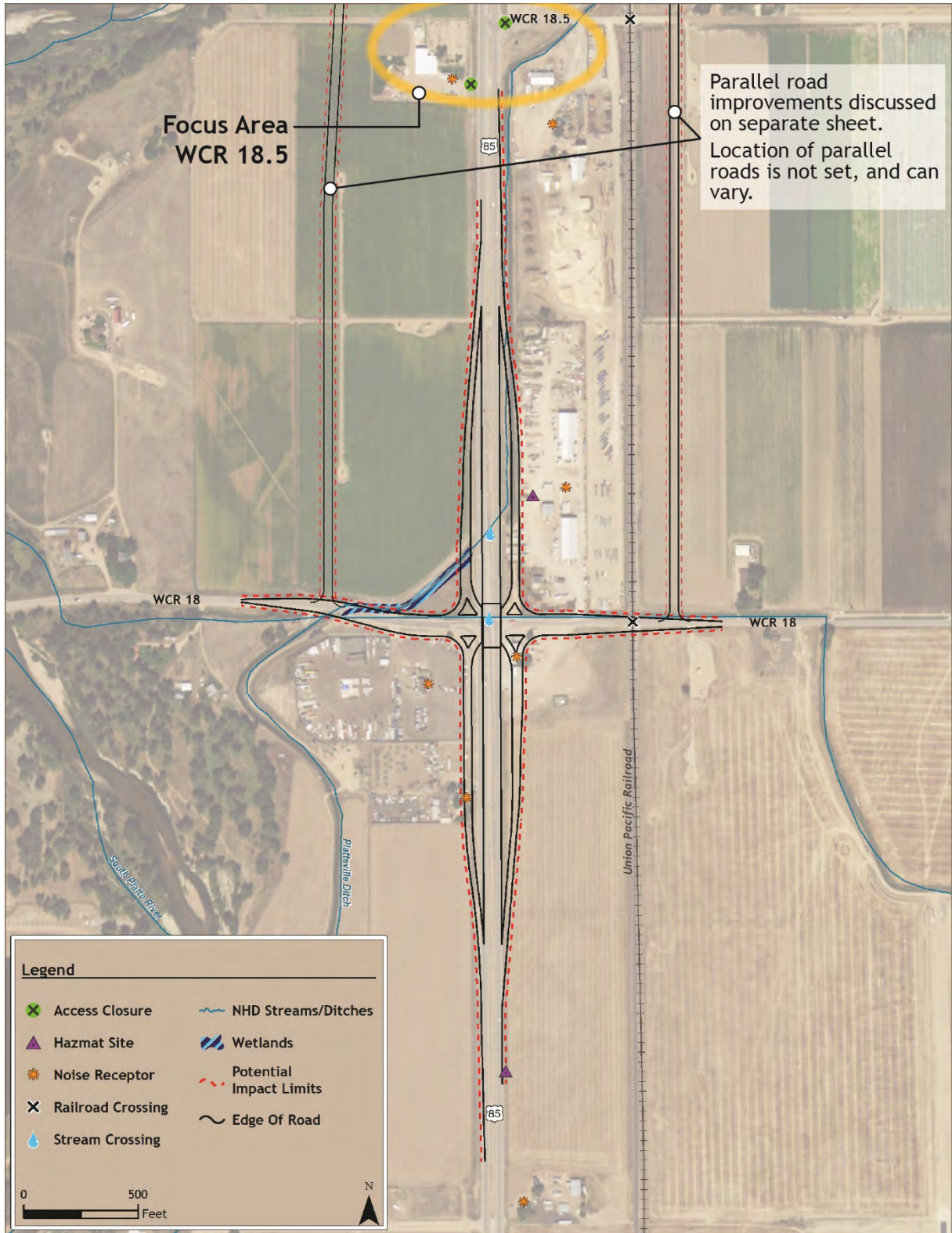
Evaluated improvements	No Action, parallel roads
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action does not support the highway operations
Environmental considerations	Considerations include minor impacts to agriculture, and impacts on a historic ditch (near WCR 26)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process: Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable.
- Land use and transportation planning coordination: Coordination with Weld County to avoid or minimize land use conflicts

US 85 AND WCR 18.5



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 550'
Known problems (based on PEL purpose and need)	Safety, railroad proximity, access
Existing roadway classification	Standard expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	1.5	1	3.75

PEL Screening Process

Evaluated improvements	No Action, right-in right-out, closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, right-in right-out
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action - would not effectively address purpose and need Right-in, right-out - Spacing with WCR 18 may be too close to ramps
Environmental considerations	Primary considerations include local commercial land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Weld County to avoid or minimize land use conflicts.
- Closure is dependent upon coordination and consensus between relevant parties (Weld County, CDOT, and UPRR).
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	Closure would happen in conjunction with the interchange at WCR 18. Should be constructed in conjunction with parallel roads system between WCR 18 and WCR 28.
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context Minor impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$200,000
Interim improvements	None

US 85 AND WCR 20



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 500'
Known problems (based on PEL purpose and need)	Safety, railroad proximity
Existing roadway classification	Standard expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Recommended Improvement

Key observations	Should be constructed in conjunction with parallel road system between WCR 18 and WCR 28.
Recommended improvement type(s)	Right-in, right-out (RIRO)
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Allows access and improves safety Fits within community context Minor impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$800,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	1	1	3.25

PEL Screening Process

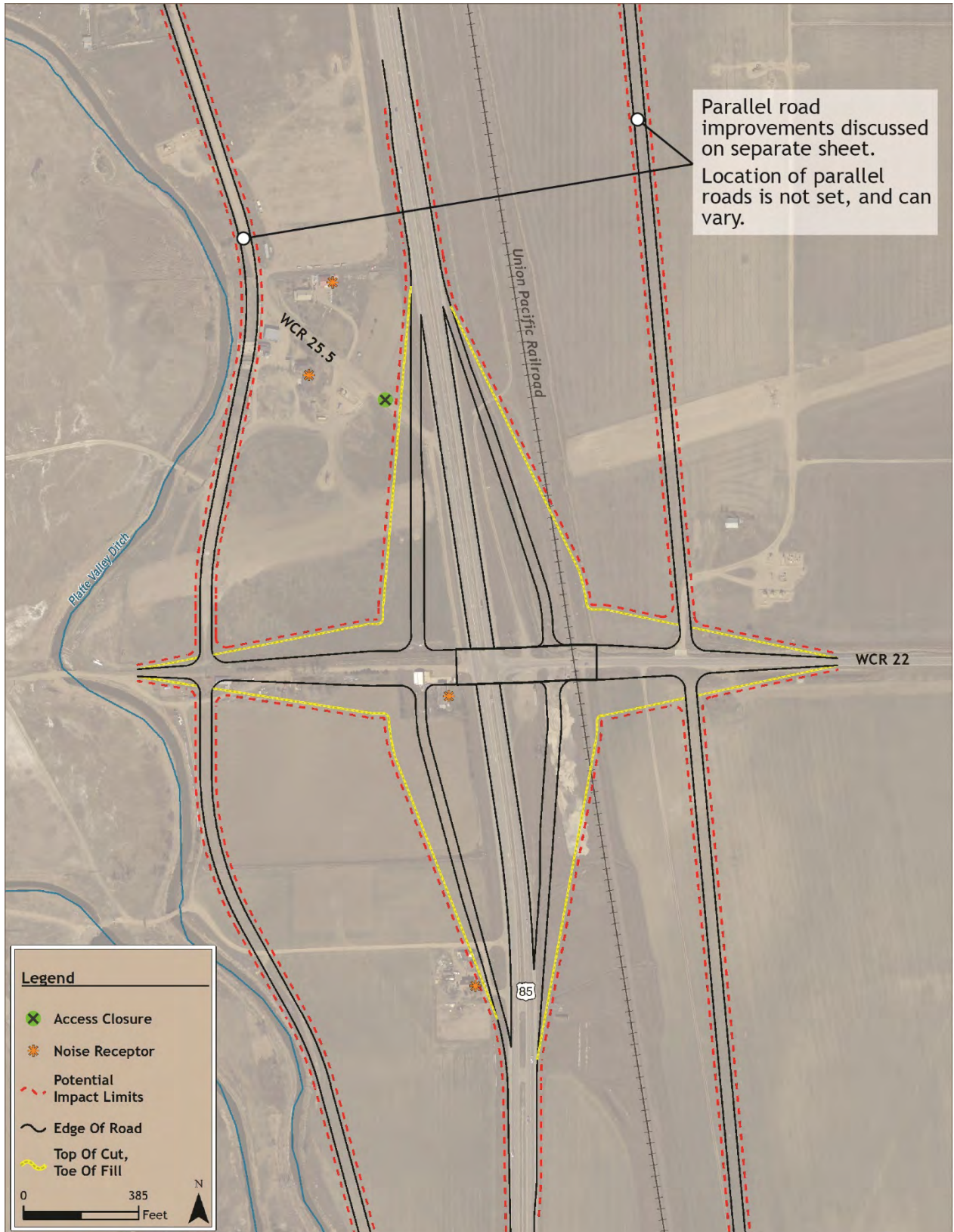
Evaluated improvements	No Action, RIRO, and Closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action and Closure
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Closure suitable for supporting parallel road system
Environmental considerations	Primary considerations include commercial and residential impacts

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

US 85 AND WCR 22



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 225'
Known problems (based on PEL purpose and need)	Safety, railroad proximity, access
Existing roadway classification	Standard expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	A/B
2035 No-Action LOS	B/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
2	3	3.5	8.5

PEL Screening Process

Evaluated improvements	No Action and diamond interchange
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	Would not effectively address purpose and need
Environmental considerations	Primary considerations include substantial impacts to agricultural and residential land uses in the SW portion of intersection

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

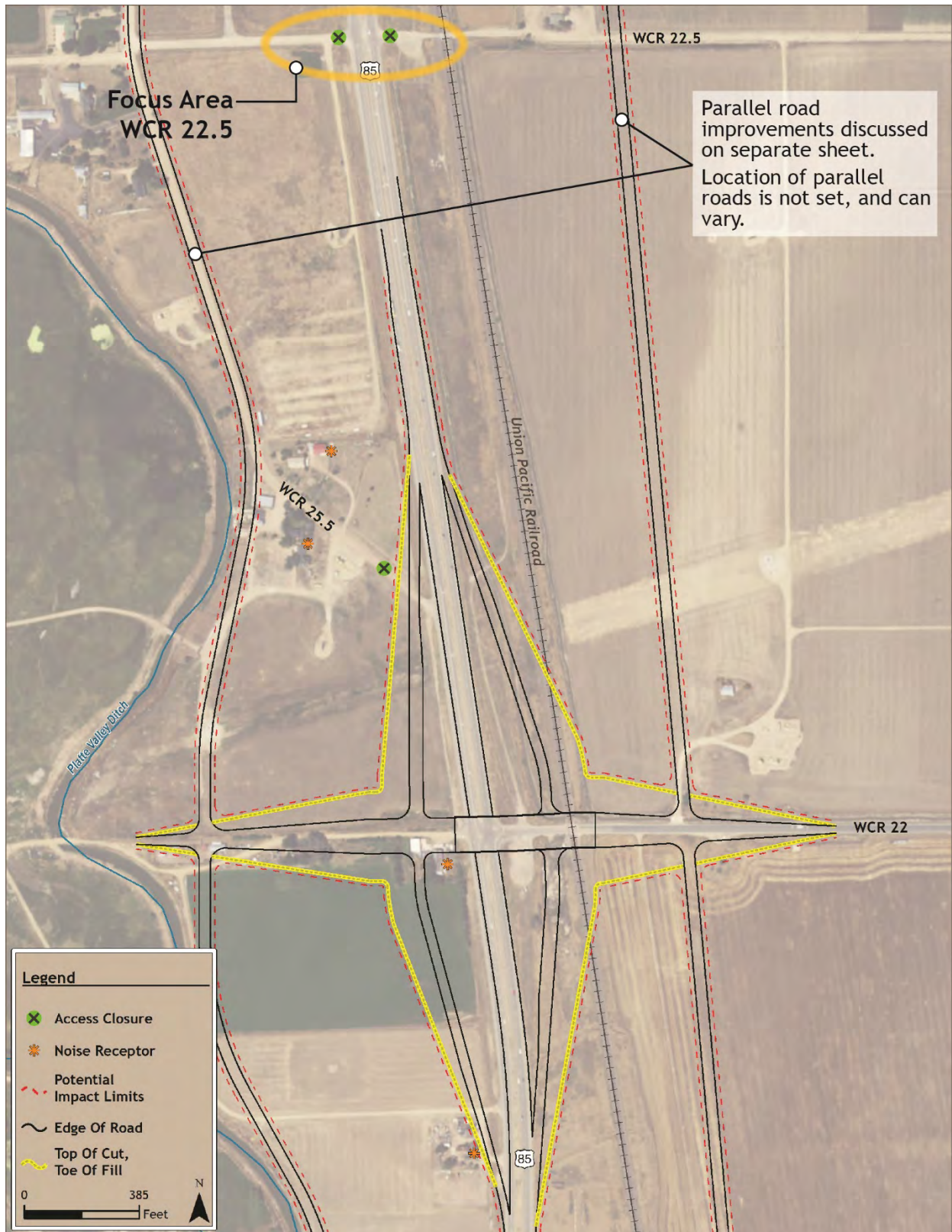
Next Steps

- Land use and transportation planning coordination: Coordination with Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	Should be constructed in conjunction with parallel roads system between WCR 18 and WCR 28.
Recommended improvement type(s)	Diamond interchange
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Improves mobility and safety • Moderately fits within community context • Impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$32,000,000
Interim improvements	Safety - Advanced intersection warning signs, convert to RIRO Mobility - Additional WB left turn lane

US 85 AND WCR 22.5



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 225'
Known problems (based on PEL purpose and need)	Safety, railroad proximity
Existing roadway classification	Enhanced expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	1	2	4.25

PEL Screening Process

Evaluated improvements	No Action and closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	Would not effectively address purpose and need
Environmental considerations	Primary considerations include impacts to agriculture, and historic ditch

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

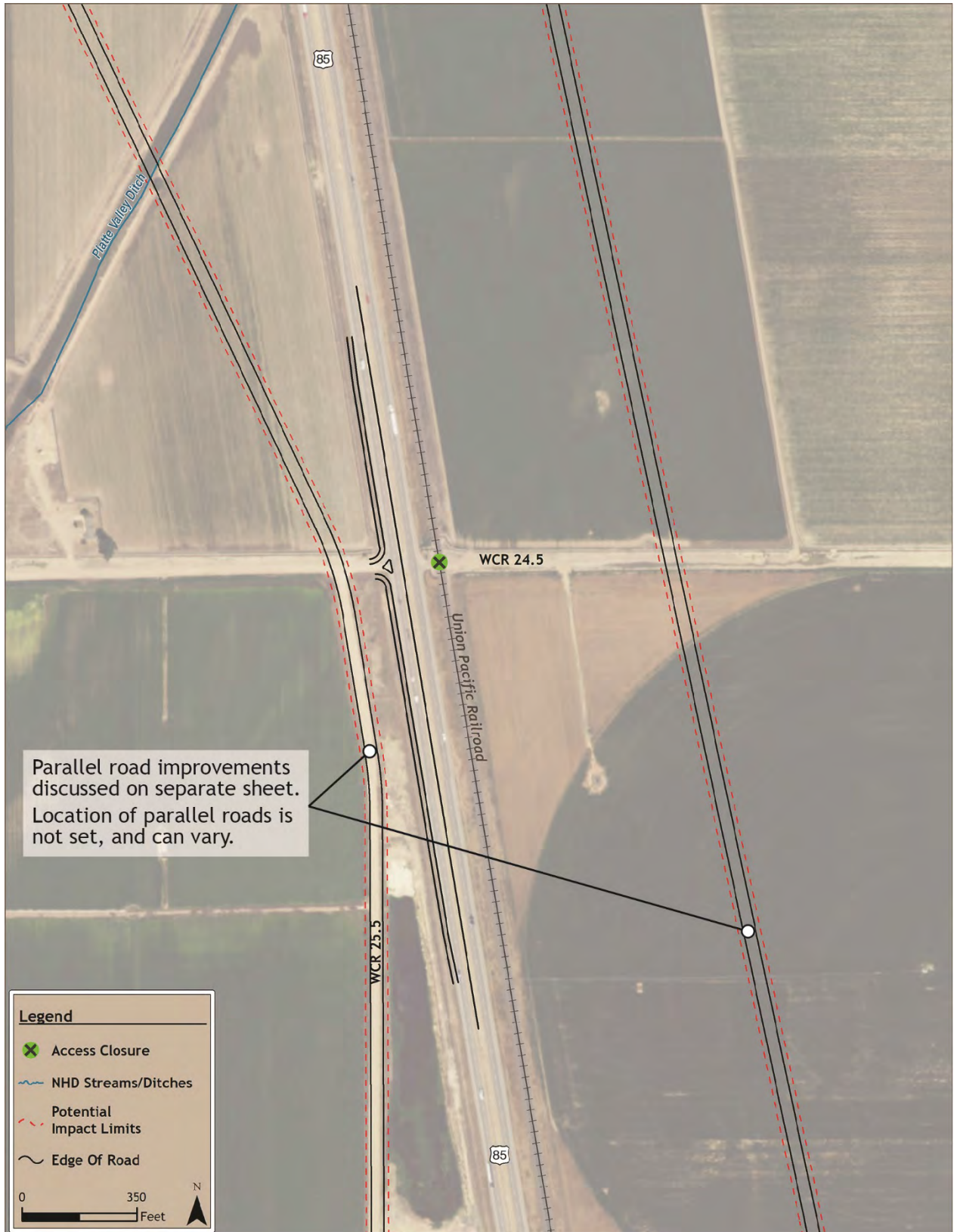
Next Steps

- Land use and transportation planning coordination: Coordination with Weld County to avoid or minimize land use conflicts.
- Closure is dependent upon coordination and consensus between relevant parties (Weld County, CDOT, and UPRR).
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	<ul style="list-style-type: none"> • Closure would happen in conjunction with interchange at WCR 22. • Should be constructed in conjunction with parallel road system between WCR 18 and WCR 28.
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Improves safety • Impacts to land uses • Fits within community context • Parallel road could affect potentially historic ditch
Recommended improvement cost estimate (Does not include ROW costs)	\$100,000
Interim improvements	None

US 85 AND WCR 24.5



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 50'
Known problems (based on PEL purpose and need)	Safety, railroad proximity
Existing roadway classification	Enhanced expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	1	2	4.25

PEL Screening Process

Evaluated improvements	No Action and RIRO
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address purpose and need
Environmental considerations	Considerations include minor impacts to agriculture, and impacts on a historic ditch from parallel road

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

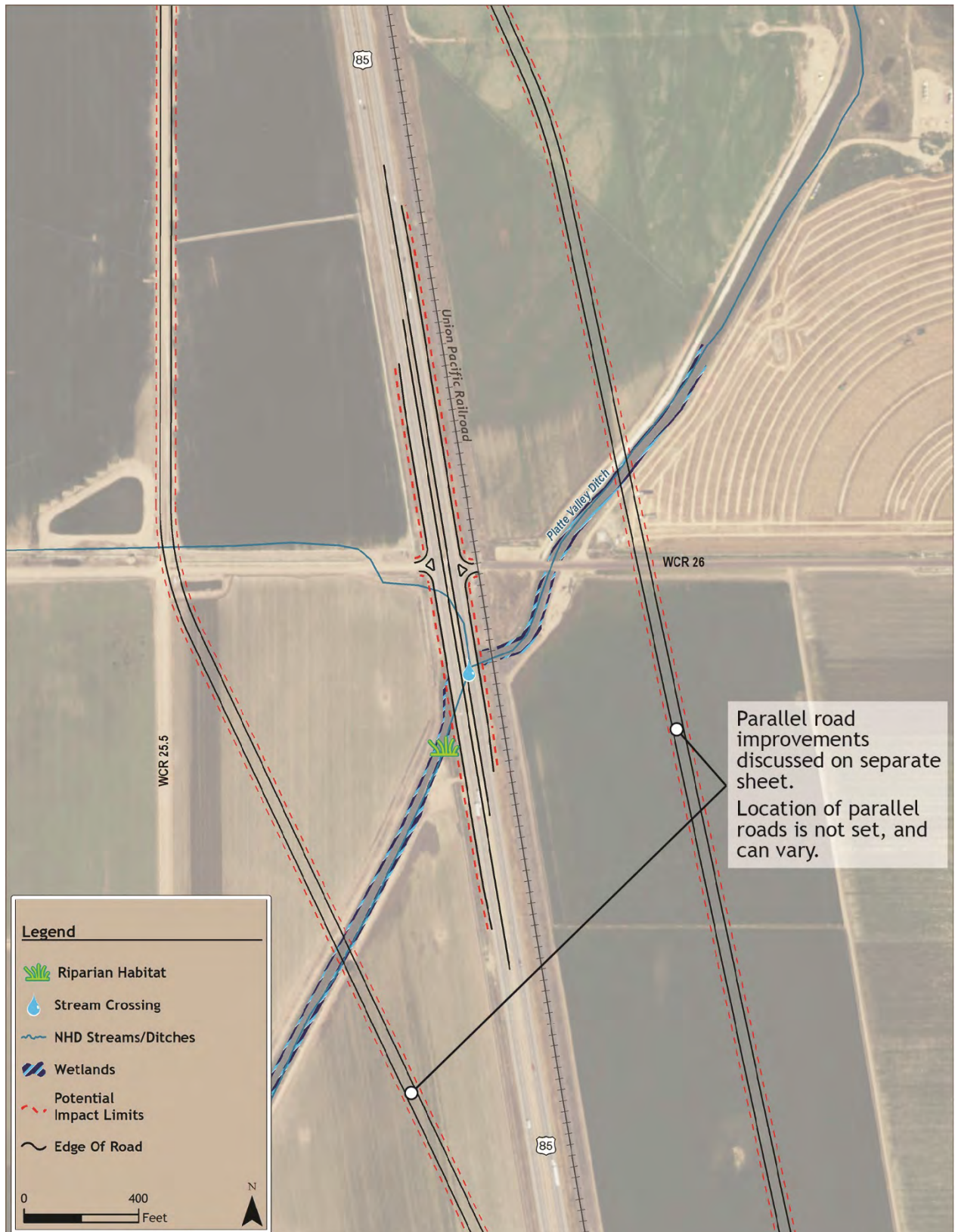
Next Steps

- **Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable.
- **Land use and transportation planning coordination:** Coordination with Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	Should be constructed in conjunction with parallel road system between WCR 18 and WCR 28.
Recommended improvement type(s)	Right-in, right-out (west side) and closure (east side)
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Allows access and improves safety • Fits within community context • Minor impacts to land use and historic ditch
Recommended improvement cost estimate (Does not include ROW costs)	\$400,000
Interim improvements	None

US 85 AND WCR 26



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 50'
Known problems (based on PEL purpose and need)	Safety, railroad proximity
Existing roadway classification	Enhanced expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	1	2.5	4.75

PEL Screening Process

Evaluated improvements	No Action and RIRO
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address purpose and need
Environmental considerations	Considerations include minor impacts to agriculture, and impacts on a historic ditch from parallel road

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

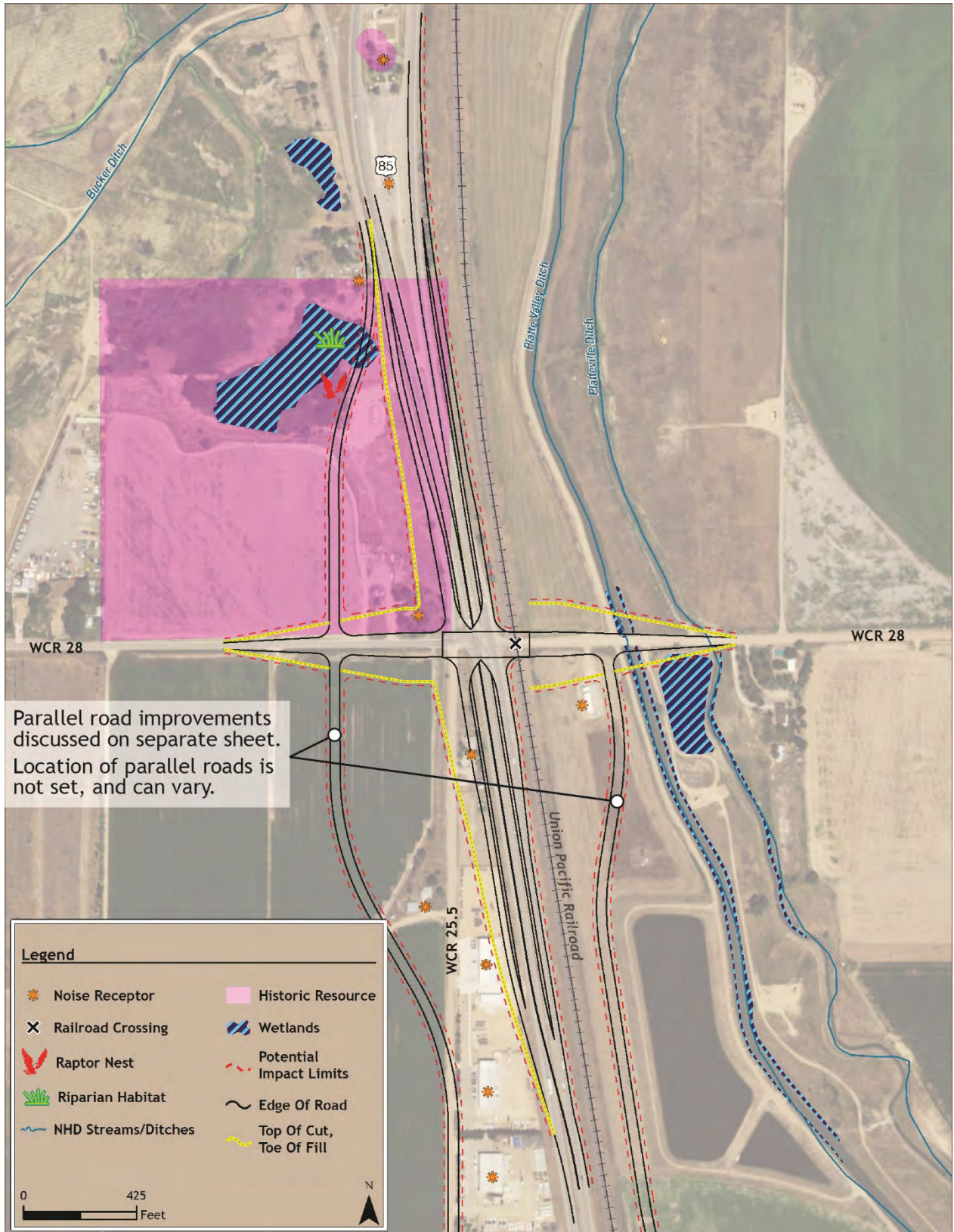
Next Steps

- **Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable.
- **Land use and transportation planning coordination:** Coordination with Weld County to avoid or minimize land use conflicts
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	Should be constructed in conjunction with parallel road system between WCR 18 and WCR 28.
Recommended improvement type(s)	Right-in, right-out (RIRO)
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Improves safety • Fits within community context • Minor impacts to land use and historic ditch
Recommended improvement cost estimate (Does not include ROW costs)	\$800,000
Interim improvements	None

US 85 AND WCR 28



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 50'
Known problems (based on PEL purpose and need)	Safety, railroad proximity
Existing roadway classification	Enhanced expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	B/C

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	3	4.5	8.75

Recommended Improvement

Key observations	<ul style="list-style-type: none"> WCR 28 is elevated over US 85 and UPRR. Should be constructed in conjunction with parallel roads between WCR 18 and WCR 28.
Recommended improvement type(s)	SPUI interchange
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves access and safety Fits within community context Impacts to land uses, historic resources, wetlands, and riparian habitats
Recommended improvement cost estimate (Does not include ROW costs)	\$37,900,000
Interim improvements	Enlarge advanced intersection warning signs

PEL Screening Process

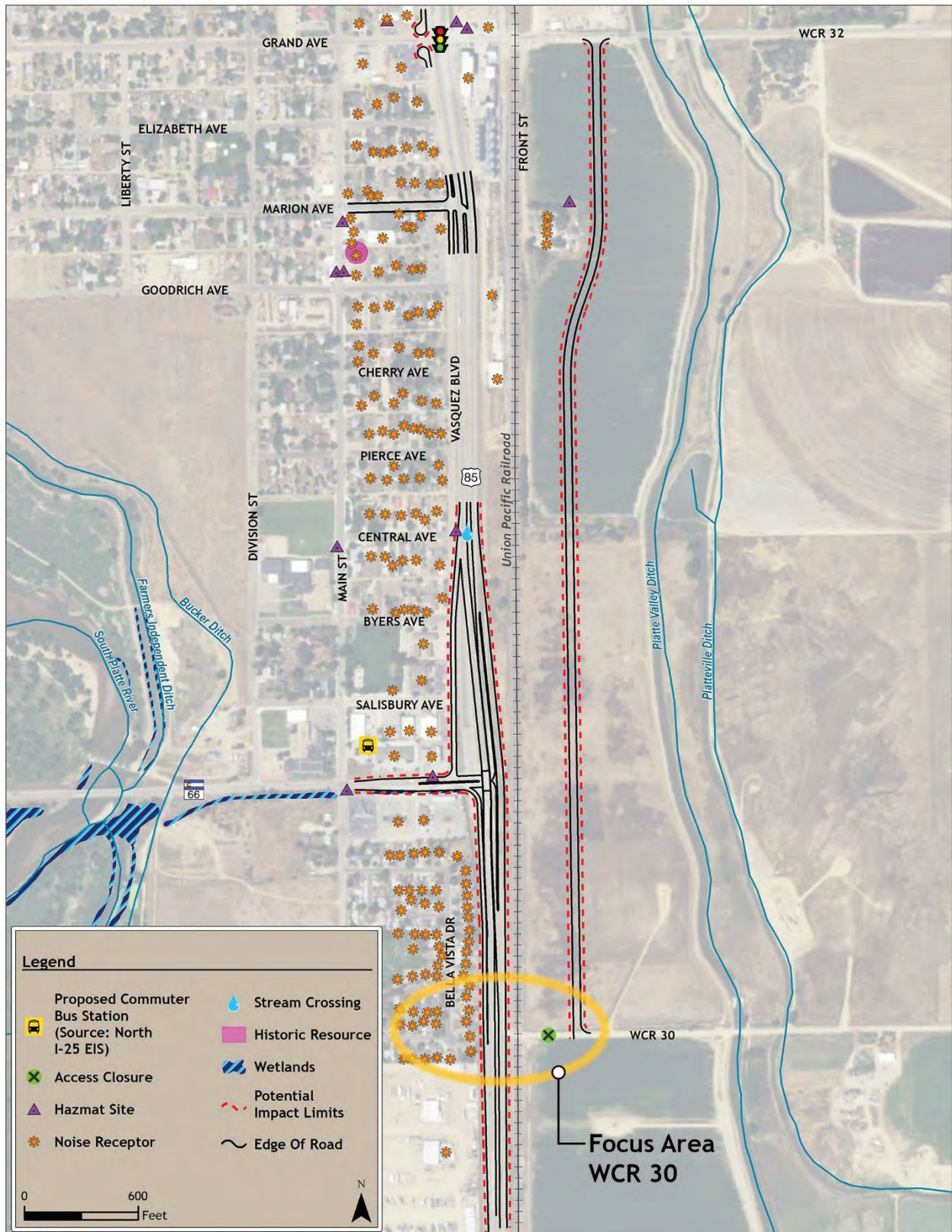
Evaluated improvements	No Action, traffic signal, SPUI, partial closure, closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	Partial closure and closure, No Action and traffic signal
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> Commercial, residential, and agricultural land uses Would not effectively address purpose and need Loss of community connectivity at South Platte River crossing
Environmental considerations	Primary considerations include impacts to: <ul style="list-style-type: none"> Commercial, residential, and agricultural land uses Potentially historic Platteville and Platte Valley ditches, Roland Miller Farm (Centennial Farm), railroad segment, and historic Fort Vasquez. Wetlands east of US 85 Eastern edge of riparian habitat and wetlands located west of US 85 that provide nesting opportunities for migratory birds

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- **Determining scope of NEPA and permitting process:** Wetland delineations will be required to determine the scope of possible Section 404 permitting. Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Coordination with the US Fish and wildlife Service may be required for federally listed T & E species, and the migratory birds. Coordination with Colorado Parks and Wildlife for State Species may be required for state listed T&E species, and SB 40 resources.
- **Land use and transportation planning coordination:** Coordination with Weld County to avoid or minimize land use conflicts.
- **Transit:** Coordinate with RTD/other service providers during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design, if applicable. Currently, local bus service does not stop at 168th Avenue.
- Action would require an amendment to the ACP.

US 85 AND WCR 30



Overview

Municipality(ies)	Platteville
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 50'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	1	2.5	4.75

PEL Screening Process

Evaluated improvements	No Action and closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	Would not effectively address purpose and need
Environmental considerations	Primary consideration includes minor impacts to agricultural land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

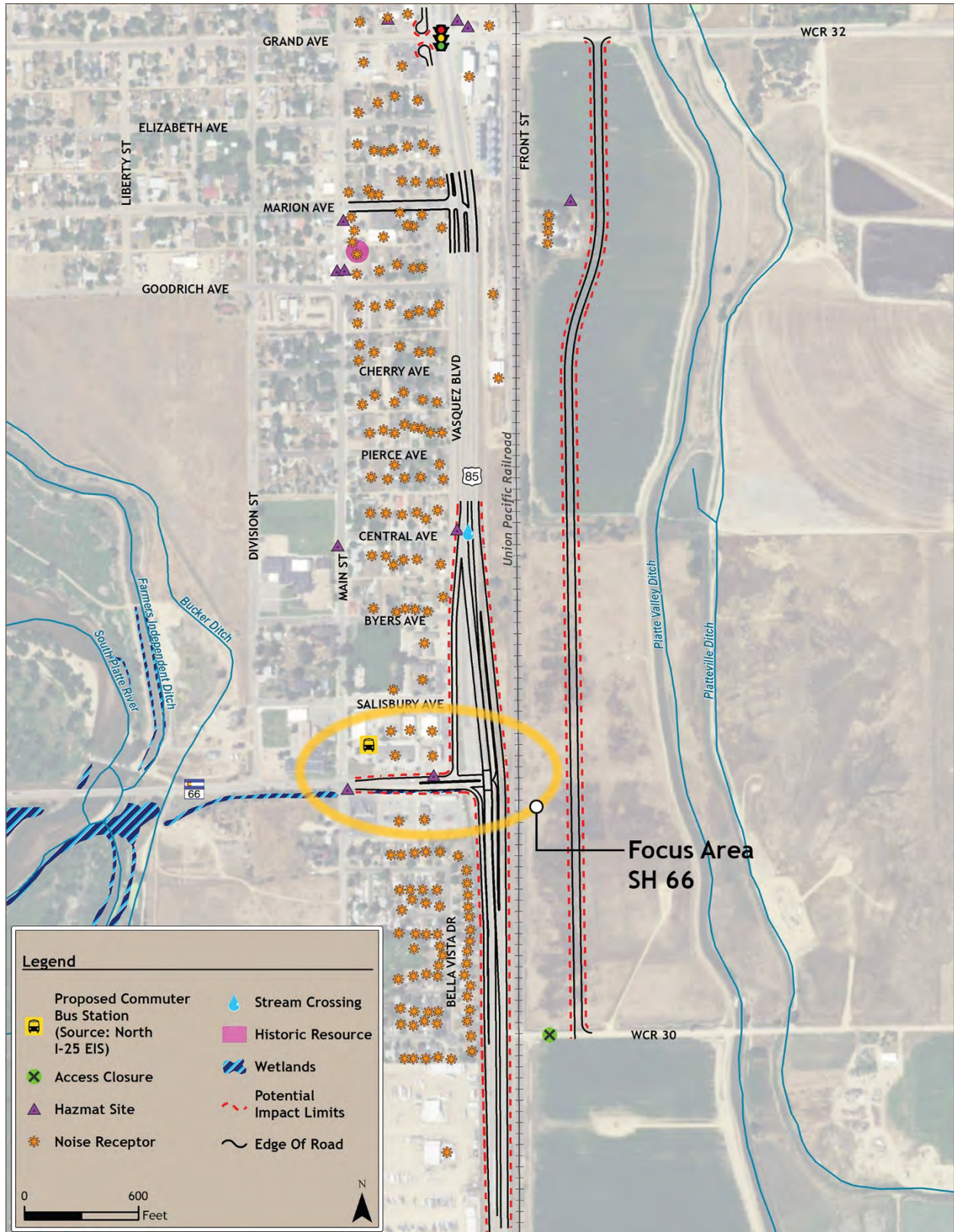
Next Steps

- Land use and transportation planning coordination: Coordination with Platteville and Weld County to avoid or minimize land use conflicts.
- Closure is dependent upon coordination and consensus between relevant parties (Platteville, Weld County, CDOT, and UPRR).

Recommended Improvement

Key observations	Requires new parallel connection to WCR 32 (location is flexible)
Recommended improvement type(s)	Closure with new parallel connection to WCR 32
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Improves access and safety • Fits within community context • Minor impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$3,000,000
Interim improvements	None

US 85 AND SH 66



Legend

Proposed Commuter Bus Station (Source: North I-25 EIS)	Stream Crossing
Access Closure	Historic Resource
Hazmat Site	Wetlands
Noise Receptor	Potential Impact Limits
	Edge Of Road

0 600 Feet

N

Overview

Municipality(ies)	Platteville
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Traffic signal
Distance from railroad	-
Known problems (based on PEL purpose and need)	Mobility, access
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	D/B
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3.5	3	0	6.5

PEL Screening Process

Evaluated improvements	No Action, Diamond (W) and Offset SPUI (E), Continuous Flow/Super Signal, Channelized-T, and Channelized-T with southbound grade-separation
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, Diamond (W) and Offset SPUI (E), Continuous Flow/Super Signal, and Channelized-T
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Diamond (W) and Offset SPUI (E), Continuous Flow/Super Signal, and Channelized-T would result in community impacts
Environmental considerations	Primary considerations include minor impacts to commercial and residential land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

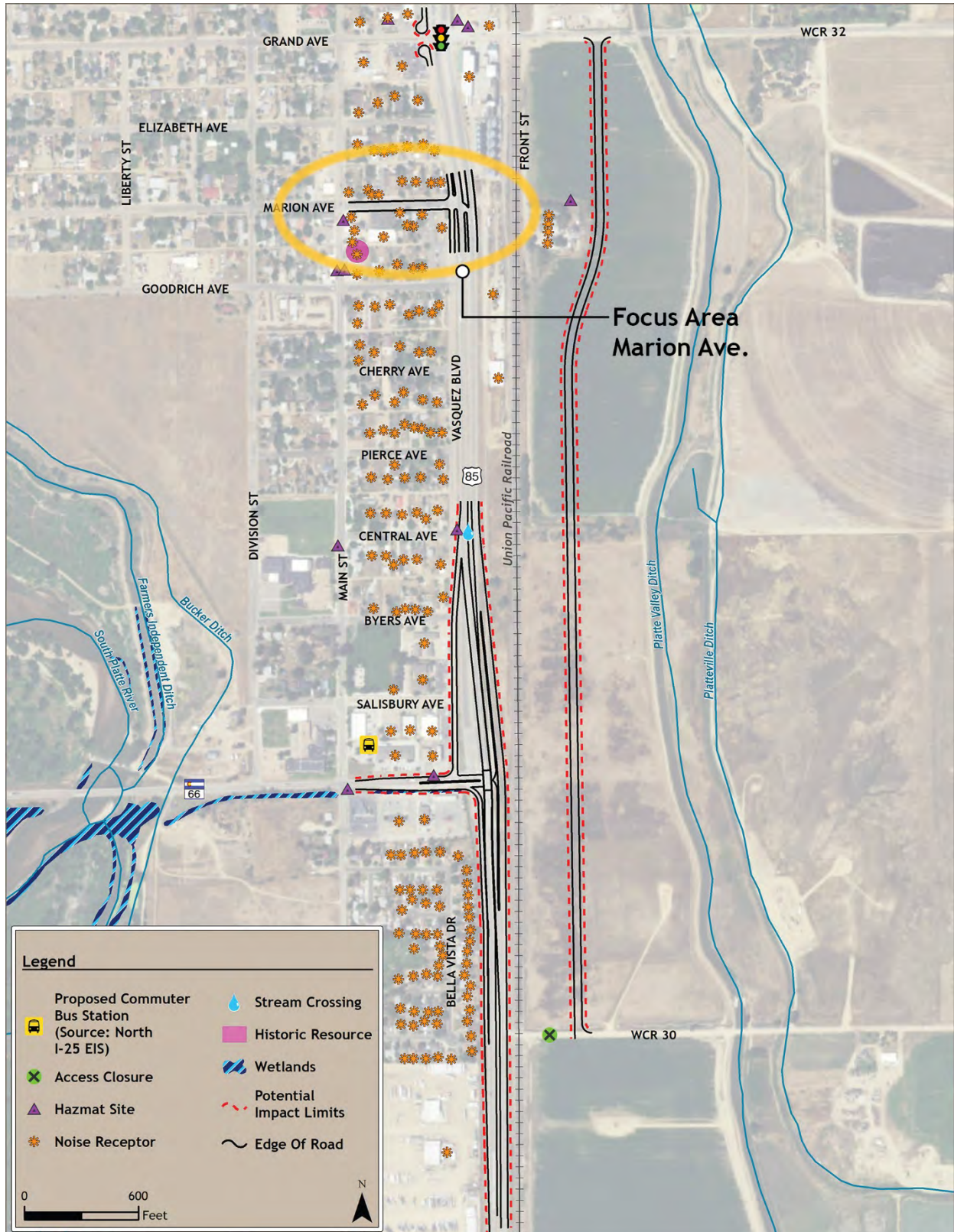
Next Steps

- **Determining scope of NEPA and permitting process:** Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable.
- **Land use and transportation planning coordination:** Coordination with Platteville and Weld County to avoid or minimize land use conflicts.
- **Transit:** Coordinate with CDOT on the implementation of interregional commuter bus service as identified in the North I-25 EIS ROD 1.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	<ul style="list-style-type: none"> Interregional commuter bus station is proposed to be located in the northwest quadrant of SH 66 and US 85 Southbound US 85 elevated over SH 66
Recommended improvement type(s)	Channelized-T with southbound grade-separation
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access and safety Impacts to land uses and hazmat site
Recommended improvement cost estimate (Does not include ROW costs)	\$16,500,000
Interim improvements	Safety - Reposition flashing warning signs (W2-1)

US 85 AND MARION AVENUE



Overview

Municipality(ies)	Platteville
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	-
Known problems (based on PEL purpose and need)	No major issues
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/D

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.5	1	0	2.5

PEL Screening Process

Evaluated improvements	No Action and ¾ movement
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action and ¾ movement
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address purpose and need
Environmental considerations	Primary considerations include minor impacts to residential and commercial land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

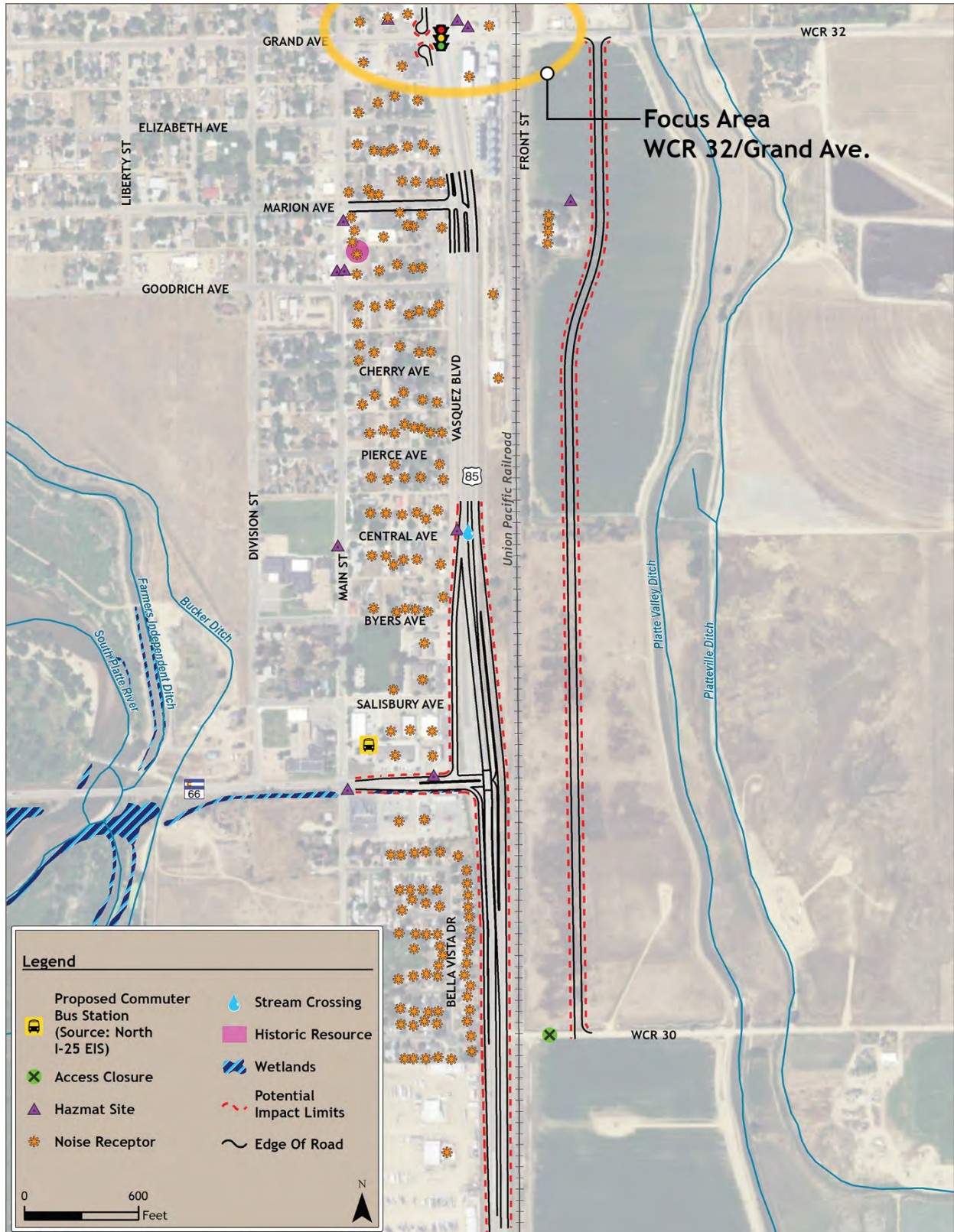
Next Steps

- Land use and transportation planning coordination: Coordination with Platteville and Weld County to avoid or minimize land use conflicts
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	
Recommended improvement type(s)	Intersection improvements to ¾ movement
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Allows access and improves safety • Fits within community context • Minor impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$200,000
Interim improvements	None

US 85 AND GRAND AVENUE/WCR 32



Overview

Municipality(ies)	Platteville
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 250'
Known problems (based on PEL purpose and need)	Mobility, railroad proximity, access
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	D/F
2035 No-Action LOS	F/F

Recommended Improvement

Key observations	Improvements work in conjunction with parallel road to WCR 30 in Platteville
Recommended improvement type(s)	Close frontage roads and add auxiliary lanes on WCR 32, as needed
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Allows access and improves safety Fits within community context Impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$400,000
Interim improvements	Safety - Reposition flashing warning signs

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
4.5	4	3	11.5

PEL Screening Process

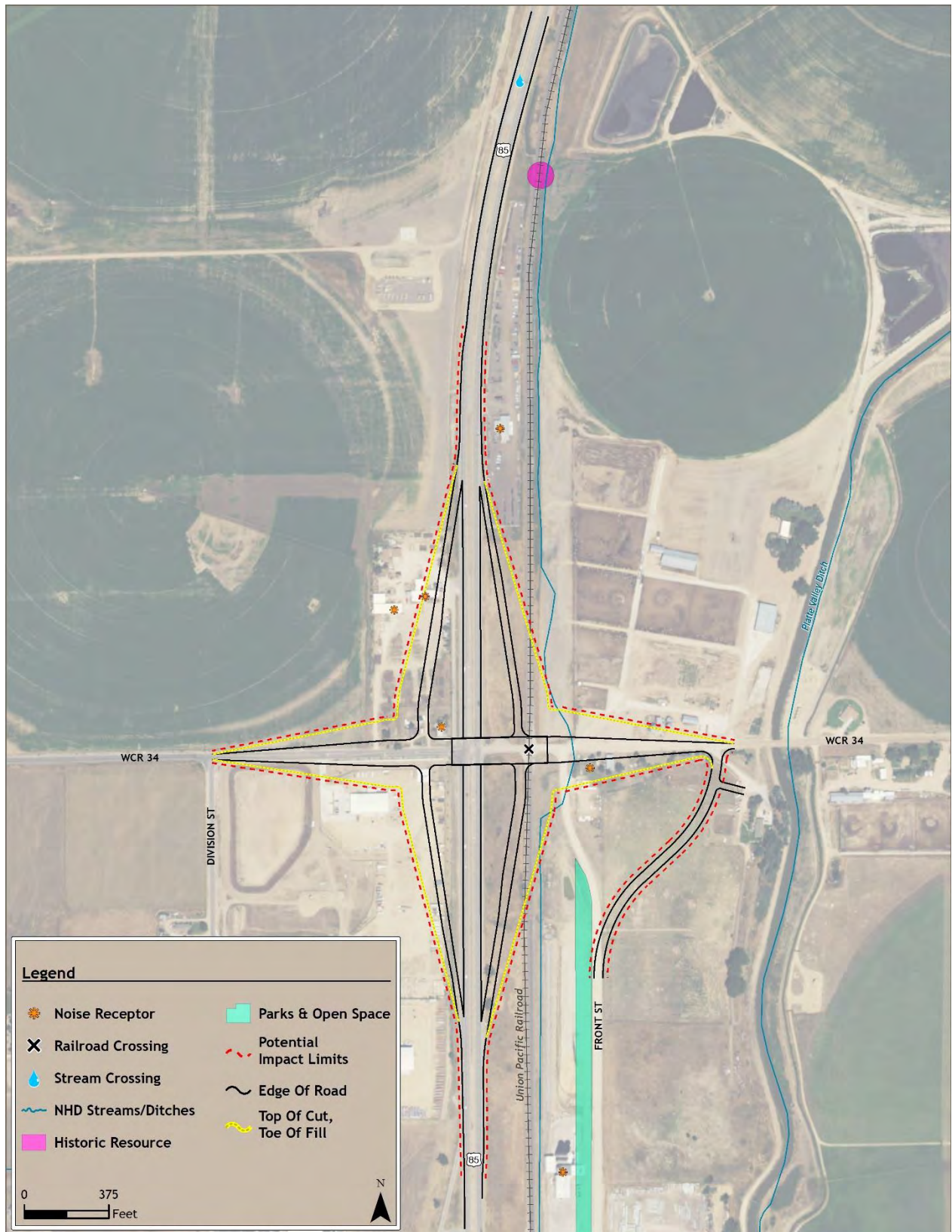
Evaluated improvements	No Action, SPUI, and frontage road relocation
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action and SPUI
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need SPUI would result in substantial community impacts
Environmental considerations	Primary considerations include commercial land use impacts

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Platteville and Weld County to avoid or minimize land use conflicts

US 85 AND WCR 34



Overview

Municipality(ies)	Platteville
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 160'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	1	1	3.25

PEL Screening Process

Evaluated improvements	No Action and diamond interchange
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address purpose and need
Environmental considerations	Primary considerations include substantial impacts to residential and commercial land uses; and impacts to wetlands

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process: Wetland delineations will be required to determine the scope of possible Section 404 permitting.
- Land use and transportation planning coordination: Coordination with Platteville and Weld County to avoid or minimize land use conflicts.
- Transit: Coordinate with RTD/other service providers during the planning, NEPA and design phases to incorporate bus service, bus stops, and supporting transit amenities into the final design, if applicable. Currently, local bus service does not stop at 168th Avenue.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	<ul style="list-style-type: none"> • Front Street will need to be realigned on the east side • WCR 34 elevated over US 85 and UPRR
Recommended improvement type(s)	Diamond interchange
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Improves mobility • Moderately fits within community context • Impacts land uses, wetlands and proposed greenbelt
Recommended improvement cost estimate (Does not include ROW costs)	\$38,700,000
Interim improvements	None

US 85 AND WCR 36



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 60'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Enhanced expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	B/A

Recommended Improvement

Key observations	Closure will happen in conjunction with interchange at WCR 34 and SH 60
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context Minor impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$100,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1.5	2	4.5

PEL Screening Process

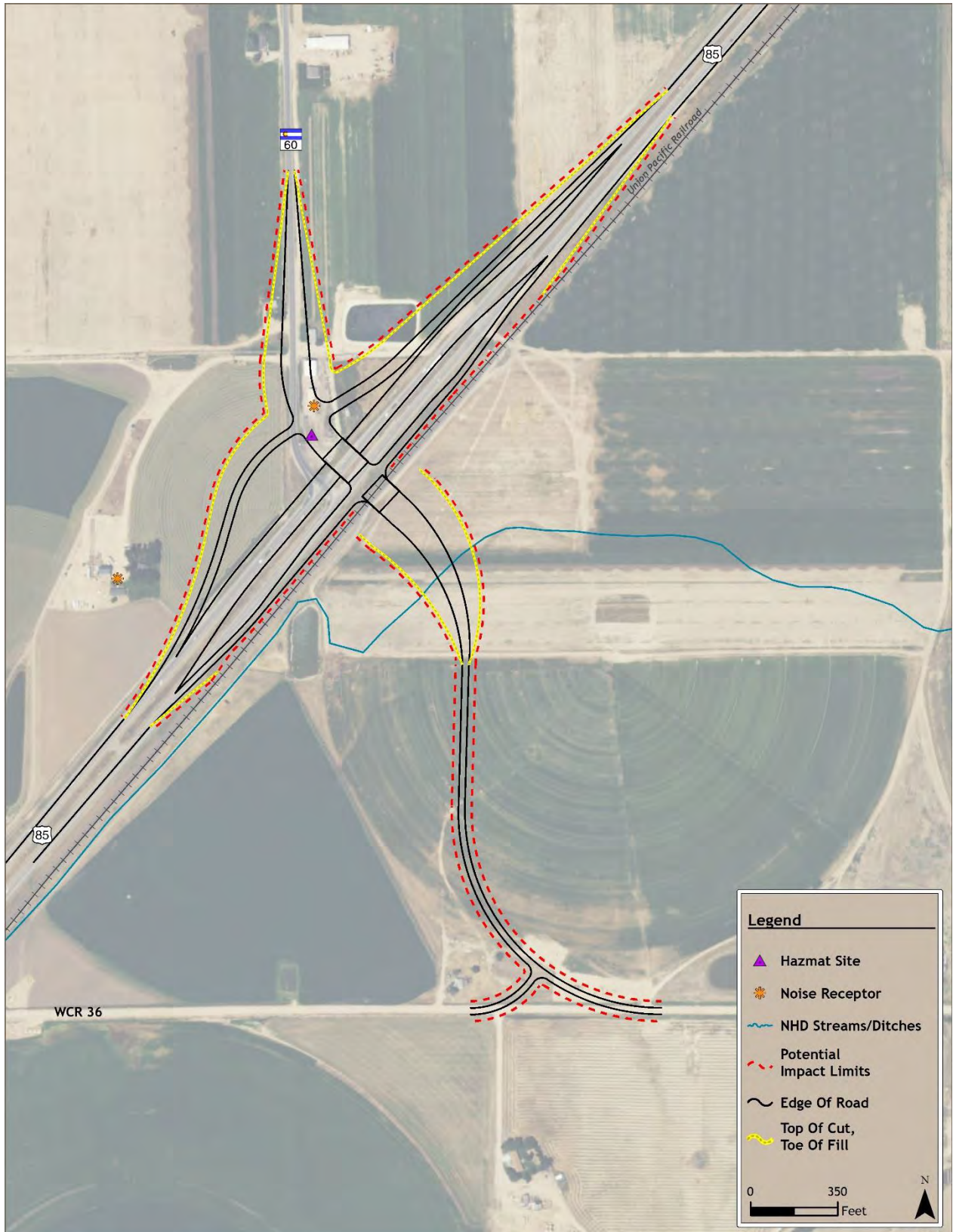
Evaluated improvements	No Action and closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address purpose and need
Environmental considerations	Primary considerations include minor impacts to agricultural land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Weld County to avoid or minimize land use conflicts
- Closure is dependent upon coordination and consensus between relevant parties (Weld County, CDOT, and UPRR).
- Action would require an amendment to the ACP.

US 85 AND SH 60



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	-
Known problems (based on PEL purpose and need)	Mobility
Existing roadway classification	Enhanced expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	C/C
2035 No-Action LOS	D/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3	1.5	0	4.5

PEL Screening Process

Evaluated improvements	No Action and diamond interchange
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address purpose and need
Environmental considerations	Primary considerations include substantial impacts to commercial and residential land uses; impacts to agricultural land uses and hazmat facility

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

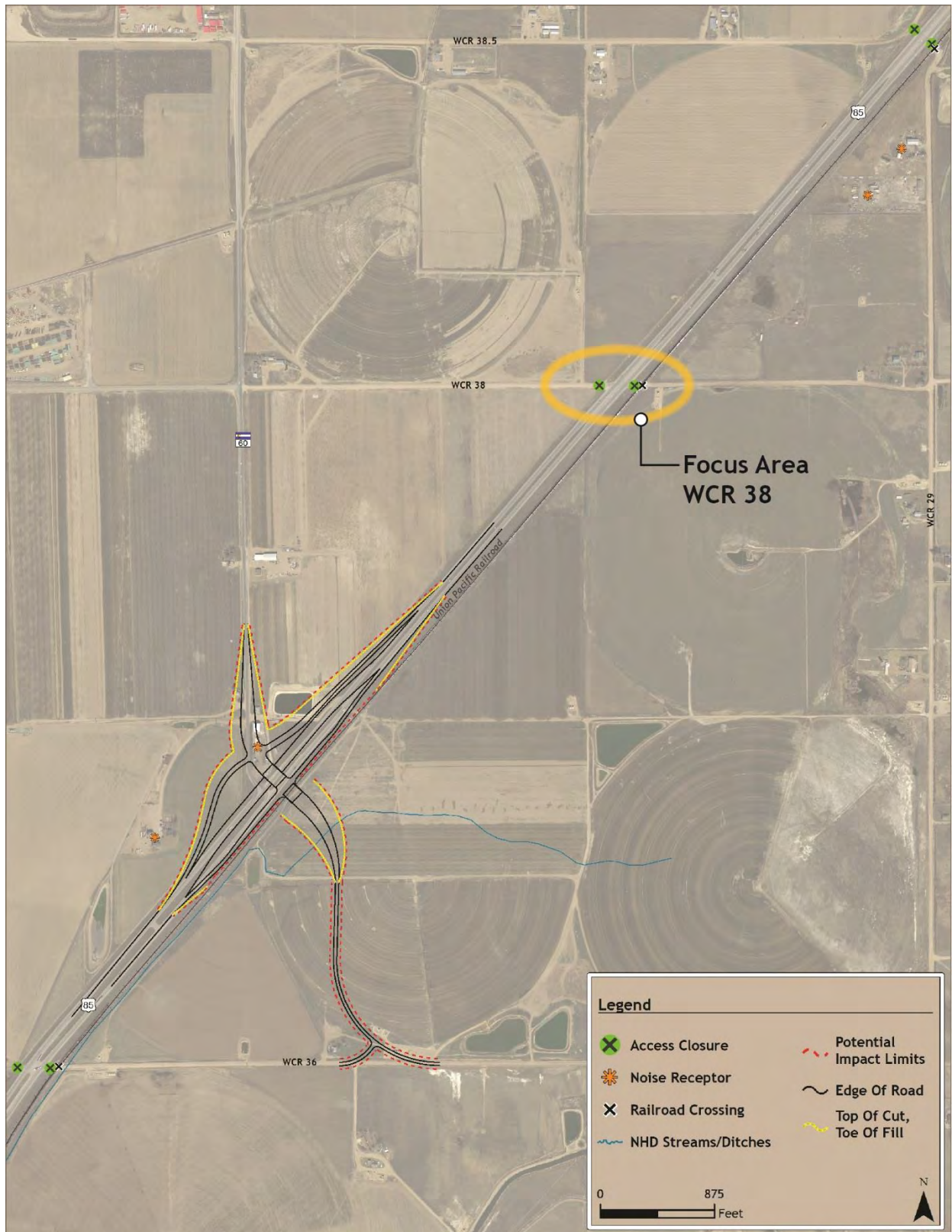
Next Steps

- **Determining scope of NEPA and permitting process:** During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable.
- **Land use and transportation planning coordination:** Coordination with Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	SH 60 is elevated over US 85
Recommended improvement type(s)	Diamond interchange
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Improves mobility, access and safety • Fits within community context • Impacts to land use and hazmat facility
Recommended improvement cost estimate (Does not include ROW costs)	\$38,500,000
Interim improvements	None

US 85 AND WCR 38



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 50'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Enhanced expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/A

Recommended Improvement

Key observations	Closure happens in conjunction with improvements at SH 60
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context Impacts to agriculture
Recommended improvement cost estimate (Does not include ROW costs)	\$100,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1.5	2.5	5

PEL Screening Process

Evaluated improvements	No Action and closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address purpose and need
Environmental considerations	Primary considerations include minor impacts to agricultural land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Weld County to avoid or minimize land use conflicts.
- Closure is dependent upon coordination and consensus between relevant parties (Weld County, CDOT, and UPRR).
- Action would require an amendment to the ACP.

US 85 AND WCR 38.5/WCR 29



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 30'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Enhanced expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/A

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1	2.5	4.5

PEL Screening Process

Evaluated improvements	No Action and closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address purpose and need
Environmental considerations	Primary considerations include minor impacts to agricultural land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

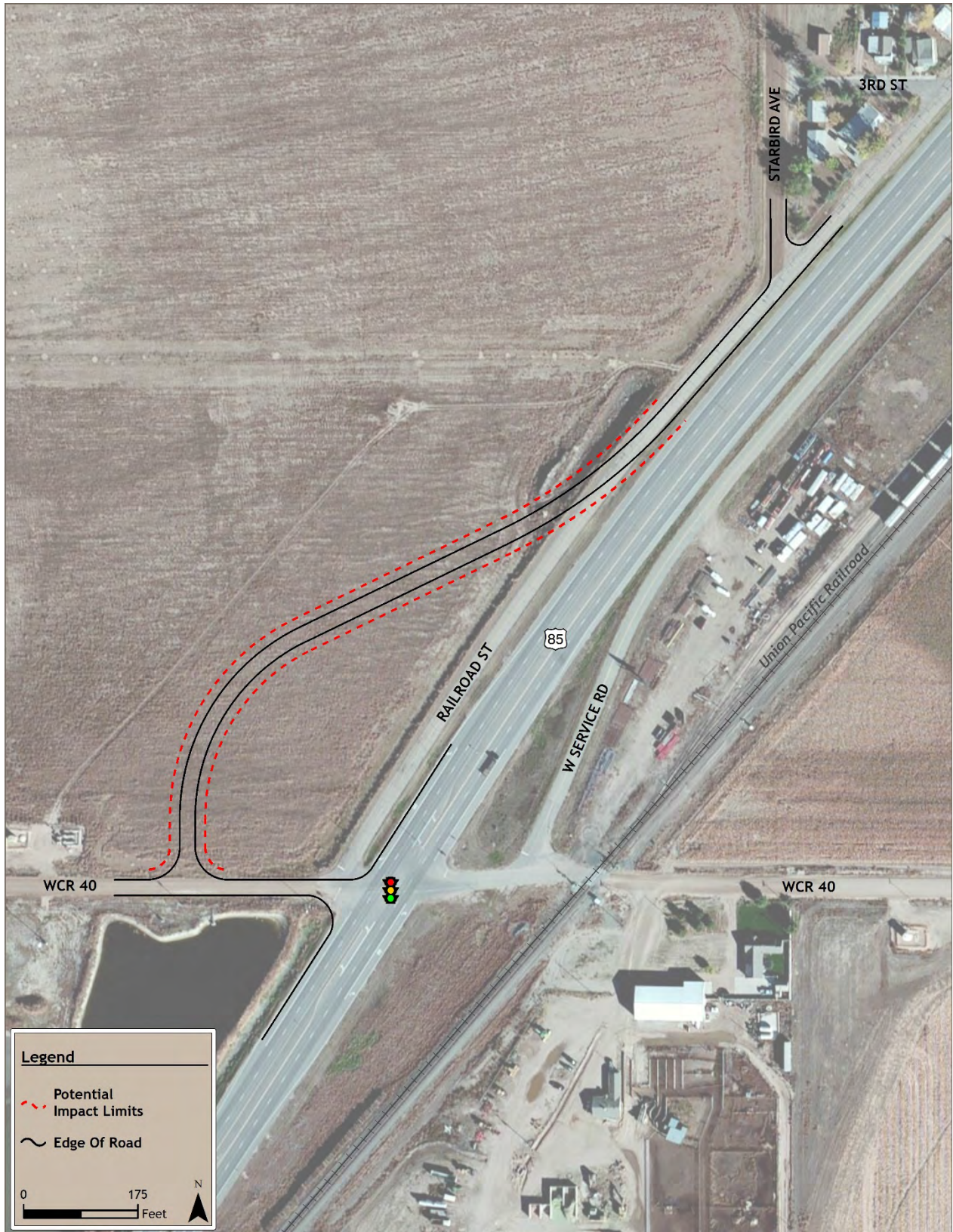
Next Steps

- Land use and transportation planning coordination: Coordination with Weld County to avoid or minimize land use conflicts.
- Closure is dependent upon coordination and consensus between relevant parties (Weld County, CDOT, and UPRR).
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Improves safety • Fits within community context • Impacts to agriculture
Recommended improvement cost estimate (Does not include ROW costs)	\$200,000
Interim improvements	None

US 85 AND WCR 40



Overview

Municipality(ies)	Gilcrest
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 210'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Enhanced expressway
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Recommended Improvement

Key observations	Creates a southern gateway in Gilcrest
Recommended improvement type(s)	Frontage road realignment
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility and safety Fits within community context Impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$1,200,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	1	1	3.25

PEL Screening Process

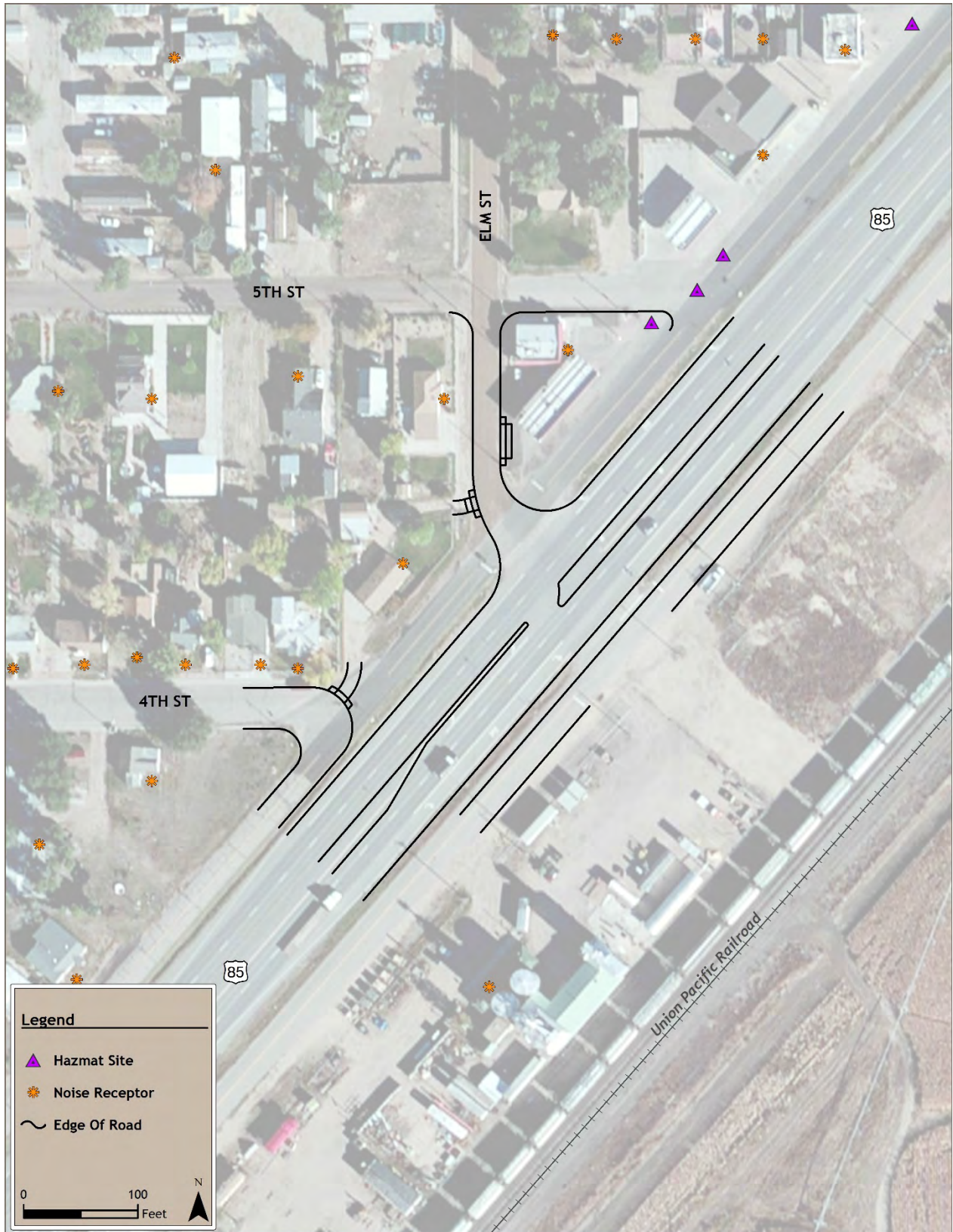
Evaluated improvements	No Action and frontage road realignment
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address purpose and need
Environmental considerations	Primary considerations include impacts to agricultural and commercial land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Gilcrest and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

US 85 AND ELM STREET



US 85 and Elm Street

Overview

Municipality(ies)	Gilcrest
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	-
Known problems (based on PEL purpose and need)	Access (frontage roads)
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	0	0	1.25

PEL Screening Process

Evaluated improvements	No Action and ¾ Access
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address purpose and need
Environmental considerations	Primary considerations include minor impacts to residential and commercial land uses and a hazmat facility

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- **Determining scope of NEPA and permitting process:** During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter **hazardous materials** and to develop an appropriate Materials Management Plan, if applicable.
- **Land use and transportation planning coordination:** Coordination with Gilcrest and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	
Recommended improvement type(s)	Convert to ¾ access; close frontage road access
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Improves safety • Fits within community context • Impacts to land use and hazmat facility
Recommended improvement cost estimate (Does not include ROW costs)	\$300,000
Interim improvements	None

US 85 AND MAIN STREET



US 85 and Main Street

Overview

Municipality(ies)	Gilcrest
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	-
Known problems (based on PEL purpose and need)	Access (frontage roads)
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Recommended Improvement

Key observations	
Recommended improvement type(s)	Channelized-T
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context
Recommended improvement cost estimate (Does not include ROW costs)	\$800,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.25	1.5	0	2.75

PEL Screening Process

Evaluated improvements	No Action, RIRO, closure and Channelized-T
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, RIRO, closure
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action and other alternatives would not effectively address Purpose and Need
Environmental considerations	Primary considerations include minor impacts to residential and commercial land uses as well as hazmat facilities

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Gilcrest and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

US 85 AND ASH STREET



Overview

Municipality(ies)	Gilcrest
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	¾ movement, unsignalized
Distance from railroad	Approximately 80'
Known problems (based on PEL purpose and need)	Railroad proximity, access
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	D/C
2035 No-Action LOS	B/B

Recommended Improvement

Key observations	
Recommended improvement type(s)	No Action, maintain ¾ access
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Fits within community context Avoids impacts to environmental resources
Recommended improvement cost estimate (Does not include ROW costs)	-
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.75	1.5	1	4.25

PEL Screening Process

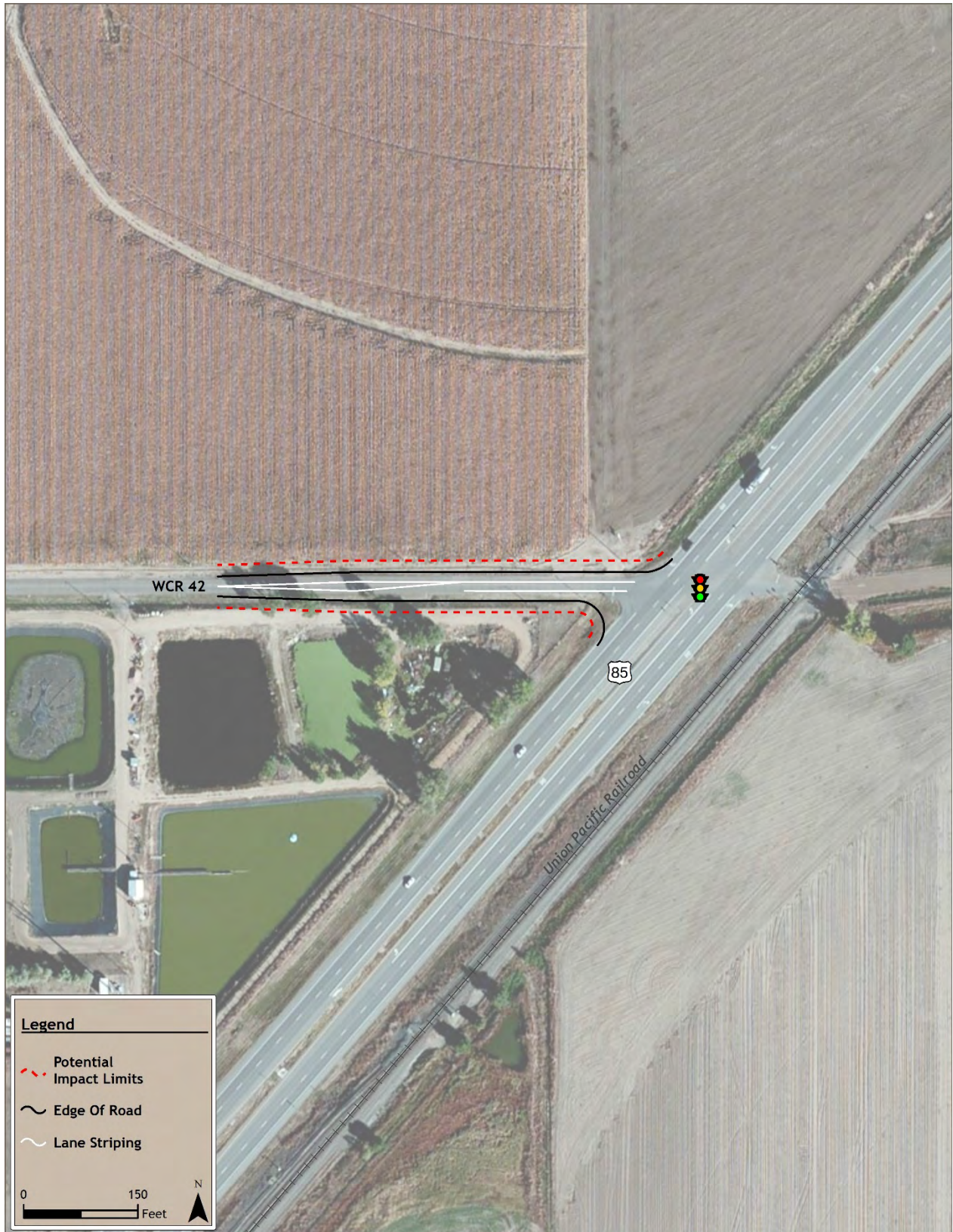
Evaluated improvements	-
Eliminated improvement types	-
Eliminated improvement evaluation (benefits, impacts)	-
Feasible, not recommended improvements	-
Feasible, not recommended evaluation (benefits, impacts)	-
Environmental considerations	-

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

-

US 85 AND WCR 42



Overview

Municipality(ies)	Gilcrest
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 30'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Standard expressway
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	B/B
2035 No-Action LOS	C/C

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.5	1.5	4.5	7.5

PEL Screening Process

Evaluated improvements	No Action and add eastbound left turn lane
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address purpose and need
Environmental considerations	Primary considerations include minor impacts to water treatment facility

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

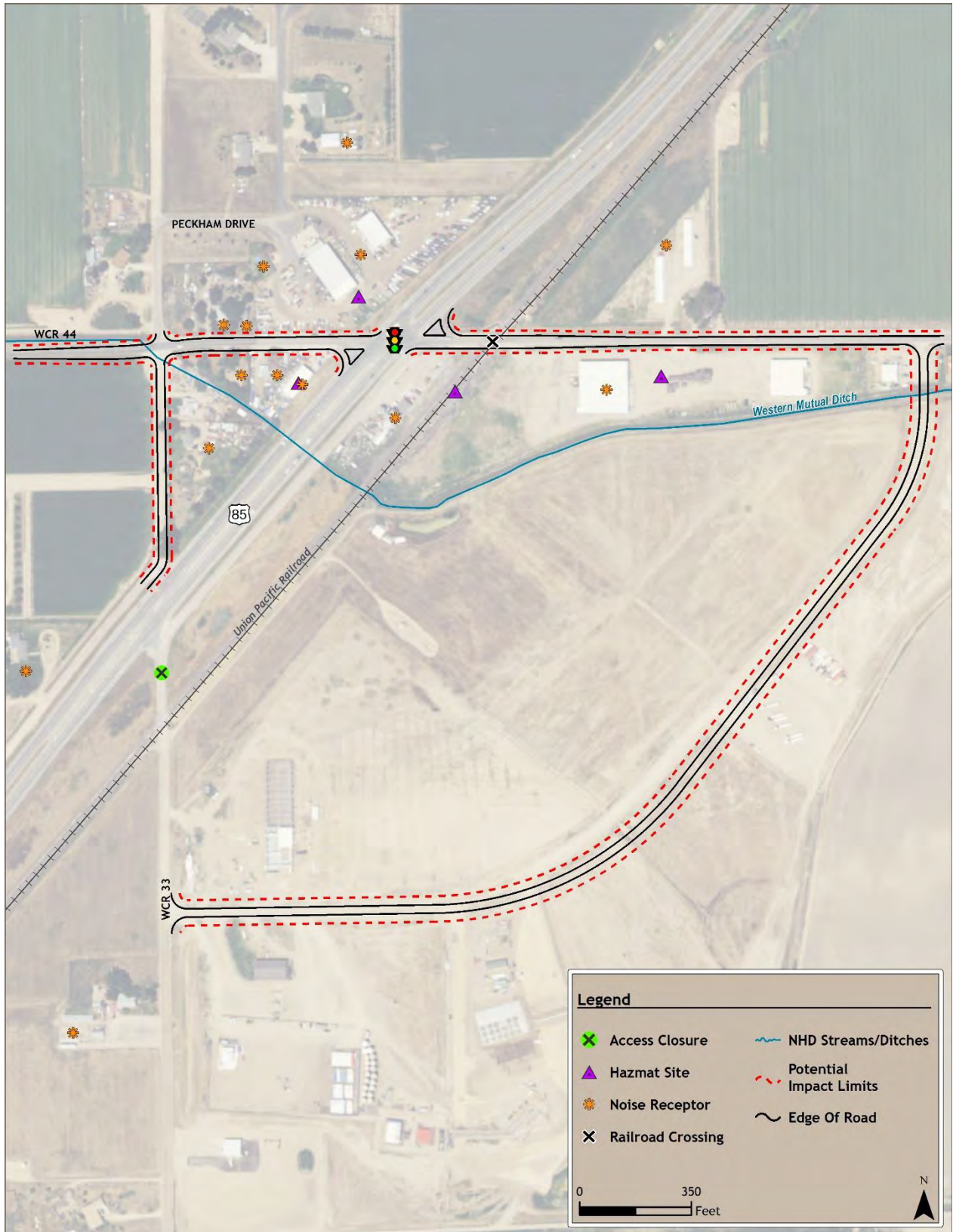
Next Steps

- Land use and transportation planning coordination: Coordination with Gilcrest and Weld County to avoid or minimize land use conflicts.

Recommended Improvement

Key observations	Signal was added in 2012
Recommended improvement type(s)	Add eastbound left turn lane
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility Fits within community context Minor impact to water treatment plant
Recommended improvement cost estimate (Does not include ROW costs)	\$600,000
Interim improvements	None

US 85 AND WCR 33 INTERIM IMPROVEMENT



US 85 and WCR 33 Interim Improvement

Overview

Municipality(ies)	Peckham
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 240'
Known problems (based on PEL purpose and need)	Railroad proximity, access (frontage road, alignment)
Existing roadway classification	Standard expressway
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/A

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1	1	3

PEL Screening Process

Evaluated improvements	No Action, closure, Channelized-T, Grade Separation; Junior Interchange with WCR 44, Diamond, RIRO
Eliminated improvement types	Grade separation
Eliminated improvement evaluation (benefits, impacts)	A Grade separation interchange concept was eliminated due to substantial community impacts
Feasible, not recommended improvements	No Action, Channelized-T, Grade Separation; Junior Interchange with WCR 44, Diamond, RIRO
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Other alternatives evaluated would result in a range of community impacts
Environmental considerations	Primary considerations include minor impacts to residential and agricultural land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

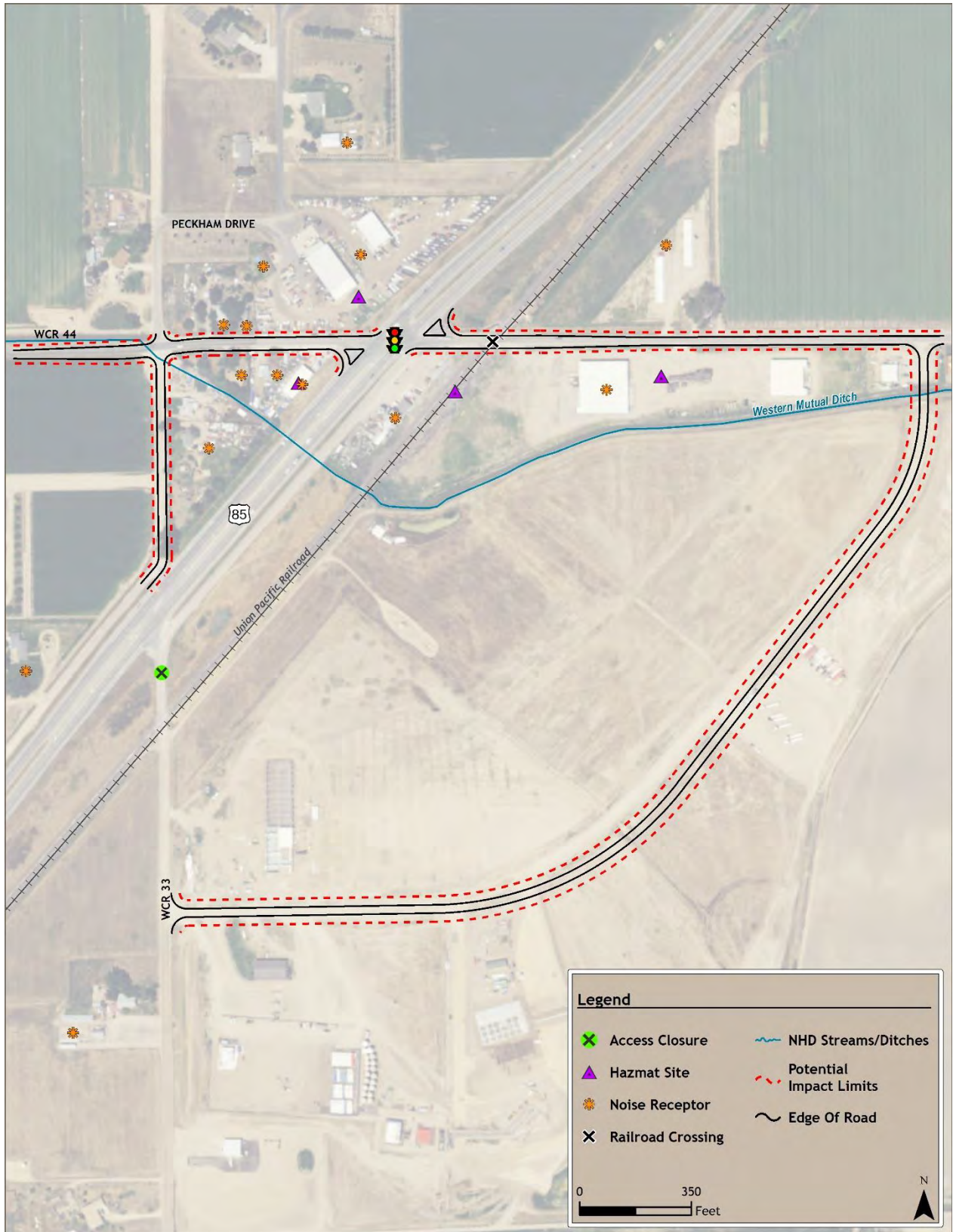
Next Steps

- Land use and transportation planning coordination: Coordination with Weld County to avoid or minimize land use conflicts
- Closure is dependent upon coordination and consensus between relevant parties (Peckham, Weld County, CDOT, and UPRR).

Recommended Improvement

Key observations	Improvements work in conjunction with WCR 44 interim improvements. Closure is an interim improvement for the ultimate design of TUDI on the north side of WCR 44 (See US 85 & WCR 44 TUDI summary sheet).
Recommended improvement type(s)	Closure
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Would not fit within community context Minor impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	See WCR 44
Interim improvements	See WCR 44—Interim Improvement

US 85 AND WCR 44 INTERIM IMPROVEMENT



US 85 and WCR 44 Interim Improvement

Overview

Municipality(ies)	Peckham
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 190'
Known problems (based on PEL purpose and need)	Safety, railroad proximity, access (frontage roads, alignment)
Existing roadway classification	Standard expressway
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/A

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	4.5	3.5	9

PEL Screening Process

Evaluated improvements	No Action, Channelized-T at WCR 33, Junior Interchange w/ WCR 33, Diamond, Realigned frontage road, SPUI Bypass, TUDI North, and TUDI South
Eliminated improvement types	Grade separation on current alignment
Eliminated improvement evaluation (benefits, impacts)	Would result in severe impacts to community
Feasible, not recommended improvements	No Action, Junior Interchange w/ WCR 33, Diamond Interchange, Channelized-T at WCR 33, SPUI Bypass, and TUDI South
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address purpose and need Other interchange concepts evaluated would result in substantial community impacts
Environmental considerations	Primary environmental considerations include minor impacts to commercial land uses, and potentially historic ditch

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

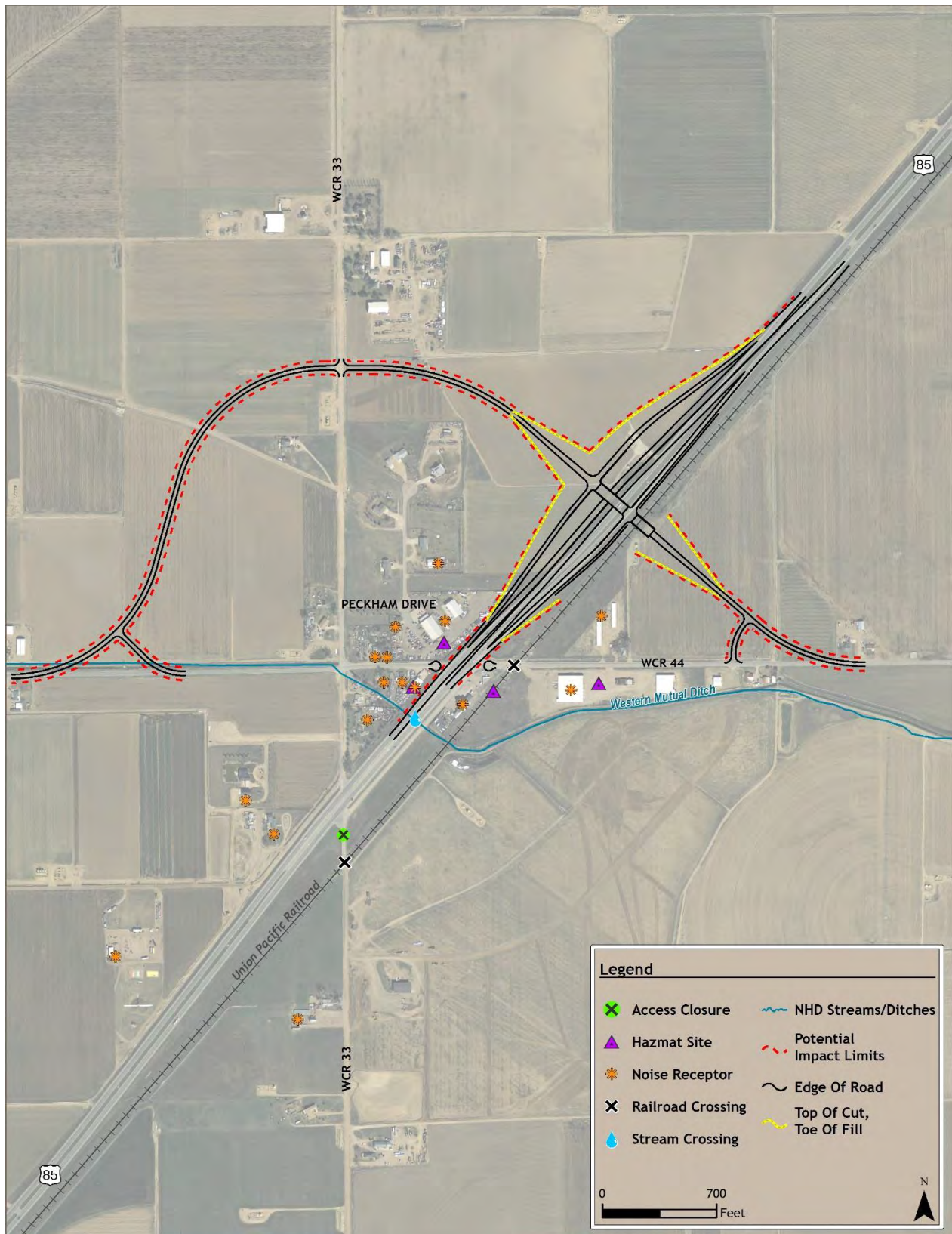
Next Steps

- **Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable
- **Land use and transportation planning coordination:** Coordination with Weld County to avoid or minimize land use conflicts
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	Improvements work in conjunction with WCR 33 improvements. Intersection improvements are interim for the ultimate design of TUDI on the north side of WCR 44 (See US 85 & WCR 44 TUDI summary sheet).
Recommended improvement type(s)	Realigned frontage road
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Would improve mobility and safety • Fits within community context • Minor impacts to land use and historic resource
Recommended improvement cost estimate (Does not include ROW costs)	\$4,200,000 (includes improvements to WCR 33)
Interim improvements	<ul style="list-style-type: none"> • Safety - Advanced intersection warning signs with beacons (to be signalized when needed) • Mobility - Intersection improvements

US 85 AND WCR 44 TUDI



US 85 and WCR 44 TUDI

Overview

Municipality(ies)	Peckham
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 190'
Known problems (based on PEL purpose and need)	Safety, railroad proximity, access (frontage roads, alignment)
Existing roadway classification	Standard expressway
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/A

Recommended Improvement

Key observations	WCR 44 is elevated over US 85 and UPRR
Recommended improvement type(s)	TUDI located north of WCR 44
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Would improve mobility and safety • Fits within community context • Limited Impacts to land uses, historic resource, and hazmat sites
Recommended improvement cost estimate (Does not include ROW costs)	\$30,600,000
Interim improvements	<ul style="list-style-type: none"> • Signalized intersection at existing WCR 44 alignment and closure of WCR 33 on east side (see separate Summary Sheet)

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	4.5	3.5	9

PEL Screening Process

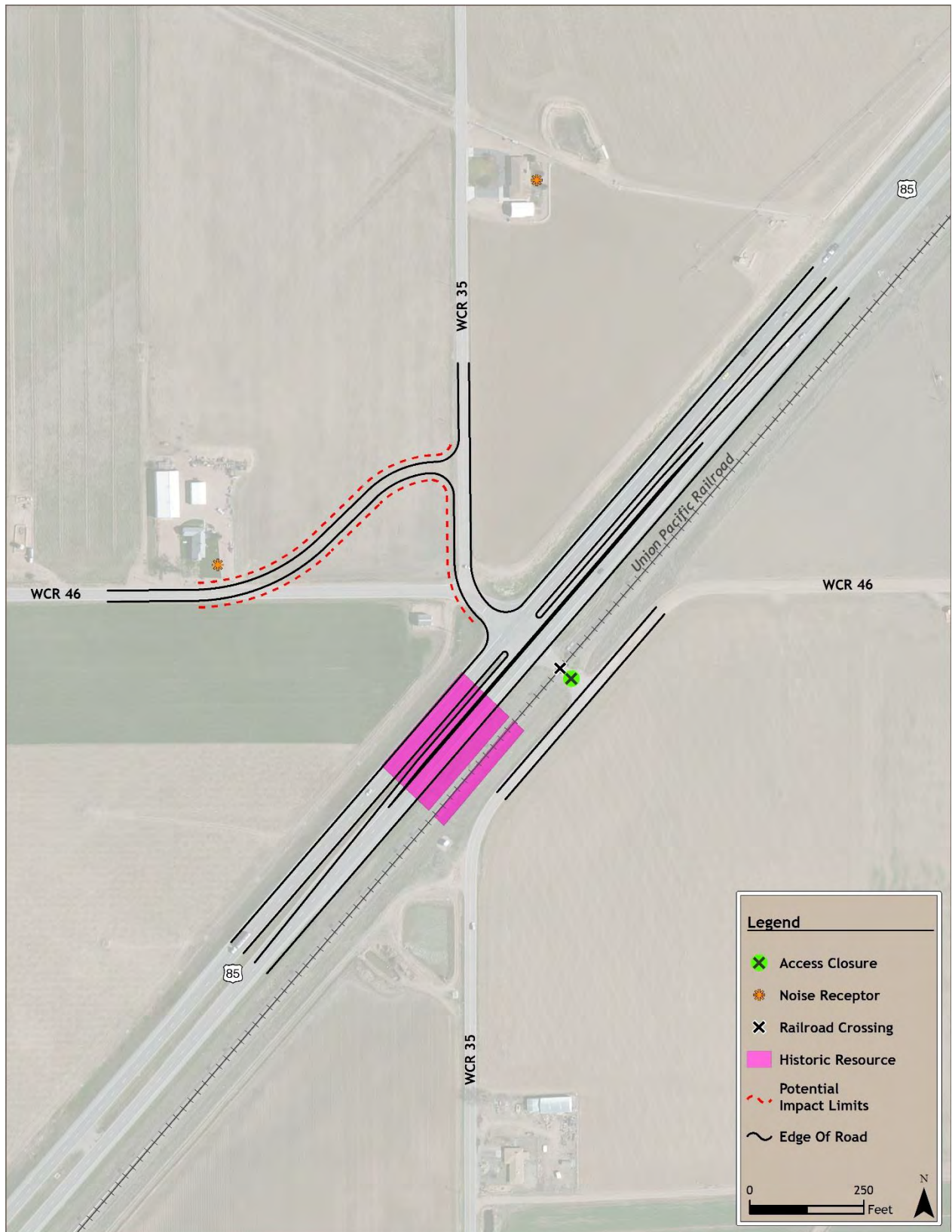
Evaluated improvements	No Action, Channelized-T at WCR 33, Junior Interchange w/ WCR 33, Diamond, Realigned frontage road, SPUI Bypass, TUDI North, and TUDI South
Eliminated improvement types	Grade separation on current alignment
Eliminated improvement evaluation (benefits, impacts)	Would result in severe impacts to community
Feasible, not recommended improvements	No Action, Junior Interchange w/ WCR 33, Diamond Interchange, Channelized-T at WCR 33, SPUI Bypass, and TUDI South
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> • No Action would not effectively address purpose and need • Other interchange concepts evaluated would result in substantial community impacts
Environmental considerations	Primary environmental considerations include minor impacts to commercial land uses, hazmat sites, and potentially historic ditch

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- **Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable
- **Land use and transportation planning coordination:** Coordination with Weld County to avoid or minimize land use conflicts
- Action would require an amendment to the ACP.

US 85 AND WCR 46/WCR 35



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	UFR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 30'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Standard expressway
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/A

Recommended Improvement

Key observations	
Recommended improvement type(s)	Channelized-T with closure on the east side; parallel bike facility on WCR 46 and WCR 35
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility and safety Fits within community context Impacts to land use and historic resource (US 85)
Recommended improvement cost estimate (Does not include ROW costs)	\$1,400,000
Interim improvements	Mobility - restriping

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1.5	4	6.5

PEL Screening Process

Evaluated improvements	No Action and Channelized-T with closure on the east side
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address Purpose and Need
Environmental considerations	Primary considerations include minor impacts to: residential and agricultural land uses west of US 85; potential historic Segment of US 85 within project area

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable.
- Land use and transportation planning coordination:** Coordination with Weld County to avoid or minimize land use conflicts.
- Partial closure is dependent upon coordination and consensus between relevant parties (Weld County, CDOT, and UPRR).

US 85 AND WCR 48/WCR 37



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 40'
Known problems (based on PEL purpose and need)	Railroad proximity, access (alignment)
Existing roadway classification	Standard expressway
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/A

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1	2.5	4.5

PEL Screening Process

Evaluated improvements	No Action, Full movement interchange, ¾ movement interchange, Channelized-T interchange
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, Full movement interchange, and ¾ movement interchange
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address Purpose and Need Other interchange concepts evaluated would be less compatible with the community
Environmental considerations	Primary considerations include minor impacts to: <ul style="list-style-type: none"> Agricultural and commercial land uses Railroad segment (potential historic resource)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

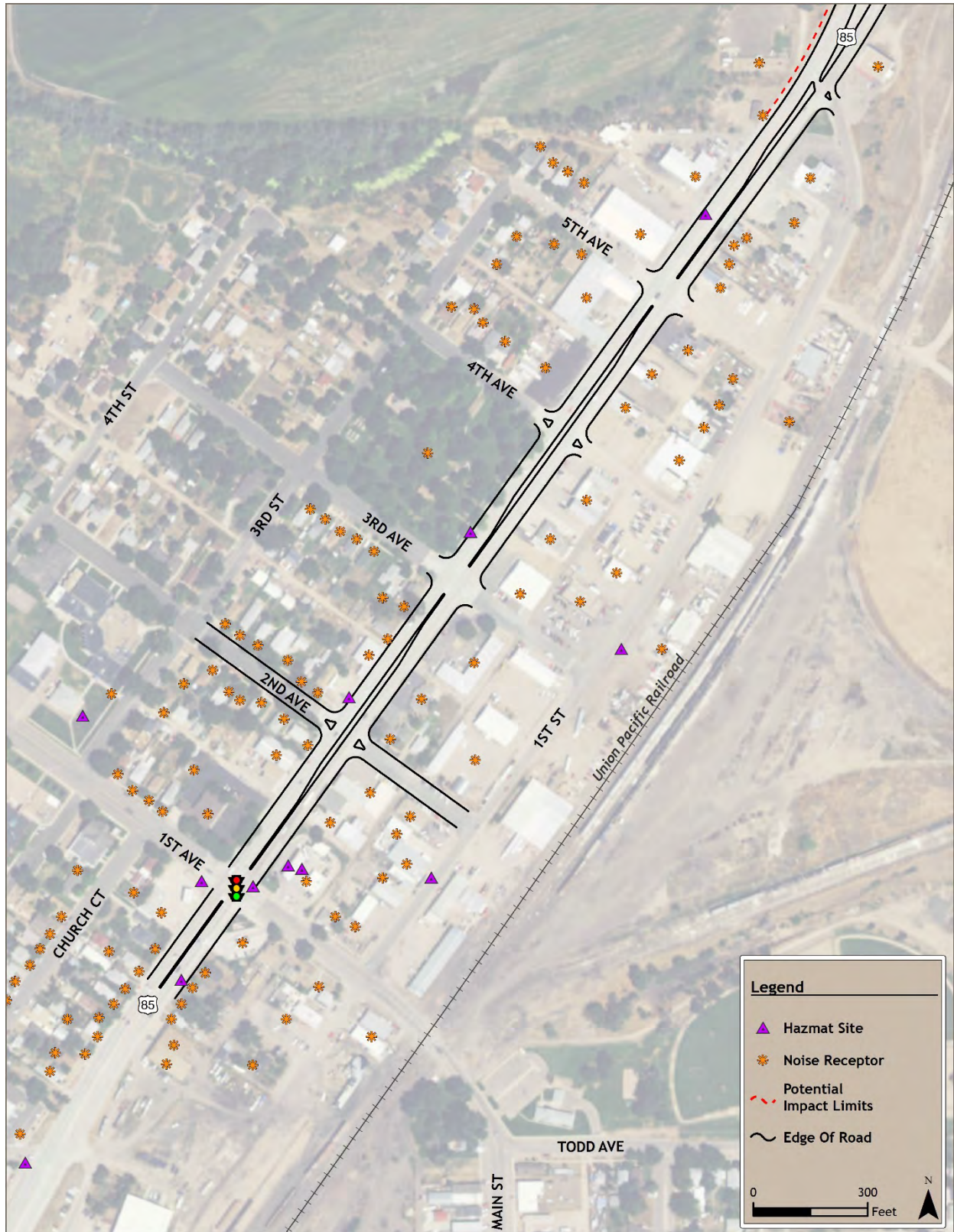
Next Steps

- Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable.
- Land use and transportation planning coordination:** Coordination with Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	
Recommended improvement type(s)	Channelized-T with closure on the east side
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context Impacts to land use and historic resource
Recommended improvement cost estimate (Does not include ROW costs)	\$600,000
Interim improvements	Mobility - closure of east leg of intersection

US 85 AND 1ST AVENUE



Overview

Municipality(ies)	LaSalle
County(ies)	Weld County
MPO/TPR	NFRMPO

Existing facility type	Full movement, signalized
Distance from railroad	Approximately 580'
Known problems (based on PEL purpose and need)	Railroad proximity

Existing roadway classification	Arterial
PEL recommended classification	Standard expressway

Existing LOS, AM/PM	B/B
2035 No-Action LOS	D/D

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
2	1.5	2.5	6

PEL Screening Process

Evaluated improvements	No Action, Junior Interchange, and turn lane extensions w/ traffic signals
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, Junior Interchange
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action does not effectively address Purpose and Need Junior interchange concept would result in substantial community impacts
Environmental considerations	Primary considerations include minimal impacts to: <ul style="list-style-type: none"> Residential and commercial land uses Hazmat facilities Parcels 50 years old or older (potential historic resources)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

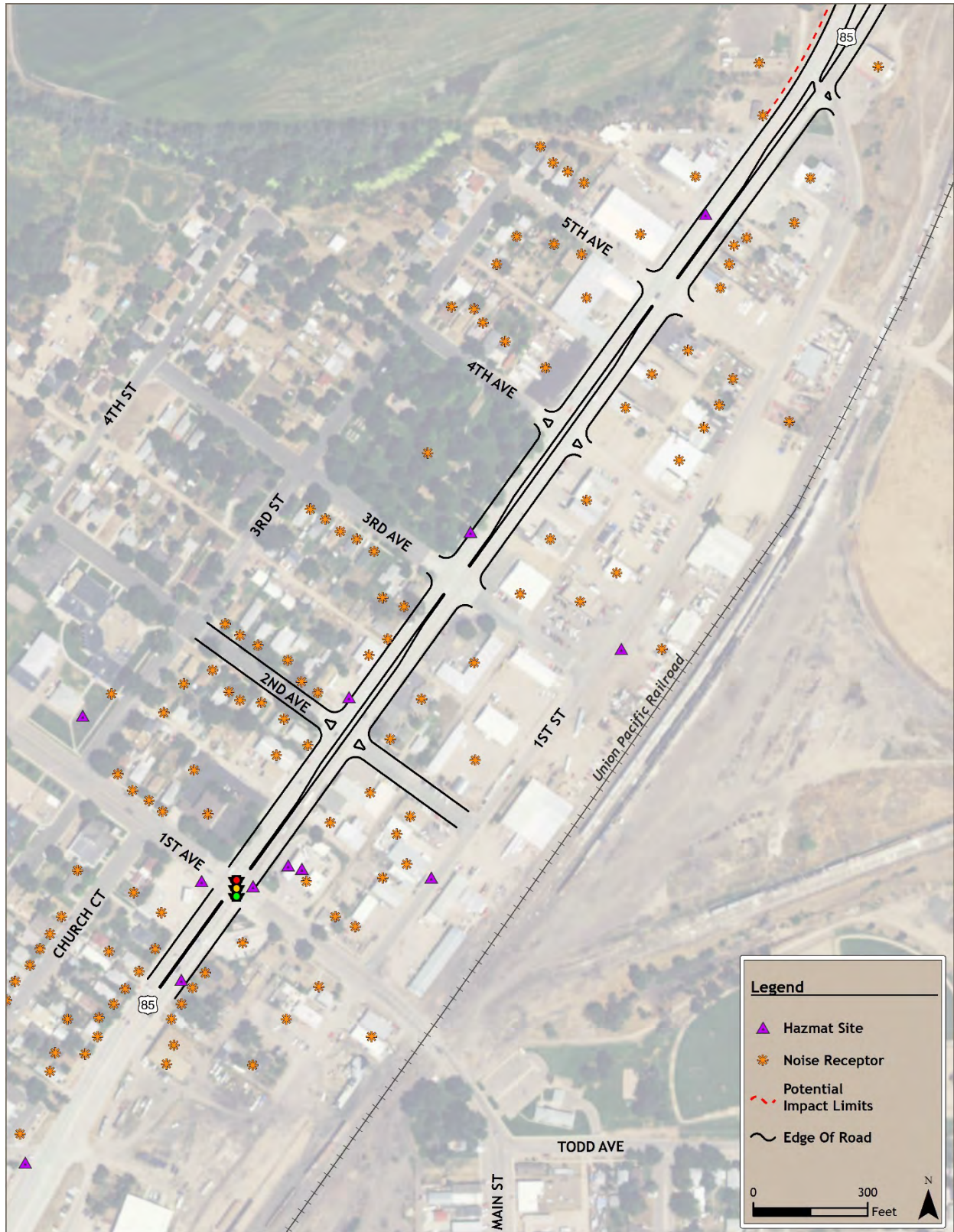
Next Steps

- Determining scope of NEPA and permitting process: Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable.
- Land use and transportation planning coordination: Coordination with LaSalle and Weld County to avoid or minimize land use conflicts.

Recommended Improvement

Key observations	<ul style="list-style-type: none"> Consider implementation of all improvements in LaSalle (1st Ave, 2nd Ave, 3rd Ave, 4th Ave, and 5th Ave.)
Recommended improvement type(s)	Turn lane extensions; enhancements to the pedestrian environment along and across US 85 as intersection improvements are made
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety, reduces railroad operation issues Fits within community context Minimal impacts to land use and potential historic resources
Recommended improvement cost estimate (Does not include ROW costs)	\$300,000
Interim improvements	None

US 85 AND 2ND AVENUE



Overview

Municipality(ies)	LaSalle
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, unsignalized
Distance from railroad	-
Known problems (based on PEL purpose and need)	No major issues
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	B/B

Recommended Improvement

Key observations	<ul style="list-style-type: none"> Consider implementation of all improvements in LaSalle (1st Ave, 2nd Ave, 3rd Ave, 4th Ave, and 5th Ave.)
Recommended improvement type(s)	Right-in, right-out (RIRO); enhancements to the pedestrian environment along and across the highway
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context Minor impacts to land use, hazmat facility and potential historic resources
Recommended improvement cost estimate (Does not include ROW costs)	\$300,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1	0	2

PEL Screening Process

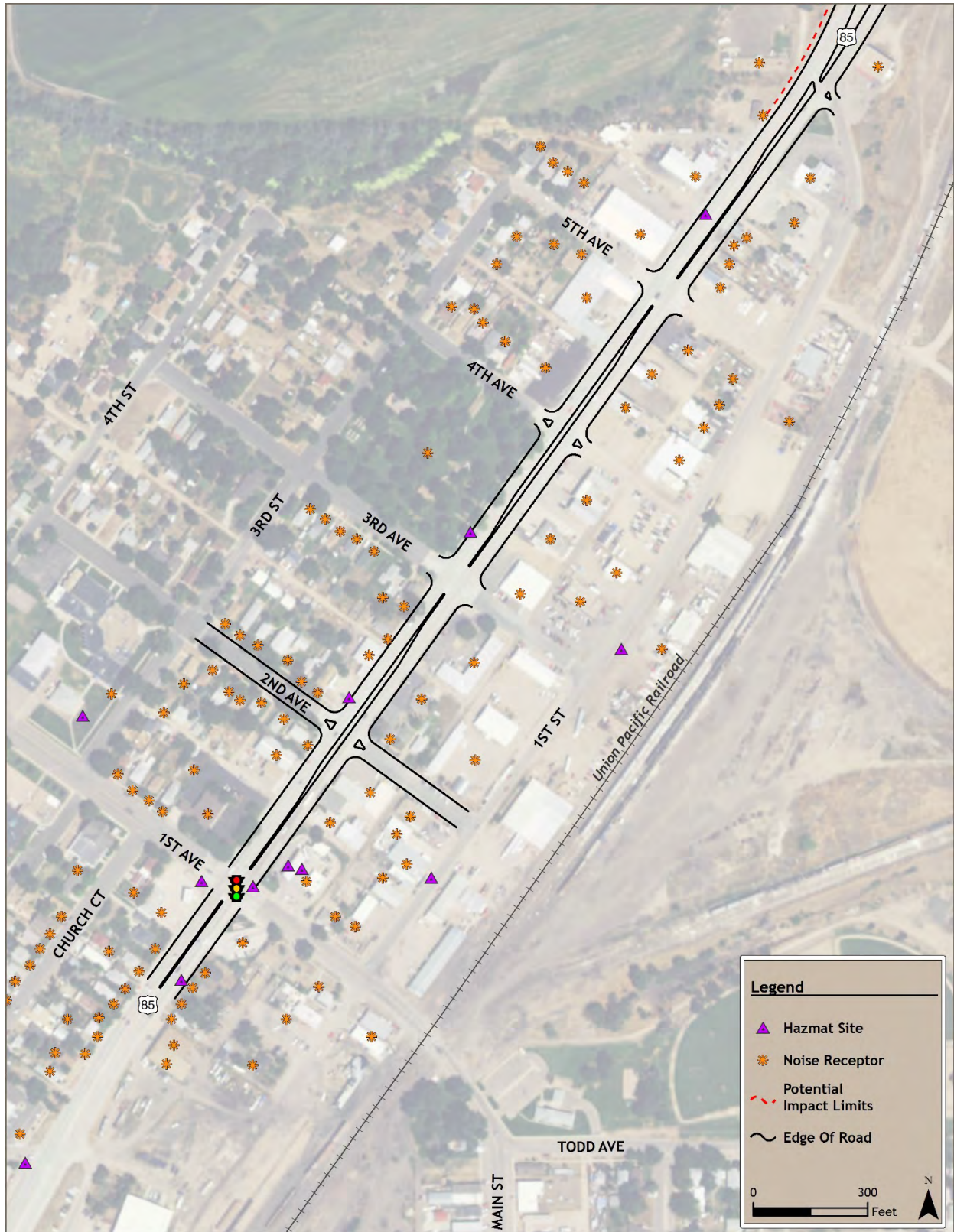
Evaluated improvements	No Action and RIRO
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action does not effectively address Purpose and Need
Environmental considerations	Primary considerations include minimal impacts to: <ul style="list-style-type: none"> Commercial and residential land uses Hazmat facility Parcels 50 years old or older (potential historic resources)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process: Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable.
- Land use and transportation planning coordination: Coordination with LaSalle and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

US 85 AND 4TH AVENUE



US 85 and 4th Avenue

Overview

Municipality(ies)	LaSalle
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, unsignalized
Distance from railroad	-
Known problems (based on PEL purpose and need)	No major issues
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/B

Recommended Improvement

Key observations	<ul style="list-style-type: none"> Consider implementation of all improvements in LaSalle (1st Ave, 2nd Ave, 3rd Ave, 4th Ave, and 5th Ave.)
Recommended improvement type(s)	Right-in, right-out (RIRO); enhancements to the pedestrian environment along and across the highway
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context Minor impacts to land use, hazmat, and Section 4(f) resource
Recommended improvement cost estimate (Does not include ROW costs)	\$300,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1	0	2

PEL Screening Process

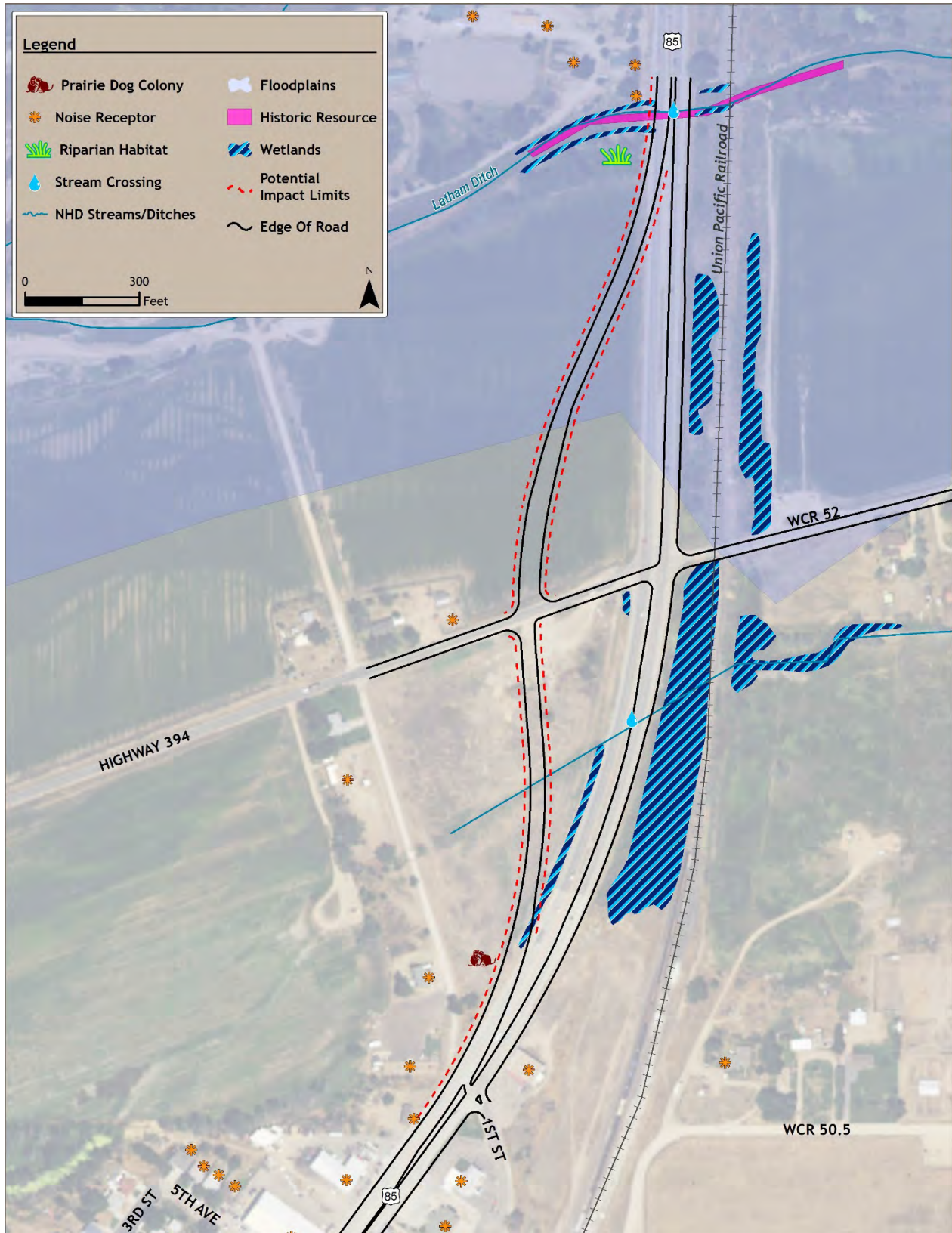
Evaluated improvements	No Action and RIRO
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action does not effectively address Purpose and Need
Environmental considerations	Primary considerations include minor impacts to: <ul style="list-style-type: none"> Residential, commercial and recreational land uses Hazmat facilities Main LaSalle Park (Section 4(f))

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable. Adverse impacts to Section 4(f) properties may elevate the level of NEPA study.
- Land use and transportation planning coordination:** Coordination with LaSalle and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

US 85 AND 1ST STREET



US 85 and 1st Street (LaSalle)

Overview

Municipality(ies)	LaSalle
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	¾ movement, unsignalized
Distance from railroad	-
Known problems (based on PEL purpose and need)	No major issues
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Recommended Improvement

Key observations	
Recommended improvement type(s)	Median channelization for left turn lane; enhancements to the pedestrian environment along and across the highway
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Moderately fits within community context Minor impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$200,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall

PEL Screening Process

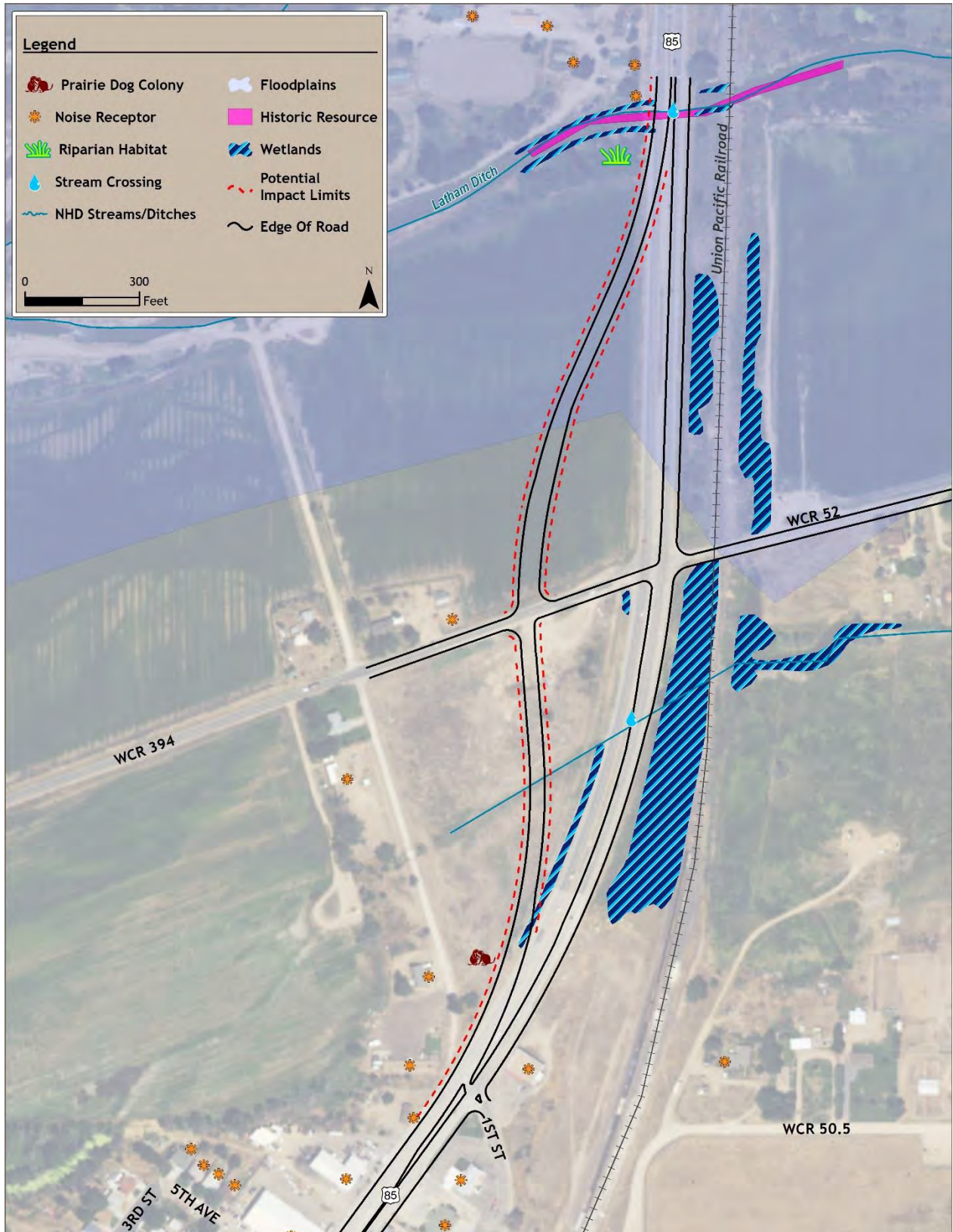
Evaluated improvements	No Action, Median channelization for left turn
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action does not effectively address Purpose and Need
Environmental considerations	Primary considerations include minor impacts to commercial land uses (changes in travel patterns)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with LaSalle and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

US 85 AND WCR 394/WCR 52



Overview

Municipality(ies)	LaSalle
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 100'
Known problems (based on PEL purpose and need)	Safety, railroad proximity
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/B

Recommended Improvement

Key observations	Maintain grade-separated trail with the South Platte River Trail
Recommended improvement type(s)	Couplet intersections
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access and safety Fits within community context Impacts to land use, historic resource, wetlands and T&E species
Recommended improvement cost estimate (Does not include ROW costs)	\$5,400,000
Interim improvements	Safety - Advanced intersection warning signs with beacons. Monitor status of crashes

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	2	2.5	5.5

PEL Screening Process

Evaluated improvements	No Action and couplet intersection
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address Purpose and Need
Environmental considerations	Primary considerations include impacts to: <ul style="list-style-type: none"> Agricultural land uses NRHP-eligible ditch segment (historic resource) Floodplain South Platte River T&E and riparian habitat BTPD habitat and burrowing owls

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Wetland delineations will be required to determine the scope of possible Section 404 permitting. During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable. Substantial changes in the floodplain of South Platte River may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. If black-tailed prairie dog habitat cannot be avoided within the project footprint, CDOT's Impacted Black-Tailed Prairie Dog Policy (2009) will apply, and surveys for Western Burrowing Owls will be required. If Western Burrowing Owls are found at the site, coordination with the US Fish and wildlife Service will be required to ensure compliance with the Migratory Bird Treaty Act. Coordination with the US Fish and wildlife Service may be required for federally listed T & E species, and the migratory birds. Coordination with Colorado Parks and Wildlife for State Species may be required for state listed T&E species, and SB 40 resources.
- Land use and transportation planning coordination:** Coordination with LaSalle and Weld County to avoid or minimize land use conflicts.

US 85 AND 42ND STREET



Overview

Municipality(ies)	Evans
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 110'
Known problems (based on PEL purpose and need)	Safety, mobility, railroad proximity, alternate travel modes
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	C/C
2035 No-Action LOS	D/E

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
2.75	3.5	3.5	9.75

PEL Screening Process

Evaluated improvements	No Action, traffic signal, turn restrictions, Texas turnaround
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, turn restrictions, Texas turnaround
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action does not effectively address Purpose Need Turn restrictions not supported - still need signal Texas turnaround would result in community impacts
Environmental considerations	Primary considerations include minor impacts to: <ul style="list-style-type: none"> Commercial and residential development Evans Historical Marker

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process: Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be required.
- Land use and transportation planning coordination: Coordination with Evans and Weld County to avoid or minimize land use conflicts.
- Transit: Coordinate with CDOT on the implementation of interregional commuter bus service as identified in the North I-25 EIS ROD 1.

Recommended Improvement

Key observations	A commuter bus station is identified to be in the southeast quadrant of US 85 and 42 nd Street
Recommended improvement type(s)	Auxiliary lane additions, when needed
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Minor impacts to land use, historic resource Avoidance of T&E species habitat
Recommended improvement cost estimate (Does not include ROW costs)	\$900,000
Interim improvements	Safety - Install flashing warning signs (W2-1) northbound

US 85 AND 37TH STREET



US 85 and 37th Street

Overview

Municipality(ies)	Evans
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 470'
Known problems (based on PEL purpose and need)	Mobility, access, alternative travel modes
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	C/C
2035 No-Action LOS	D/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3	5	3	11

PEL Screening Process

Evaluated improvements	No Action, Frontage road closures, and Texas turnaround
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action and Texas turnaround
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action does not effectively address Purpose and Need Texas Turnaround would result in community impacts
Environmental considerations	Primary considerations include minor impacts to: <ul style="list-style-type: none"> Commercial and residential land uses Hazmat facility (filling station)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process: During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable.
- Land use and transportation planning coordination: Coordination with Evans and Weld County to avoid or minimize land use conflicts.

Recommended Improvement

Key observations	
Recommended improvement type(s)	Frontage road closures; auxiliary lane additions, when needed
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Allows/consolidates access Fits within community context Minor impacts to land use and hazmat site
Recommended improvement cost estimate (Does not include ROW costs)	\$1,000,000
Interim improvements	Safety - reposition flashing warning signs (W2-1)

US 85 AND 31ST STREET



Overview

Municipality(ies)	Evans
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 800'
Known problems (based on PEL purpose and need)	Mobility, access, alternative travel modes
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	E/E
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
4.5	4	2.5	11

PEL Screening Process

Evaluated improvements	No Action, Frontage road closure and realignment, Texas turnaround
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action and Texas turnaround
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action does not effectively address Purpose and Need Texas turnaround would impact commercial land uses and is not supported by the community
Environmental considerations	Primary considerations include minor impacts to: <ul style="list-style-type: none"> Commercial land uses Hazmat facilities

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

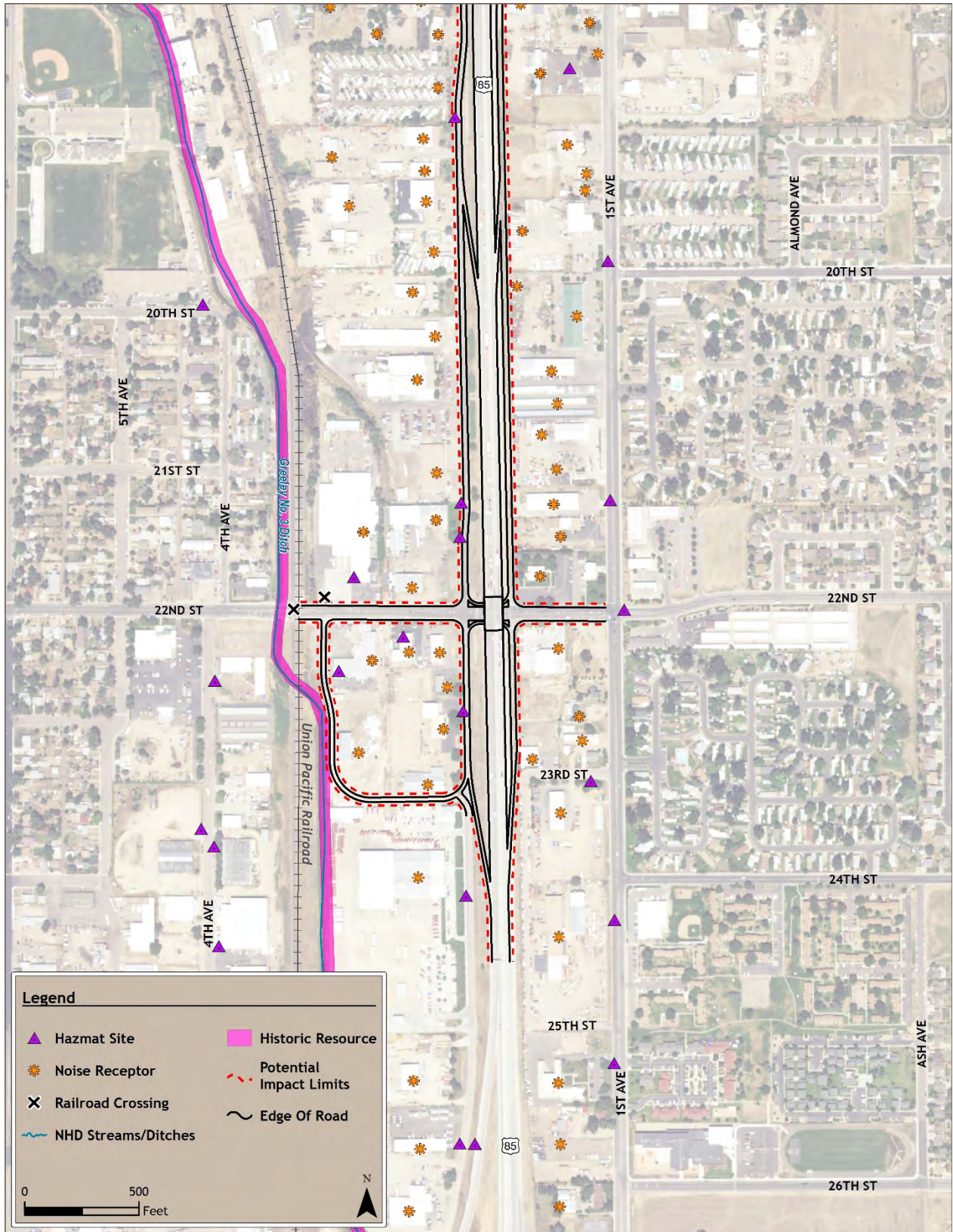
Next Steps

- Determining scope of NEPA and permitting process: During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable.
- Land use and transportation planning coordination: Coordination with City of Evans and Weld County to avoid or minimize land use conflicts.

Recommended Improvement

Key observations	
Recommended improvement type(s)	Frontage road closure; auxiliary lane additions, when needed
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves access and enhances regional transit service Fits within community context Minor impacts to land uses and Hazmat facilities
Recommended improvement cost estimate (Does not include ROW costs)	\$1,800,000
Interim improvements	Safety - Install flashing warning signs (W2-1) southbound

US 85 AND 22ND STREET



US 85 and 22nd Street

Overview

Municipality(ies)	Greeley
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 690'
Known problems (based on PEL purpose and need)	Safety, mobility, access, alternative travel modes
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	C/C
2035 No-Action LOS	E/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3.25	4	2.5	9.75

PEL Screening Process

Evaluated improvements	No Action, Texas turnaround
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action does not effectively address purpose and need
Environmental considerations	Primary considerations include impacts to: <ul style="list-style-type: none"> Commercial land uses Hazmat facilities

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

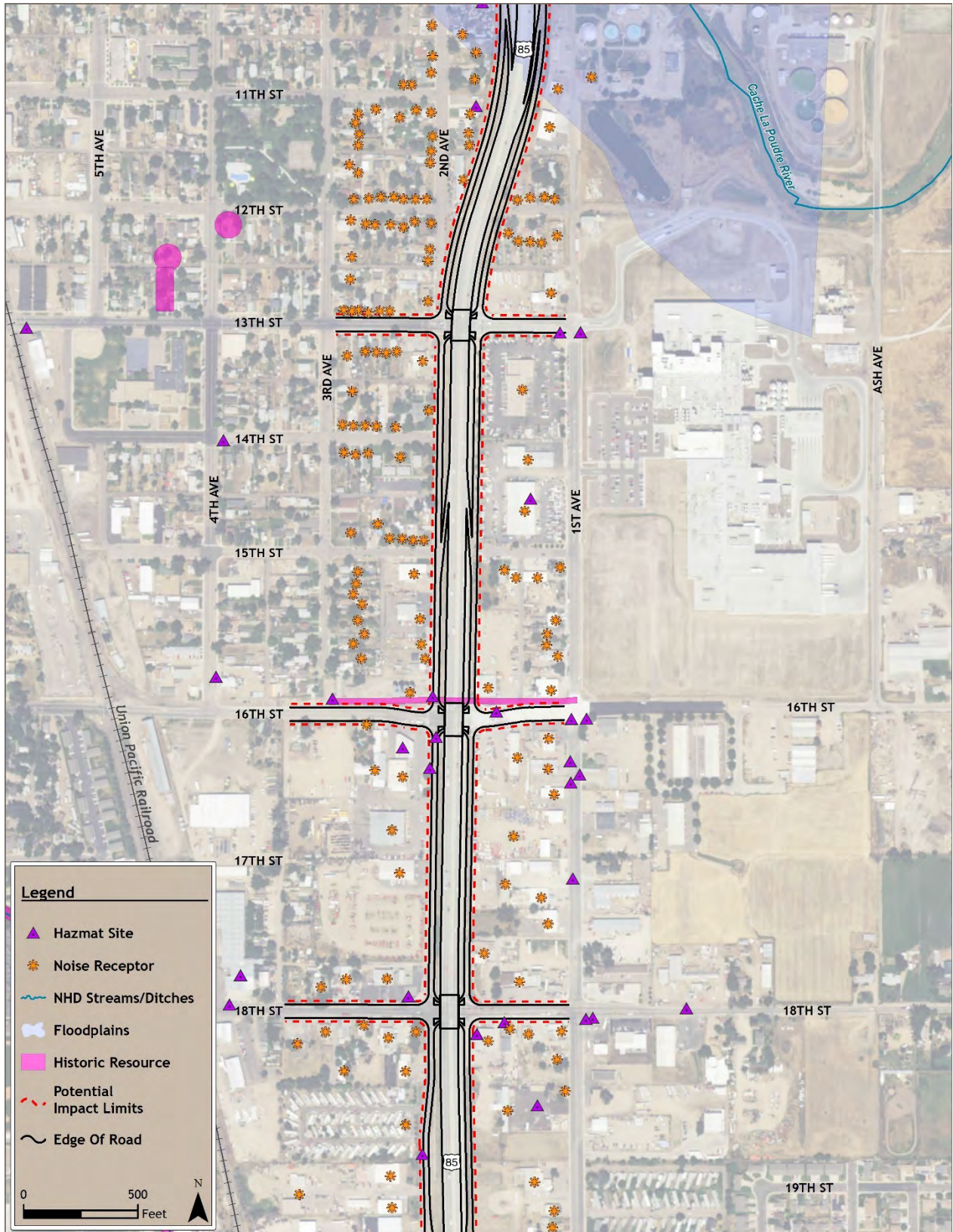
Next Steps

- **Determining scope of NEPA and permitting process:** During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter **hazardous materials** and to develop an appropriate Materials Management Plan, if applicable.
- **Land use and transportation planning coordination:** Coordination with Greeley and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	<ul style="list-style-type: none"> • Texas turnaround improvements work as a system from 22nd Street to 5th Street • Requires parallel road connection to allow business access on the east of the railroad
Recommended improvement type(s)	Texas turnaround; parallel bike route on 1 st Avenue
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> • Improves mobility, safety and access • Moderately fits within community context • Impacts to land use and hazmat facilities
Recommended improvement cost estimate (Does not include ROW costs)	\$19,600,000
Interim improvements	<ul style="list-style-type: none"> • Safety - Install flashing warning signs (W2-1) northbound • Mobility - Adaptive signal control or Michigan U's

US 85 AND 18TH STREET



US 85 and 18th Street

Overview

Municipality(ies)	Greeley
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 980'
Known problems (based on PEL purpose and need)	Safety, mobility, access, alternative travel modes
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	B/C
2035 No-Action LOS	D/E

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
2.5	3.5	2	8

PEL Screening Process

Evaluated improvements	No Action, Texas turnaround
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action does not effectively address Purpose and Need
Environmental considerations	Primary considerations include impacts to: <ul style="list-style-type: none"> Commercial and residential areas Mobile home community Hazmat facilities Parcels 50 years old or older (potential historic resources)

For additional information, see *Appendix C of the US 85 Planning and Environmental Linkages Report*

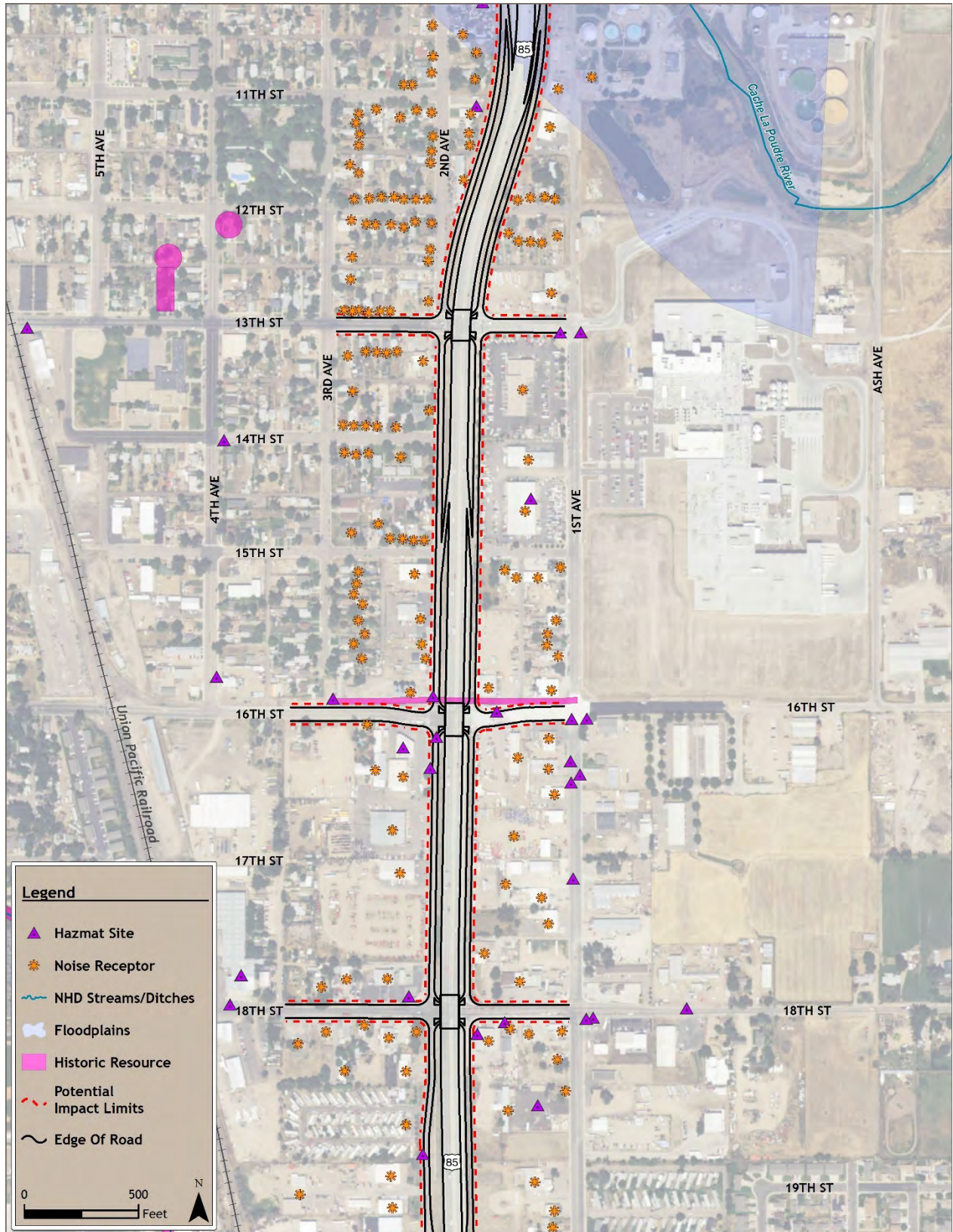
Next Steps

- **Determining scope of NEPA and permitting process:** During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter **hazardous materials** and to develop an appropriate Materials Management Plan, if applicable. Potentially eligible **historic resources** not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable.
- **Land use and transportation planning coordination:** Coordination with City of Greeley and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	Texas turnaround improvements work as a system from 22 nd Street to 5 th Street
Recommended improvement type(s)	Texas turnaround; parallel bike route on 1 st Avenue
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, safety and access Moderately fits within the community context Impacts to land uses, mobile home community, hazmat site and historic resources
Recommended improvement cost estimate (Does not include ROW costs)	\$16,900,000
Interim improvements	Mobility - Adaptive signal control or Michigan U's

US 85 AND 16TH STREET



US 85 and 16th Street

Overview

Municipality(ies)	Greeley
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 1370'
Known problems (based on PEL purpose and need)	Safety, mobility, access, alternative travel modes
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	C/C
2035 No-Action LOS	F/F

Recommended Improvement

Key observations	Texas turnaround improvements work as a system from 22 nd Street to 5 th Street
Recommended improvement type(s)	Texas turnaround; parallel bike route on 1 st Avenue
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access and safety Moderately fits within community context Impacts to land uses, hazmat facilities and historic resource
Recommended improvement cost estimate (Does not include ROW costs)	\$14,600,000
Interim improvements	Mobility - Adaptive signal control or Michigan U's

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3.5	3.5	2	9

PEL Screening Process

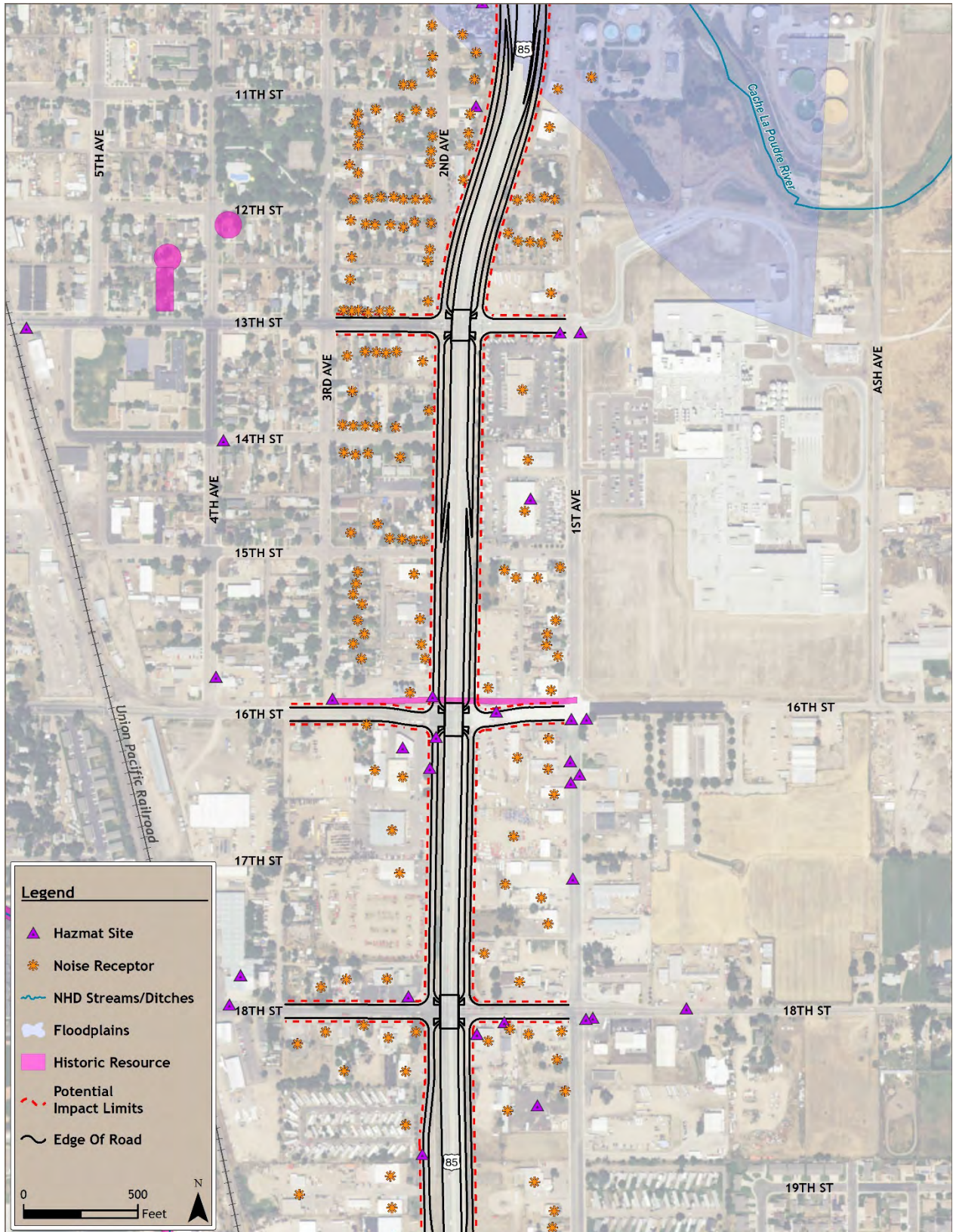
Evaluated improvements	No Action, Texas turnaround
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action does not effectively address Purpose and Need
Environmental considerations	Primary considerations include impacts to: <ul style="list-style-type: none"> Commercial and residential land uses with a higher density of impacts east of US 85 due to new frontage road Hazmat facilities Potential historic railroad segment

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process: Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable.
- Land use and transportation planning coordination: Coordination with City of Greeley and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

US 85 AND 13TH STREET



US 85 and 13th Street

Overview

Municipality(ies)	Greeley
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 1800'
Known problems (based on PEL purpose and need)	Safety, mobility, access, alternative travel modes
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	B/B
2035 No-Action LOS	C/E

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
2	2	1.5	5.5

PEL Screening Process

Evaluated improvements	No Action, traffic signal, Texas turnaround
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, traffic signal
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action does not effectively address Purpose and Need Traffic signals would not improve mobility or safety conditions
Environmental considerations	Primary considerations include impacts to: <ul style="list-style-type: none"> Commercial and residential land uses on both sides of US 85 due to new frontage roads Hazmat facilities

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

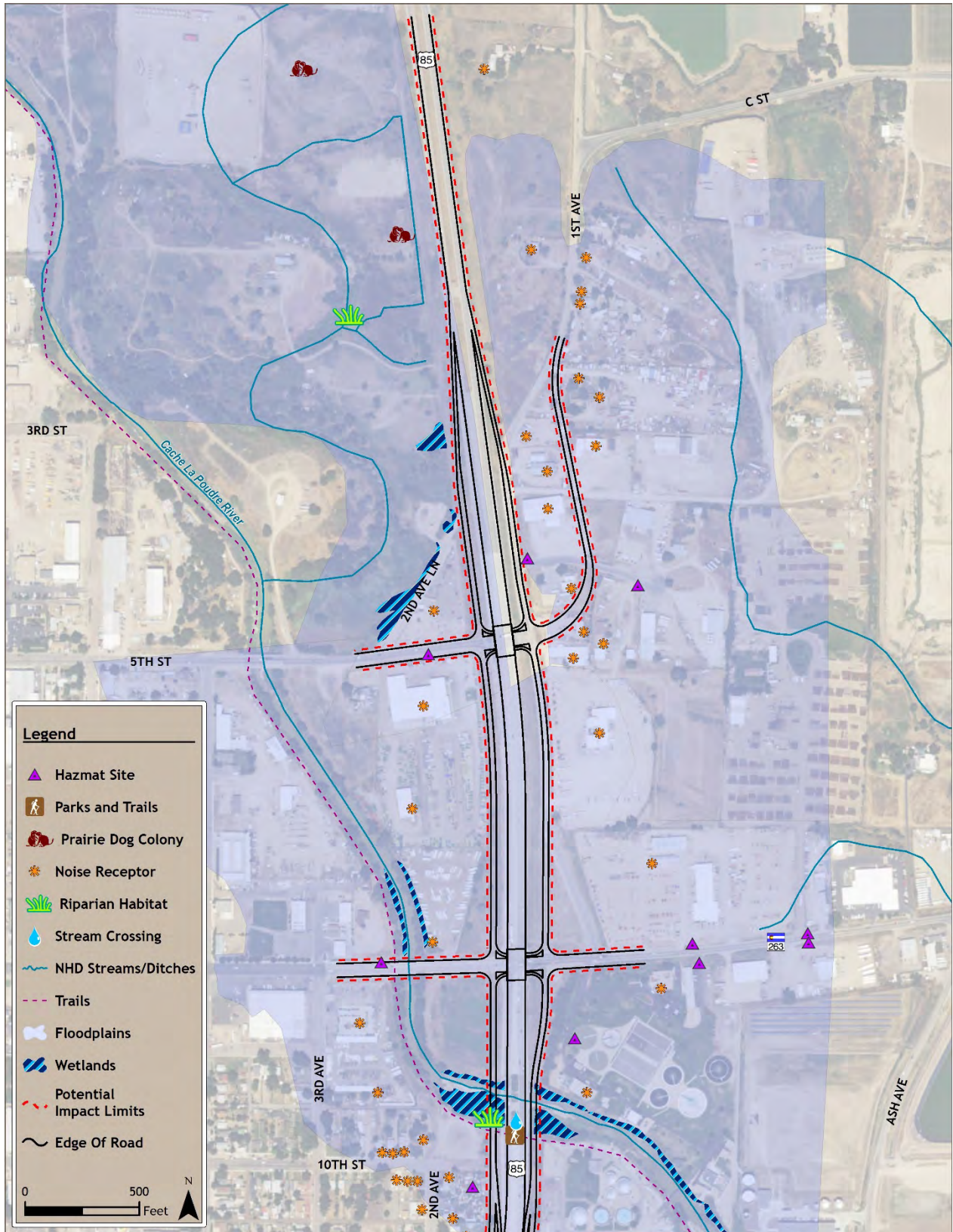
Next Steps

- **Determining scope of NEPA and permitting process:** During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter **hazardous materials** and to develop an appropriate Materials Management Plan, if applicable.
- **Land use and transportation planning coordination:** Coordination with City of Greeley and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	Texas turnaround improvements work as a system from 22nd Street to 5th Street
Recommended improvement type(s)	Texas turnaround; parallel bike route on 1st Avenue
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility and safety Moderately fits within Community context Impacts to land uses and hazmat facilities
Recommended improvement cost estimate (Does not include ROW costs)	\$16,500,000
Interim improvements	-

US 85 AND 8TH STREET



US 85 and 8th Street

Overview

Municipality(ies)	Greeley
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 2500'
Known problems (based on PEL purpose and need)	Mobility, access, alternative travel modes
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	C/C
2035 No-Action LOS	D/E

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
2.75	3	1	6.75

PEL Screening Process

Evaluated improvements	No Action, Texas turnaround, and split diamond
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, split diamond
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action does not effectively address Purpose and Need Split diamond would result in substantial community impacts
Environmental considerations	Primary considerations include impacts to: <ul style="list-style-type: none"> Commercial land uses Hazmat facilities Cache la Poudre River (floodplain, wetlands, and T&E habitats) Poudre River Trail (Section 4(f) Resource)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

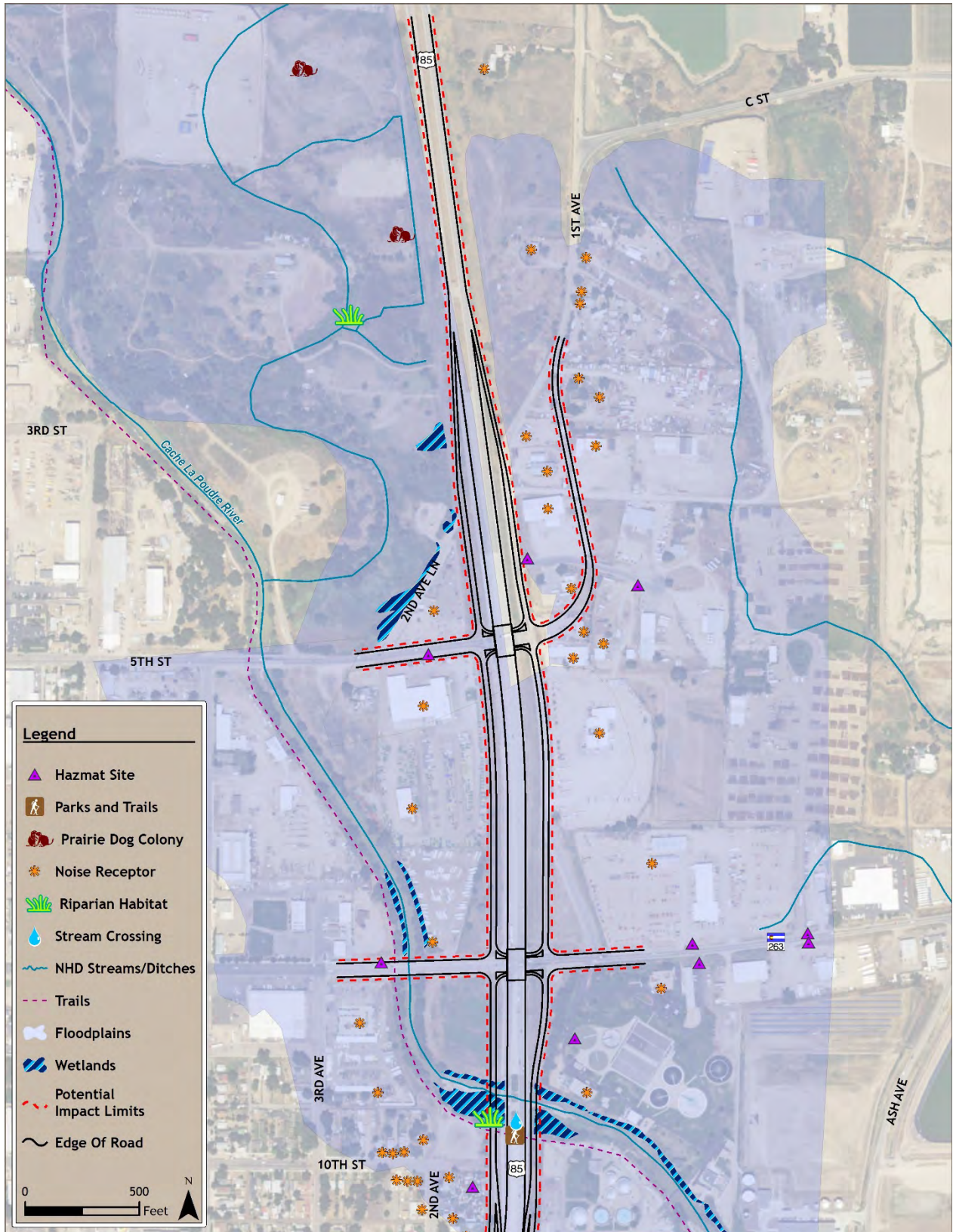
Next Steps

- Determining scope of NEPA and permitting process:** Wetland delineations will be required to determine the scope of possible Section 404 permitting. Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable. Adverse impacts to Section 4(f) properties may elevate the level of NEPA study. Coordination with the US Fish and wildlife Service may be required for federally listed T & E species, and migratory birds. Coordination with Colorado Parks and Wildlife for State Species may be required for state listed T&E species, and SB 40 resources. Substantial changes in the floodplain of Cache la Poudre River may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency.
- Land use and transportation planning coordination:** Coordination with City of Greeley and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	Texas turnaround improvements work as a system from 22nd Street to 5th Street
Recommended improvement type(s)	Texas turnaround
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access and safety Moderately fits within the community context Impacts to land uses, Section 4(f) resources; and Cache la Poudre River floodplain, wetlands and T&E species
Recommended improvement cost estimate (Does not include ROW costs)	\$23,500,000
Interim improvements	<ul style="list-style-type: none"> Safety - install flashing warning signs (W2-1) Mobility - Adaptive signal control or Michigan U's

US 85 AND 5TH STREET GREELEY



US 85 and 5th Street

Overview

Municipality(ies)	Greeley
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 2600'
Known problems (based on PEL purpose and need)	Safety, mobility, access, alternative travel modes
Existing roadway classification	Arterial
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	B/C
2035 No-Action LOS	C/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
2.5	2.5	1	6

PEL Screening Process

Evaluated improvements	No Action, Texas turnaround, and split diamond
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, split diamond
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action does not effectively address Purpose and Need Split diamond would result in substantial community impacts
Environmental considerations	Primary considerations include impacts to: <ul style="list-style-type: none"> Commercial land uses Hazmat facilities Cache la Poudre River (floodplain, wetlands, and T&E habitats) Poudre River Trail (Section 4(f) resource)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

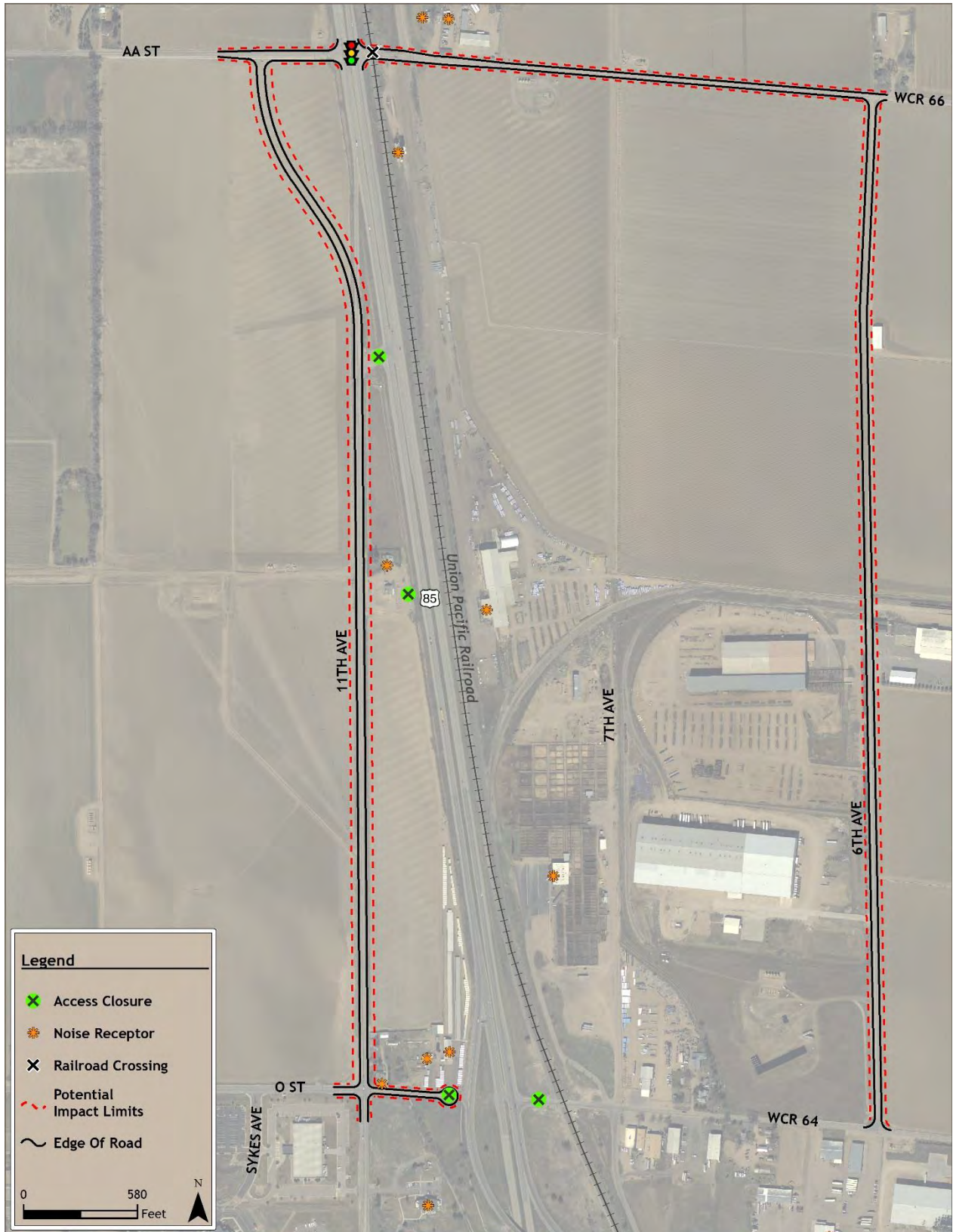
Next Steps

- Determining scope of NEPA and permitting process:** Wetland delineations will be required to determine the scope of possible Section 404 permitting. Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. During project planning, a Modified Phase I Environmental Site Assessment or CDOT Initial Site Assessment would be required, to determine the potential to encounter hazardous materials and to develop an appropriate Materials Management Plan, if applicable. Adverse impacts to Section 4(f) properties may elevate the level of NEPA study. Habitat suitability assessments will be required for special-status species, and migratory bird nests within 0.5 mile. Coordination with the US Fish and wildlife Service may be required for federally listed T & E species, and migratory birds. Coordination with Colorado Parks and Wildlife for State Species may be required for state listed T&E species, and SB 40 resources. Substantial changes in the floodplain of Cache la Poudre River may require consultation with the local agencies, and a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) from the Federal Emergency Management Agency.
- Land use and transportation planning coordination:** Coordination with City of Greeley and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.

Recommended Improvement

Key observations	Texas turnaround improvements work as a system from 22nd Street to 5th Street
Recommended improvement type(s)	Texas turnaround
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access and safety Moderately fits within the community context Impacts to land uses, Section 4(f) resources; and Cache la Poudre River floodplain, wetlands and T&E species
Recommended improvement cost estimate (Does not include ROW costs)	\$17,700,000
Interim improvements	<ul style="list-style-type: none"> Safety - install flashing warning signs (W2-1) Mobility - Adaptive signal control or Michigan U's

US 85 AND O STREET



US 85 and O Street

Overview

Municipality(ies)	Greeley
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	3/4 movement
Distance from railroad	Approximately 190'
Known problems (based on PEL purpose and need)	Mobility, railroad proximity
Existing roadway classification	Enhanced expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	NB: A/A, SB: A/A
2035 No-Action LOS	NB: B/B, SB: A/B

Recommended Improvement

Key observations	Constructed in conjunction with a traffic signal at WCR 66
Recommended improvement type(s)	Closure; new frontage road on east side (6 th Avenue); realign N. 11th Ave connection to WCR 66
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves access and safety Moderately fits within the community context Impacts to land uses
Recommended improvement cost estimate (Does not include ROW costs)	\$10,900,000 (includes signal at WCR 66)
Interim improvements	Mobility - Close east leg once parallel connection with WCR 66 is complete

Prioritization (1-5 each, 15 total) NB/SB

LOS	Safety	Railroad	Overall
1/1	1.5/2.5	2.5/0	5/3.5

PEL Screening Process

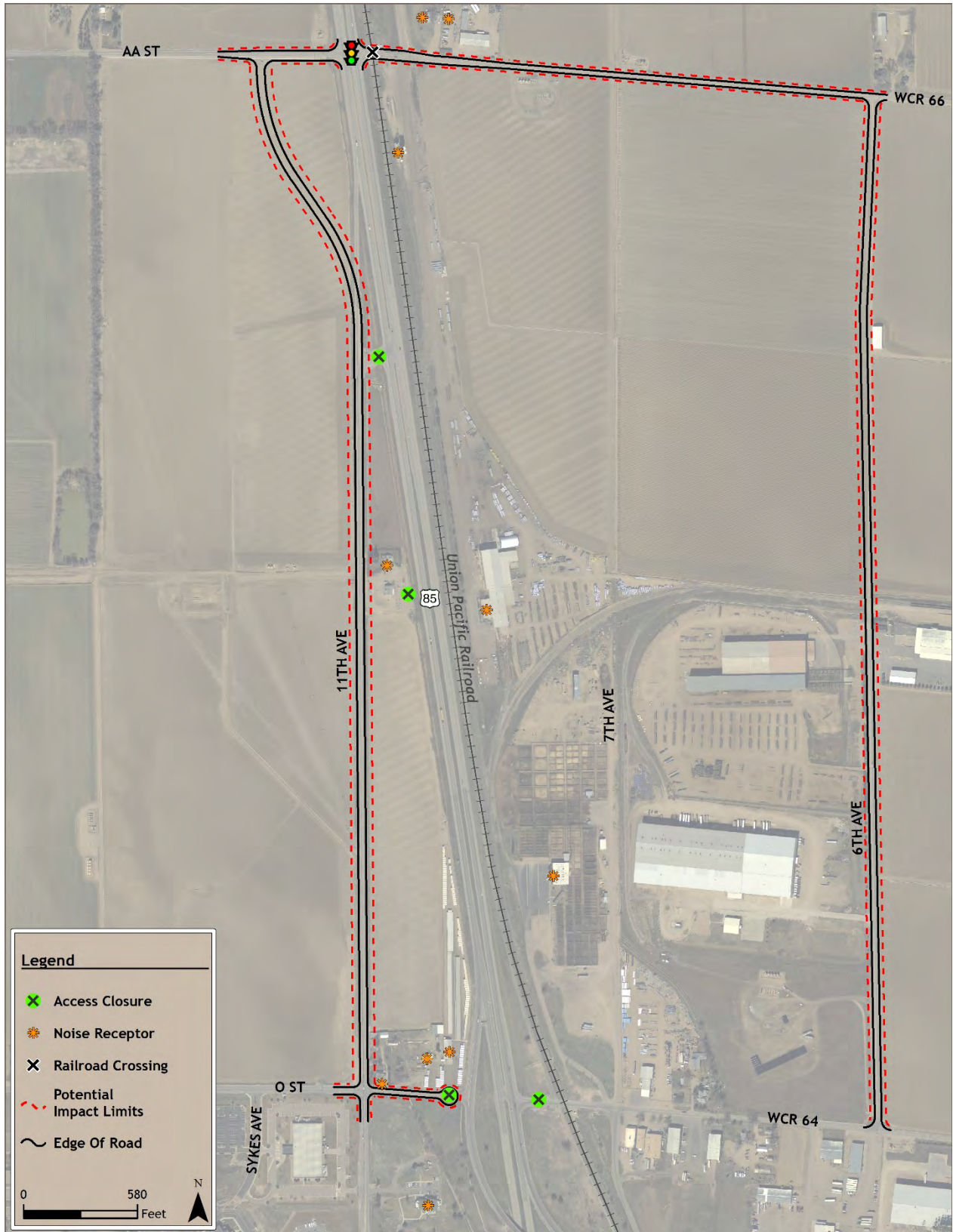
Evaluated improvements	No Action, overpass, combined overpass with WCR 66, closure
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, overpass, combined overpass with WCR 66
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address Purpose and Need Overpass and combined overpass with WCR 66 would result in substantial impacts to community land uses, and US Forestry lands
Environmental considerations	Primary considerations include minor impacts to: <ul style="list-style-type: none"> Commercial, residential, and agricultural land Potential impacts to a potential historic resource (railroad segment)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process: Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable.
- Land use and transportation planning coordination: Coordination with City of Greeley and Weld County to avoid or minimize land use conflicts.
- Action would require an amendment to the ACP.
- Closure is dependent upon coordination and consensus between relevant parties (Greeley, Weld County, CDOT, and UPRR).

US 85 AND WCR 66



Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 50'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Enhanced expressway
PEL recommended classification	Enhanced expressway
Existing LOS, AM/PM	A/A
2035 No-Action LOS	A/B

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1.5	5	7.5

PEL Screening Process

Evaluated improvements	No Action and signal
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address Purpose and Need
Environmental considerations	Primary considerations include coordination with O Street improvements

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with City of Greeley and Weld County to avoid or minimize land use conflicts.

Recommended Improvement

Key observations	Constructed in conjunction with closures at O Street
Recommended improvement type(s)	Signal
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility, access and safety Fits within the community context Avoids impacts
Recommended improvement cost estimate (Does not include ROW costs)	\$10,900,000 (includes closures of O Street)
Interim improvements	None

US 85 AND SH 392



Overview

Municipality(ies)	Lucerne
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 100'
Known problems (based on PEL purpose and need)	Mobility, railroad proximity
Existing roadway classification	Standard expressway
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	B/B
2035 No-Action LOS	F/F

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
3	5	5	13

PEL Screening Process

Evaluated improvements	No Action, traffic signal, diamond interchange
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action, diamond interchange
Feasible, not recommended evaluation (benefits, impacts)	<ul style="list-style-type: none"> No Action would not effectively address Purpose and Need Diamond interchange would result in severe community impacts
Environmental considerations	Primary considerations include coordination with interim improvements

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable. Wetland delineations will be required to determine the scope of possible Section 404 permitting.
- Land use and transportation planning coordination:** Coordination with City of Lucerne and Weld County to avoid or minimize land use conflicts.

Recommended Improvement

Key observations	An interchange is too impactful at this location
Recommended improvement type(s)	Auxiliary Lane Improvements, as needed
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Would improve mobility and access Would fit within the community context Avoids impacts
Recommended improvement cost estimate (Does not include ROW costs)	1,400,000
Interim improvements	<ul style="list-style-type: none"> Safety - Relocate mast arms to shoulders. Install flashing yellow arrows or protected only. Install flashing warning signs. Mobility - Additional NB left turn lane, additional accepting WB lane on SH 392, and additional WB left turn lane

US 85 AND WCR 70 AND WCR 72



US 85 and WCR 70 and WCR 72

Overview

Municipality(ies)	Eaton	
County(ies)	Weld County	
MPO/TPR	NFRMPO	
Existing facility type	Full movement, unsignalized	
Distance from railroad	Approximately 50'	
Known problems (based on PEL purpose and need)	Railroad proximity	
Existing roadway classification	Standard expressway	
PEL recommended classification	Standard expressway	
	WCR 70	WCR 72
Existing LOS, AM/PM	A/B	A/B
2035 No-Action LOS	B/D	A/C

Recommended Improvement

Key observations	Closure at WCR 72 is supported by new improvements in Eaton and full access maintained at WCR 70
Recommended improvement type(s)	No change at WCR 70 Closure on the east side at WCR 72
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context Minor land use impacts
Recommended improvement cost estimate (Does not include ROW costs)	\$100,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

Location	LOS	Safety	Railroad	Overall
WCR 70	1.5	1.5	2.5	5.5
WCR 72	1.25	2.5	2.5	6.25

PEL Screening Process

Evaluated improvements	No Action, full closure, closure on east and west side
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address safety needs
Environmental considerations	Primary considerations include minor impacts to local agricultural land uses (changes in travel patterns).

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with City of Eaton and Weld County to avoid or minimize land use conflicts and change in travel patterns.
- Closure is dependent upon coordination and consensus between relevant parties (Eaton, Weld County, CDOT, and UPRR).
- Action would require an amendment to the ACP.

Overview

Municipality(ies)	Eaton
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, unsignalized
Distance from railroad	-
Known problems (based on PEL purpose and need)	No major issues
Existing roadway classification	Main street
PEL recommended classification	Main street
Existing LOS, AM/PM	A/B
2035 No-Action LOS	A/B

Recommended Improvement

Key observations	Connects Colorado Parkway east of the highway
Recommended improvement type(s)	Signal
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context
Recommended improvement cost estimate (Does not include ROW costs)	\$800,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	0.5	0	1.5

PEL Screening Process

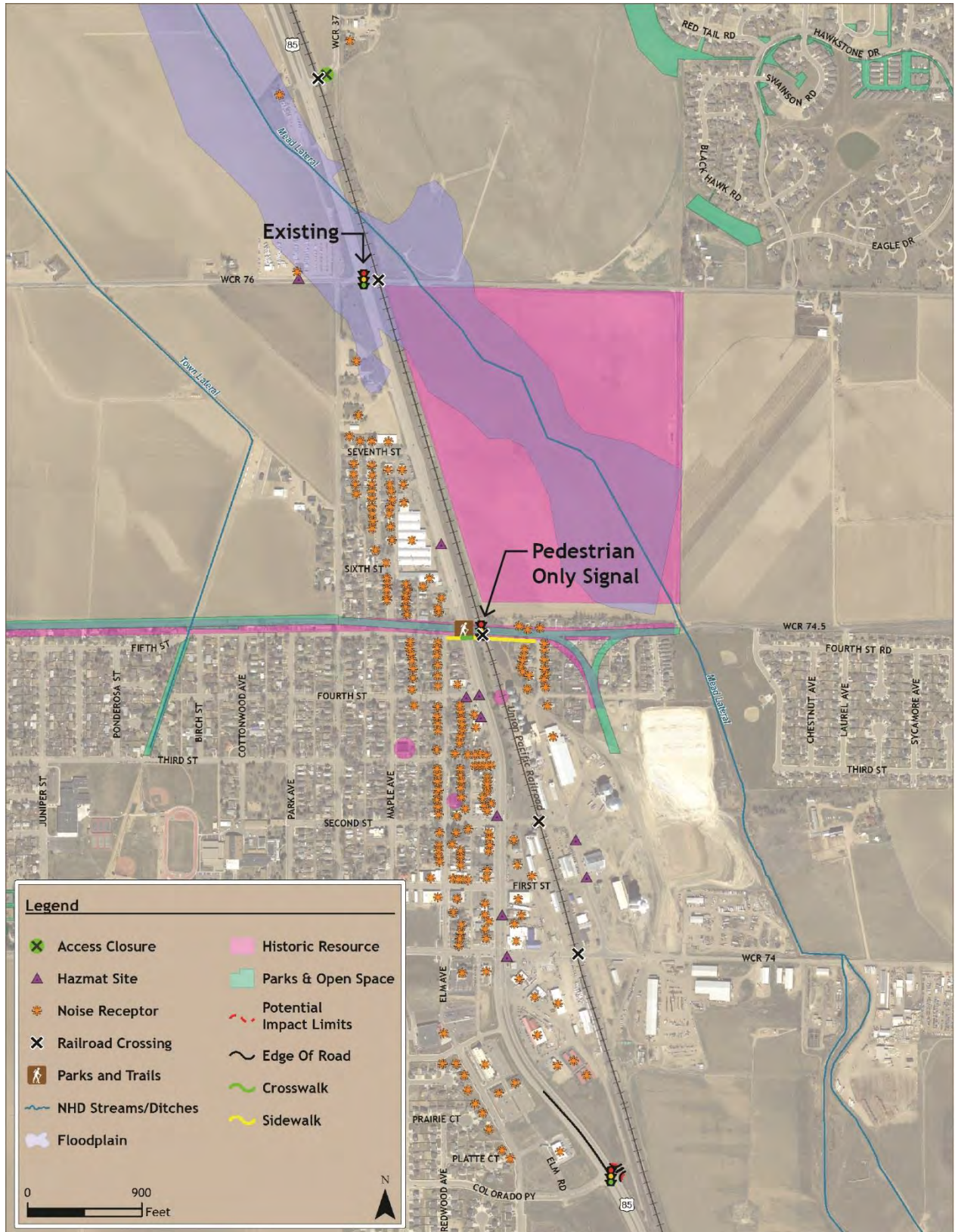
Evaluated improvements	Signal
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	N/A
Feasible, not recommended evaluation (benefits, impacts)	N/A
Environmental considerations	Primary considerations are to avoid impacts to local land uses

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Town of Eaton and Weld County to avoid or minimize land use conflicts and changes in travel patterns.

US 85 AND 5TH STREET (EATON)



US 85 and 5th Street (Eaton)

Overview

Municipality(ies)	Eaton
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 40'
Known problems (based on PEL purpose and need)	Safety, railroad proximity
Existing roadway classification	Main street
PEL recommended classification	Main street
Existing LOS, AM/PM	A/B
2035 No-Action LOS	A/B

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1	2.5	4.5

PEL Screening Process

Evaluated improvements	No Action, signal
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action does not effectively address access or safety needs
Environmental considerations	Primary considerations include avoidance of impacts to: <ul style="list-style-type: none"> Commercial and residential land uses Hazmat facilities NRHP-eligible Great Western Railroad (historic resource)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- **Determining scope of NEPA and permitting process:** Potentially eligible historic resources not previously assessed will require surveys to determine their eligibility with NRHP, and Section 106 consultation should impacts be unavoidable.
- **Land use and transportation planning coordination:** Coordination with City of Eaton and Weld County to avoid land use conflicts and change in travel patterns.

Recommended Improvement

Key observations	Pedestrian crossing enhancements for Great Western Trail
Recommended improvement type(s)	Signal; pedestrian crossing enhancements
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility and access Fits within community context Avoids impacts to land uses, hazmat site, and historic resource
Recommended improvement cost estimate (Does not include ROW costs)	\$600,000
Interim improvements	Mobility - Pedestrian improvements and additional WB left turn lane

Overview

Municipality(ies)	Eaton
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 40'
Known problems (based on PEL purpose and need)	Safety, railroad proximity
Existing roadway classification	Main street
PEL recommended classification	Main street
Existing LOS, AM/PM	A/B
2035 No-Action LOS	A/B

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1.5	3.5	4	9

PEL Screening Process

Evaluated improvements	No Action and signal
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address safety or access needs
Environmental considerations	Primary considerations include avoidance of community and floodplain impacts

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

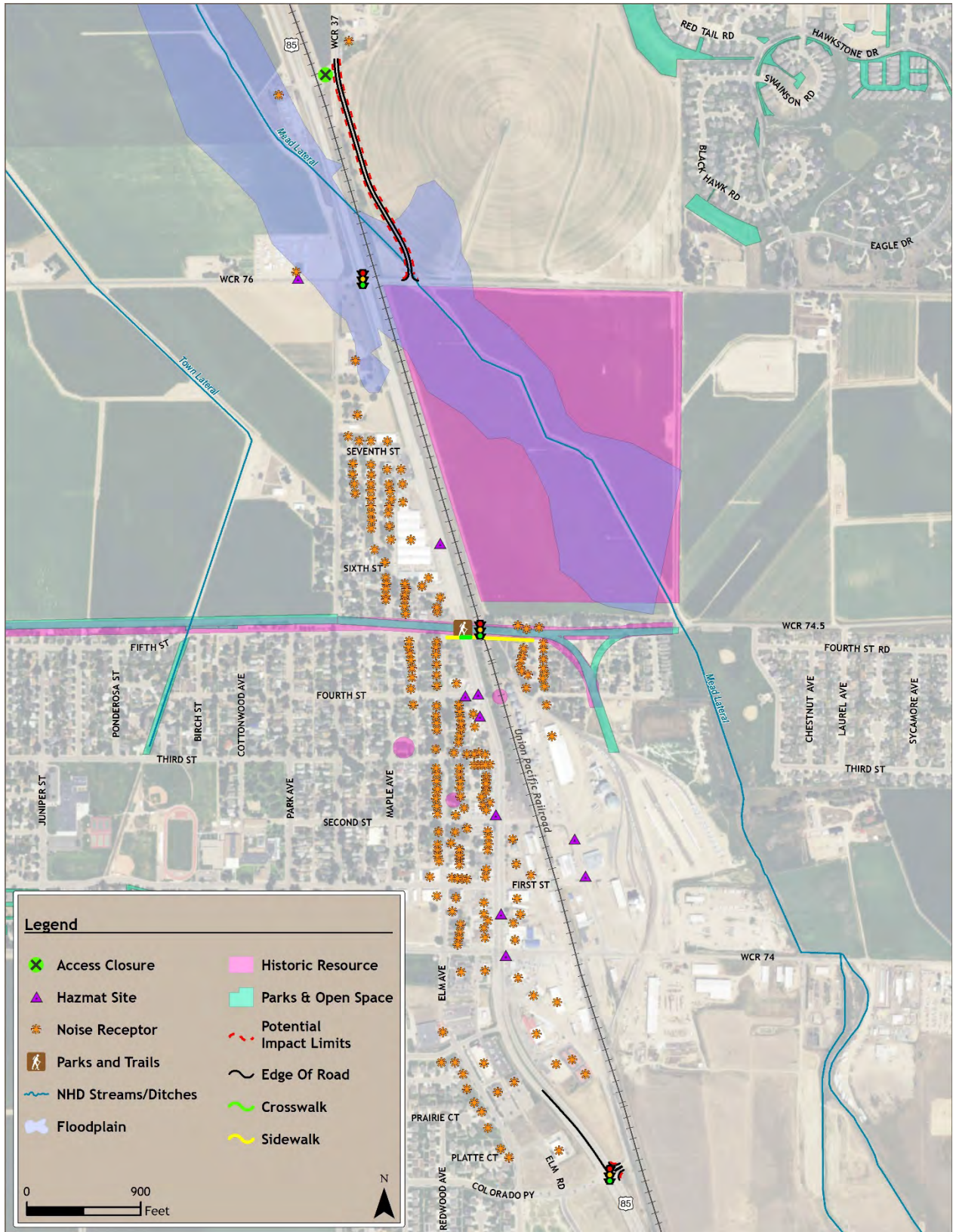
Next Steps

- Land use and transportation planning coordination: Coordination with Town of Eaton and Weld County to avoid or minimize land use conflicts and change in travel patterns.

Recommended Improvement

Key observations	Signal provides a safer crossing of the highway; this is a high priority location for Eaton
Recommended improvement type(s)	Signal; pedestrian crossing enhancements
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within Community context Avoids impacts to land use and floodplain
Recommended improvement cost estimate (Does not include ROW costs)	\$400,000
Interim improvements	Mobility - Additional EB and WB turn lanes

US 85 AND WCR 37



US 85 and WCR 37

Overview

Municipality(ies)	-
County(ies)	Weld County
MPO/TPR	NFRMPO
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 50'
Known problems (based on PEL purpose and need)	No major issues
Existing roadway classification	Standard expressway
PEL recommended classification	Standard expressway
Existing LOS, AM/PM	-
2035 No-Action LOS	-

Recommended Improvement

Key observations	Works in coordination with signal at WCR 76
Recommended improvement type(s)	Closure, with new parallel connection to WCR 76
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context Minor impacts to land uses and agriculture
Recommended improvement cost estimate (Does not include ROW costs)	\$100,000
Interim improvement	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
-	-	-	-

PEL Screening Process

Evaluated improvements	No Action, closure, closure with parallel road
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address Purpose and Need
Environmental considerations	Primary considerations include minimizing and avoiding impacts to: <ul style="list-style-type: none"> Residential and agricultural land uses (changes in travel patterns)

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with Town of Eaton Weld County to avoid or minimize land use conflicts and change in travel patterns.
- Closure is dependent upon coordination and consensus between relevant parties (Weld County, CDOT, and UPRR).

US 85 AND SH 14/1ST STREET (AULT)



US 85 and SH 14/1st Street (Ault)

Overview

Municipality(ies)	Ault
County(ies)	Weld County
MPO/TPR	UFRTPR
Existing facility type	Full movement, signalized
Distance from railroad	Approximately 100'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Main street
PEL recommended classification	Main street
Existing LOS, AM/PM	A/B
2035 No-Action LOS	B/B

Recommended Improvement

Key observations	Provides pedestrian connection from east side of town to school
Recommended improvement type(s)	Pedestrian crossing enhancements; pedestrian, preemption signals
Recommended improvement evaluation (benefits, impacts)	Avoids impacts to environmental resources
Recommended improvement cost estimate (Does not include ROW costs)	\$100,000
Interim improvements	

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1.5	5	7.5

PEL Screening Process

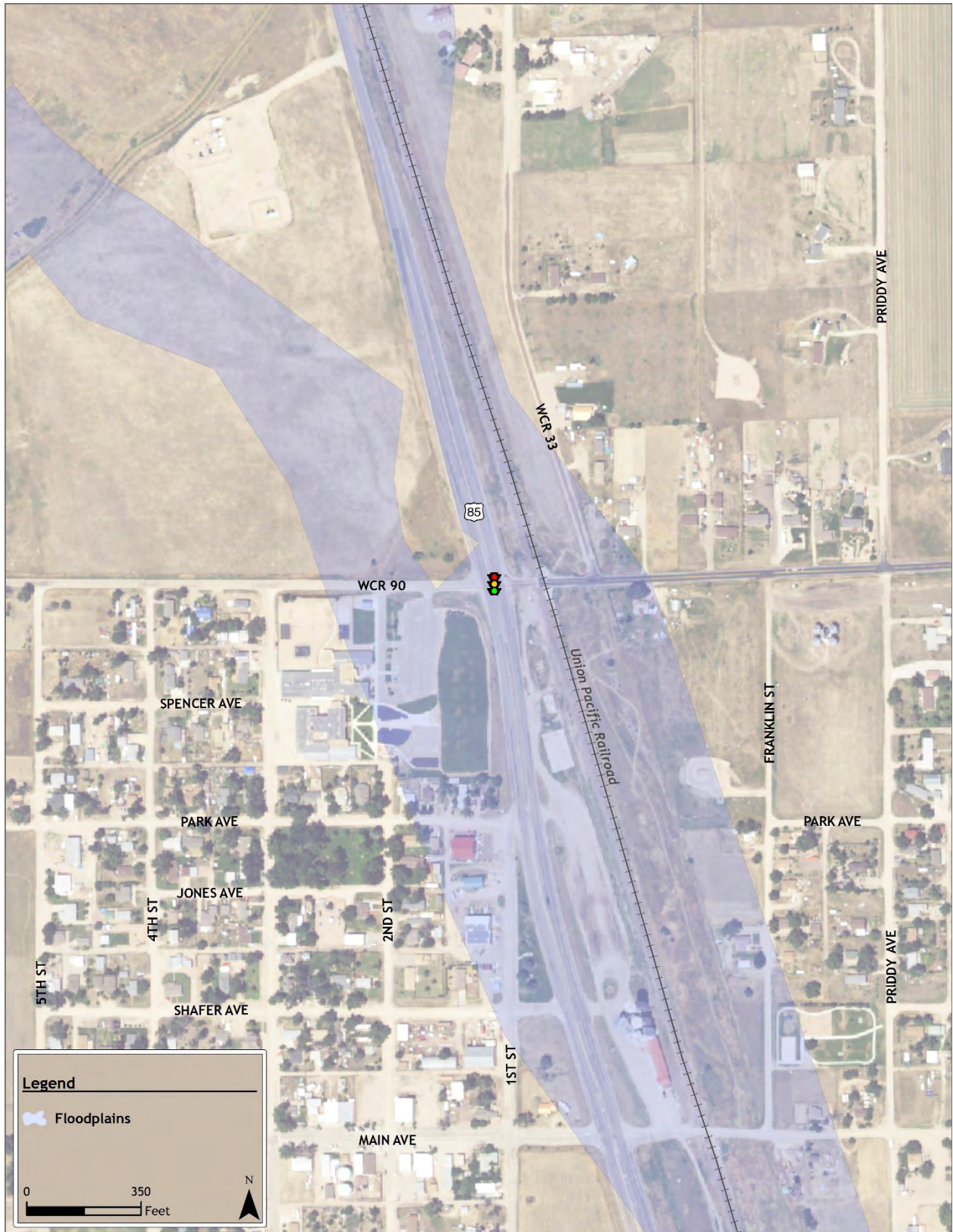
Evaluated improvements	No action, pedestrian crossing enhancements
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No action
Feasible, not recommended evaluation (benefits, impacts)	Does not effectively address purpose and need; does not address safety concerns
Environmental considerations	

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Transportation planning coordination: Coordination with Town of Ault and Weld County to avoid or minimize land use conflicts.

US 85 AND WCR 90 (PIERCE)



Overview

Municipality(ies)	Pierce
County(ies)	Weld County
MPO/TPR	UFRTPR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 50'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Arterial
PEL recommended classification	Arterial
Existing LOS, AM/PM	B/B
2035 No-Action LOS	B/A

Recommended Improvement

Key observations	No improvements at Main Avenue
Recommended improvement type(s)	Traffic signal; pedestrian crossing enhancements; shoulder improvements from Eaton to Nunn
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves mobility and safety Fits within community context Avoids impacts to environmental resources including Spring Creek floodplain
Recommended improvement cost estimate (Does not include ROW costs)	\$500,000
Interim improvements	None

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	1.5	4.5	7

PEL Screening Process

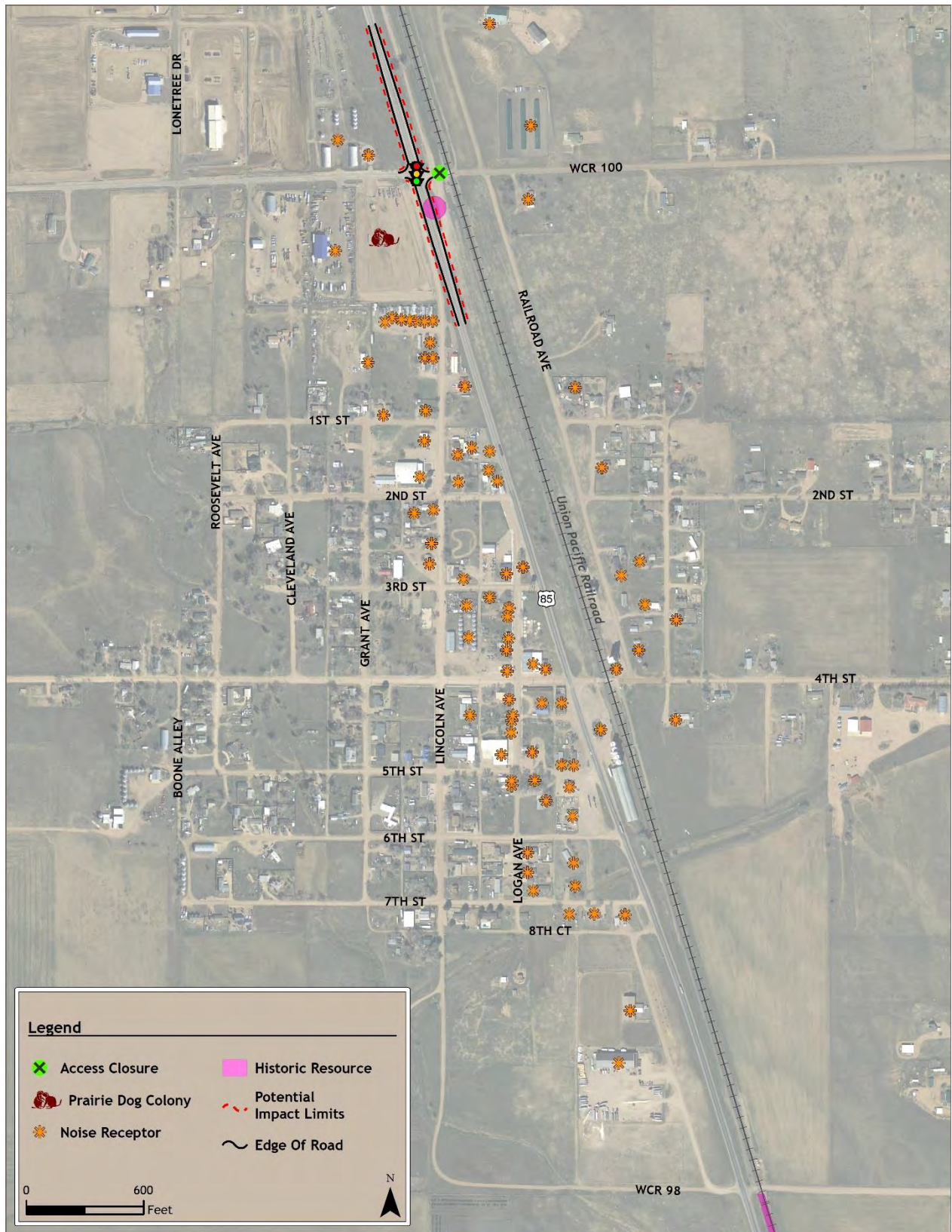
Evaluated improvement types	No Action and signal
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address safety needs
Environmental considerations	Primary considerations are to avoid impacts to the community, and Spring Creek floodplain

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- Land use and transportation planning coordination: Coordination with City of Pierce and Weld County to avoid or minimize land use conflicts and change in travel patterns.

US 85 AND WCR 100



Overview

Municipality(ies)	Nunn
County(ies)	Weld County
MPO/TPR	UFRTPR
Existing facility type	Full movement, unsignalized
Distance from railroad	Approximately 130'
Known problems (based on PEL purpose and need)	Railroad proximity
Existing roadway classification	Arterial
PEL recommended classification	Arterial
Existing LOS, AM/PM	B/A
2035 No-Action LOS	A/A

Prioritization (1-5 each, 15 total)

LOS	Safety	Railroad	Overall
1	5	1	7

PEL Screening Process

Evaluated improvements	No Action, traffic signal
Eliminated improvement types	N/A
Eliminated improvement evaluation (benefits, impacts)	N/A
Feasible, not recommended improvements	No Action
Feasible, not recommended evaluation (benefits, impacts)	No Action would not effectively address Purpose and Need
Environmental considerations	Primary considerations are to avoid impacts to: <ul style="list-style-type: none"> Commercial and residential land uses (changes in travel patterns) Black-tailed prairie dog habitat w/ potential for burrowing owls in SW quadrant, and 500-year floodplain

For additional information, see Appendix C of the US 85 Planning and Environmental Linkages Report

Next Steps

- **Land use and transportation planning coordination:** Coordination with City of Nunn and Weld County to avoid or minimize land use, environmental conflicts, and change in travel patterns.

Recommended Improvement

Key observations	
Recommended improvement type(s)	Traffic signal; Closure on east side
Recommended improvement evaluation (benefits, impacts)	<ul style="list-style-type: none"> Improves safety Fits within community context Avoids impacts to land use and Spring Creek floodplain, and T&E Species
Recommended improvement cost estimate (Does not include ROW costs)	\$400,000
Interim improvements	Safety - Install larger stop signs. "Do Not Block Intersection" (R10-7) on west leg. Add beacons if problem persists