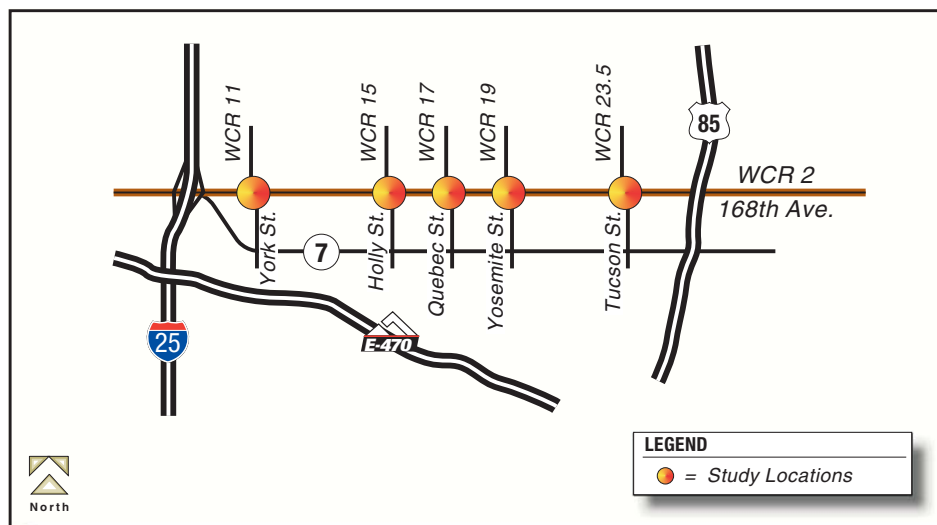


Weld/Adams County Line Crossroads Alignment Study APPENDIX



October 2008





Weld/Adams County Line Crossroads Alignment Study Appendix

Prepared for:

Weld County

Public Works Department
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Greeley, Colorado 80631
970-356-4000

Adams County

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303-453-8800

City of Northglenn

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City of Thornton

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Prepared by:

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Project Manager: Jeffery W. Dankenbring, P.E.

FHU Reference No. 08-042
October 2008





APPENDIX

EVALUATION SUMMARY AND MATRICES

LOCAL AGENCY COMMENTS

INITIAL PUBLIC OPEN HOUSE

ATTENDANCE LIST AND COMMENTS

FINAL PUBLIC OPEN HOUSE

ATTENDANCE LIST AND COMMENTS

OTHER PUBLIC COMMENTS



EVALUATION SUMMARY AND MATRICES

Evaluation Matrix Results - Weld County Road 11/York Street and Weld County Road 2/168th Avenue Intersection

	Alternative 1	Alternative 2	Alternative 3
Reviewer 1	1	3	2
Reviewer 2	1	3	2
Reviewer 3	1	3	2
Reviewer 4	1	2	3
Reviewer 5	1	3	2
Reviewer 6	1	2	3
Average Ranking (lowest score is preferred)	1.00	2.67	2.33

PREFERRED ALTERNATIVE



Evaluation Matrix - WCR 11/York Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 1

Alternative 1 Alternative 2 Alternative 3

Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	3	6.00	2	4.00
Votes Received at Public Open House		13		0		3	
Community Impacts							
Access Impacts		1		5		4	
Right-of-way Impacts		1		5		4	
Current and Future Development Impacts		2		5		4	
Average for Community Impacts	2.0	1.33	2.67	5.00	10.00	4.00	8.00
Geometrics							
Design Criteria Achieved	1.0	1	1.00	1	1.00	2	2.00
Safety							
Traffic Safety	2.0	1	2.00	1	2.00	1	2.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	1	1.00	4	4.00	4	4.00
Construction Cost							
Construction Cost	2.0	1	2.00	2	4.00	3	6.00
			\$4,430,000		\$5,280,000		\$5,170,000
Total (lowest score is preferred)			10.67		27.00		26.00

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 11/York Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 2
May 22, 2008

		Alternative 1		Alternative 2		Alternative 3	
Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	5	10.00	4	8.00
Votes Received at Public Open House		13		0		3	
Community Impacts							
Access Impacts		1		4		2	
Right-of-way Impacts		1		5		4	
Current and Future Development Impacts		2		5		4	
Average for Community Impacts	2.0	1.33	2.67	4.67	9.33	3.33	6.67
Geometrics							
Design Criteria Achieved	1.0	1	1.00	1	1.00	2	2.00
Safety							
Traffic Safety	2.0	1	2.00	1	2.00	2	4.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	1	1.00	5	5.00	4	4.00
Construction Cost							
Construction Cost	2.0	1	2.00	4	8.00	4	8.00
			\$4,430,000		\$5,280,000		\$5,170,000
Total (lowest score is preferred)			10.67		35.33		32.67

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 11/York Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 3

		Alternative 1		Alternative 2		Alternative 3	
Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	5	10.00	3	6.00
Votes Received at Public Open House		13		0		3	
Community Impacts							
Access Impacts		1		3		2	
Right-of-way Impacts		1		3		2	
Current and Future Development Impacts		1		5		3	
Average for Community Impacts	2.0	1.00	2.00	3.67	7.33	2.33	4.67
Geometrics							
Design Criteria Achieved	1.0	1	1.00	2	2.00	3	3.00
Safety							
Traffic Safety	2.0	1	2.00	2	4.00	3	6.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	1	1.00	5	5.00	3	3.00
Construction Cost							
Construction Cost	2.0	1	2.00	2	4.00	2	4.00
		\$4,430,000		\$5,280,000		\$5,170,000	
Total (lowest score is preferred)			10.00		32.33		26.67

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 11/York Street/WCR 2/168th Avenue Intersection

Reviewer 4

May 20, 2008

Alternative 3

Alternative 2

Alternative 1

Evaluation Criteria	Weight Factors	Scoring	Weighted Scoring	Scoring	Weighted Scoring	Scoring	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	5	10.00	3	6.00
Votes Received at Public Open House		13		0		3	
Community Impacts							
Access Impacts		1		4		3	
Right-of-way Impacts		2		4		4	
Current and Future Development Impacts		2		5		4	
Average for Community Impacts	2.0	1.67	3.33	4.33	8.67	3.67	7.33
Geometrics							
Design Criteria Achieved	1.0	1	1.00	4	4.00	5	5.00
Safety							
Traffic Safety	2.0	1	2.00	3	6.00	5	10.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	2	2.00	4	4.00	5	5.00
Construction Cost							
Construction Cost	2.0	1	2.00	2	4.00	4	8.00
Total (lowest score is preferred)			12.33		36.67		41.33

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 11/York Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 5

		Alternative 1		Alternative 2		Alternative 3	
Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	5	10.00	3	6.00
Votes Received at Public Open House		13		0		3	
Community Impacts							
Access Impacts		2		4		3	
Right-of-way Impacts		1		5		4	
Current and Future Development Impacts		2		5		4	
Average for Community Impacts	2.0	1.67	3.33	4.67	9.33	3.67	7.33
Geometrics							
Design Criteria Achieved	1.0	1	1.00	1	1.00	2	2.00
Safety							
Traffic Safety	2.0	2	4.00	2	4.00	3	6.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	1	1.00	4	4.00	3	3.00
Construction Cost							
Construction Cost	2.0	2	4.00	3	6.00	3	6.00
		\$4,430,000		\$5,280,000		\$5,170,000	
Total (lowest score is preferred)			15.33		34.33		30.33

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 11/York Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 6

Alternative 1 Alternative 2 Alternative 3

Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	2	4.00	2	4.00
Votes Received at Public Open House		13		0		3	
Community Impacts							
Access Impacts		1		2		3	
Right-of-way Impacts		2		2		2	
Current and Future Development Impacts		3		2		2	
Average for Community Impacts	2.0	2.00	4.00	2.00	4.00	2.33	4.67
Geometrics							
Design Criteria Achieved	1.0	1	1.00	1	1.00	2	2.00
Safety							
Traffic Safety	2.0	1	2.00	1	2.00	1	2.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	1	1.00	2	2.00	2	2.00
Construction Cost							
Construction Cost	2.0	1	2.00	2	4.00	2	4.00
		\$4,430,000		\$5,280,000		\$5,170,000	
Total (lowest score is preferred)			12.00		17.00		18.67

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix Results - Weld County Road 15/Holly Street and Weld County Road 2/168th Avenue Intersection

	Alternative 1	Alternative 2	Alternative 3
Reviewer 1	1	3	2
Reviewer 2	1	2	3
Reviewer 3	1	2	3
Reviewer 4	1	2	3
Reviewer 5	1	2	3
Average Ranking (lowest score is preferred)	1.00	2.20	2.80

PREFERRED ALTERNATIVE



Evaluation Matrix - WCR 15/Holly Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 1

		Alternative 1		Alternative 2		Alternative 3	
Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	2	4.00	3	6.00
Votes Received at Public Open House		7		5		3	
Community Impacts							
Access Impacts		1		3		2	
Right-of-way Impacts		2		3		2	
Current and Future Development Impacts		1		1		1	
Average for Community Impacts	2.0	1.33	2.67	2.33	4.67	1.67	3.33
Geometrics							
Design Criteria Achieved	1.0	1	1.00	1	1.00	1	1.00
Safety							
Traffic Safety	2.0	1	2.00	1	2.00	1	2.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	3	3.00	3	3.00	2	2.00
Construction Cost							
Construction Cost	2.0	1	2.00	2	4.00	2	4.00
		\$4,580,000		\$4,890,000		\$4,860,000	
Total (lowest score is preferred)			12.67		18.67		18.33

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 15/Holly Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 2
May 22, 2008

		Alternative 1		Alternative 2		Alternative 3	
Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	2	4.00	3	6.00	4	8.00
Votes Received at Public Open House		7		5		3	
Community Impacts							
Access Impacts		1		1		2	
Right-of-way Impacts		1		3		5	
Current and Future Development Impacts		1		3		4	
Average for Community Impacts	2.0	1.00	2.00	2.33	4.67	3.67	7.33
Geometrics							
Design Criteria Achieved	1.0	1	1.00	1	1.00	5	5.00
Safety							
Traffic Safety	2.0	1	2.00	1	2.00	3	6.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	3	3.00	1	1.00	2	2.00
Construction Cost							
Construction Cost	2.0	1	2.00	3	6.00	3	6.00
		\$4,580,000		\$4,890,000		\$4,860,000	
Total (lowest score is preferred)			14.00		20.67		34.33

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 15/Holly Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 3

Alternative 1 Alternative 2 Alternative 3

Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	2	4.00	3	6.00
Votes Received at Public Open House		7		5		3	
Community Impacts							
Access Impacts		1		1		2	
Right-of-way Impacts		1		1		2	
Current and Future Development Impacts		1		1		2	
Average for Community Impacts	2.0	1.00	2.00	1.00	2.00	2.00	4.00
Geometrics							
Design Criteria Achieved	1.0	1	1.00	1	1.00	5	5.00
Safety							
Traffic Safety	2.0	1	2.00	2	4.00	3	6.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	5	5.00	1	1.00	3	3.00
Construction Cost							
Construction Cost	2.0	1	2.00	2	4.00	3	6.00
			\$4,580,000		\$4,890,000		\$4,860,000
Total (lowest score is preferred)			14.00		16.00		30.00

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 15/Holly Street/WCR 2/168th Avenue Intersection

Reviewer 4

May 20, 2008

Alternative 1 Alternative 2 Alternative 3

Evaluation Criteria	Weight Factors	Scoring	Weighted Scoring	Scoring	Weighted Scoring	Scoring	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	2	4.00	3	6.00	4	8.00
Votes Received at Public Open House		7		5		3	
Community Impacts							
Access Impacts		1		2		5	
Right-of-way Impacts		2		3		5	
Current and Future Development Impacts		2		3		4	
Average for Community Impacts	2.0	1.67	3.33	2.67	5.33	4.67	9.33
Geometrics							
Design Criteria Achieved	1.0	1	1.00	2	2.00	4	4.00
Safety							
Traffic Safety	2.0	2	4.00	2	4.00	5	10.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	3	3.00	2	2.00	4	4.00
Construction Cost							
Construction Cost	2.0	1	2.00	2	4.00	5	10.00
Total (lowest score is preferred)			17.33		23.33		45.33

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 15/Holly Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 5

Alternative 1 Alternative 2 Alternative 3

Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	2	4.00	3	6.00
Votes Received at Public Open House		7		5		3	
Community Impacts							
Access Impacts		2		1		2	
Right-of-way Impacts		2		4		3	
Current and Future Development Impacts		2		3		3	
Average for Community Impacts	2.0	2.00	4.00	2.67	5.33	2.67	5.33
Geometrics							
Design Criteria Achieved	1.0	1	1.00	1	1.00	4	4.00
Safety							
Traffic Safety	2.0	2	4.00	1	2.00	3	6.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	3	3.00	4	4.00	2	2.00
Construction Cost							
Construction Cost	2.0	1	2.00	1	2.00	1	2.00
		\$4,580,000		\$4,890,000		\$4,860,000	
Total (lowest score is preferred)			16.00		18.33		25.33

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix Results - Weld County Road 17/Quebec Street and Weld County Road 2/168th Avenue Intersection

	Alternative 1	Alternative 2	Alternative 3
Reviewer 1	2	3	1
Reviewer 2	2	3	1
Reviewer 3	2	3	1
Reviewer 4	1	3	2
Reviewer 5	2	3	1
Average Ranking (lowest score is preferred)	1.80	3.00	1.20

PREFERRED ALTERNATIVE



Evaluation Matrix - WCR 17/Quebec Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 1

		Alternative 1		Alternative 2		Alternative 3	
Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	2	4.00	1	2.00
Votes Received at Public Open House		14		4			
Community Impacts							
Access Impacts		3		4		1	
Right-of-way Impacts		1		5		2	
Current and Future Development Impacts		1		5		1	
Average for Community Impacts	2.0	1.67	3.33	4.67	9.33	1.33	2.67
Geometrics							
Design Criteria Achieved	1.0	1	1.00	2	2.00	1	1.00
Safety							
Traffic Safety	2.0	1	2.00	4	8.00	1	2.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	2	2.00	5	5.00	2	2.00
Construction Cost							
Construction Cost	2.0	1	2.00	3	6.00	1	2.00
		\$5,000,000		\$9,390,000		\$6,680,000	
Total (lowest score is preferred)			12.33		34.33		11.67

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 17/Quebec Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 2
May 22, 2008

		Alternative 1		Alternative 2		Alternative 3	
Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	4	8.00	1	2.00
Votes Received at Public Open House		14		4			
Community Impacts							
Access Impacts		3		5		1	
Right-of-way Impacts		2		5		1	
Current and Future Development Impacts		3		5		1	
Average for Community Impacts	2.0	2.67	5.33	5.00	10.00	1.00	2.00
Geometrics							
Design Criteria Achieved	1.0	1	1.00	1	1.00	1	1.00
Safety							
Traffic Safety	2.0	1	2.00	1	2.00	1	2.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	1	1.00	1	1.00	1	1.00
Construction Cost							
Construction Cost	2.0	1	2.00	5	10.00	2	4.00
		\$5,000,000		\$9,390,000		\$6,680,000	
Total (lowest score is preferred)			13.33		32.00		12.00

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 17/Quebec Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 3

Alternative 1 Alternative 2 Alternative 3

Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	2	4.00	3	6.00	1	2.00
Votes Received at Public Open House		14		4			
Community Impacts							
Access Impacts		2		5		1	
Right-of-way Impacts		2		3		1	
Current and Future Development Impacts		2		5		2	
Average for Community Impacts	2.0	2.00	4.00	4.33	8.67	1.33	2.67
Geometrics							
Design Criteria Achieved	1.0	2	2.00	3	3.00	2	2.00
Safety							
Traffic Safety	2.0	2	4.00	3	6.00	2	4.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	2	2.00	1	1.00	1	1.00
Construction Cost							
Construction Cost	2.0	1	2.00	3	6.00	2	4.00
			\$5,000,000		\$9,390,000		\$6,680,000
Total (lowest score is preferred)			18.00		30.67		15.67

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 17/Quebec Street/WCR 2/168th Avenue Intersection

Reviewer 4

May 20, 2008

Alternative 3

Alternative 2

Alternative 1

Evaluation Criteria	Weight Factors	Scoring	Weighted Scoring	Scoring	Weighted Scoring	Scoring	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	4	8.00	2	4.00
Votes Received at Public Open House		14		4		4	
Community Impacts							
Access Impacts		1		5		3	
Right-of-way Impacts		1		5		3	
Current and Future Development Impacts		2		5		3	
Average for Community Impacts	2.0	1.33	2.67	5.00	10.00	3.00	6.00
Geometrics							
Design Criteria Achieved	1.0	2	2.00	3	3.00	2	2.00
Safety							
Traffic Safety	2.0	1	2.00	4	8.00	2	4.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	2	2.00	5	5.00	3	3.00
Construction Cost							
Construction Cost	2.0	2	4.00	4	8.00	2	4.00
Total (lowest score is preferred)			14.67		42.00		23.00

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 17/Quebec Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 5

		Alternative 1		Alternative 2		Alternative 3	
Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	1	2.00	3	6.00	1	2.00
Votes Received at Public Open House		14		4			
Community Impacts							
Access Impacts		4		4		1	
Right-of-way Impacts		4		5		1	
Current and Future Development Impacts		3		5		1	
Average for Community Impacts	2.0	3.67	7.33	4.67	9.33	1.00	2.00
Geometrics							
Design Criteria Achieved	1.0	1	1.00	2	2.00	1	1.00
Safety							
Traffic Safety	2.0	2	4.00	3	6.00	2	4.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	1	1.00	3	3.00	1	1.00
Construction Cost							
Construction Cost	2.0	1	2.00	5	10.00	3	6.00
		\$5,000,000		\$9,390,000		\$6,680,000	
Total (lowest score is preferred)			17.33		36.33		16.00

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix Results - Weld County Road 19/Yosemite Street and Weld County Road 2/168th Avenue Intersection

	Alternative 1	Alternative 2
Reviewer 1	2	1
Reviewer 2	2	1
Reviewer 3	2	1
Reviewer 4	2	1
Reviewer 5	2	1
Average Ranking (lowest score is preferred)	2.00	1.00

PREFERRED ALTERNATIVE



Evaluation Matrix - WCR 19/Yosemite Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 1

Alternative 1 Alternative 2

Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input					
General Public Opinion of Alternative	2.0	3	6.00	1	2.00
Votes Received at Public Open House		0		10	
Community Impacts					
Access Impacts		2		1	
Right-of-way Impacts		1		1	
Current and Future Development Impacts		1		1	
Average for Community Impacts	2.0	1.33	2.67	1.00	2.00
Geometrics					
Design Criteria Achieved	1.0	1	1.00	1	1.00
Safety					
Traffic Safety	1.0	2	2.00	1	1.00
Environmental Impacts					
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	3	3.00	1	1.00
Construction Cost					
Construction Cost	2.0	1	\$4,400,000	2	\$4,600,000
Total (lowest score is preferred)			16.67		11.00

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 19/Yosemite Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 2
May 22, 2008

Alternative 1 Alternative 2

Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input					
General Public Opinion of Alternative	2.0	5	10.00	1	2.00
Votes Received at Public Open House		0		10	
Community Impacts					
Access Impacts		2		1	
Right-of-way Impacts		2		2	
Current and Future Development Impacts		1		1	
Average for Community Impacts	2.0	1.67	3.33	1.33	2.67
Geometrics					
Design Criteria Achieved	1.0	1	1.00	1	1.00
Safety					
Traffic Safety	2.0	1	2.00	1	2.00
Environmental Impacts					
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	1	1.00	1	1.00
Construction Cost					
Construction Cost	2.0	1	\$4,400,000	2	\$4,600,000
Total (lowest score is preferred)			19.33		12.67

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 19/Yosemite Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 3Alternative 1
Alternative 2

Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input					
General Public Opinion of Alternative	2.0	3	6.00	1	2.00
Votes Received at Public Open House		0		10	
Community Impacts					
Access Impacts		2		2	
Right-of-way Impacts		1		2	
Current and Future Development Impacts		1		2	
Average for Community Impacts	2.0	1.33	2.67	2.00	4.00
Geometrics					
Design Criteria Achieved	1.0	1	1.00	1	1.00
Safety					
Traffic Safety	2.0	1	2.00	1	2.00
Environmental Impacts					
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	1	1.00	2	2.00
Construction Cost					
Construction Cost	2.0	1	\$4,400,000	1	\$4,600,000
Total (lowest score is preferred)			14.67		13.00

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 19/Yosemite Street/WCR 2/168th Avenue Intersection

Reviewer 4

May 20, 2008

Alternative 1 Alternative 2

Evaluation Criteria	Weight Factors	Scoring	Weighted Scoring	Scoring	Weighted Scoring
Community Input					
General Public Opinion of Alternative	2.0	3	6.00	2	4.00
Votes Received at Public Open House		0		10	
Community Impacts					
Access Impacts		1		2	
Right-of-way Impacts		2		1	
Current and Future Development Impacts		2		2	
Average for Community Impacts	2.0	1.67	3.33	1.67	3.33
Geometrics					
Design Criteria Achieved	1.0	3	3.00	2	2.00
Safety					
Traffic Safety	2.0	1	2.00	1	2.00
Environmental Impacts					
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	3	3.00	2	2.00
Construction Cost					
Construction Cost	2.0	2	4.00	2	4.00
Total (lowest score is preferred)			21.33		17.33

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 19/Yosemite Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 5Alternative 1
Alternative 2

Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input					
General Public Opinion of Alternative	2.0	4	8.00	1	2.00
Votes Received at Public Open House		0		10	
Community Impacts					
Access Impacts		2		1	
Right-of-way Impacts		3		2	
Current and Future Development Impacts		3		2	
Average for Community Impacts	2.0	2.67	5.33	1.67	3.33
Geometrics					
Design Criteria Achieved	1.0	1	1.00	1	1.00
Safety					
Traffic Safety	2.0	2	4.00	2	4.00
Environmental Impacts					
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	1	1.00	2	2.00
Construction Cost					
Construction Cost	2.0	1	2.00	2	4.00
		\$4,400,000		\$4,600,000	
Total (lowest score is preferred)			21.33		16.33

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix Results - Weld County Road 23.5/Tucson Street and Weld County Road 2/168th Avenue Intersection

	Alternative 1	Alternative 2	Alternative 3
Reviewer 1	2	3	1
Reviewer 2	2	3	1
Reviewer 3	3	2	1
Reviewer 4	2	3	1
Reviewer 5	2	3	1
Average Ranking (lowest score is preferred)	2.20	2.80	1.00

PREFERRED ALTERNATIVE



Evaluation Matrix - WCR 23.5/Tucson Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 1

Alternative 1 Alternative 2 Alternative 3

Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	3	6.00	3	6.00	1	2.00
Votes Received at Public Open House		0		0		4	
Community Impacts							
Access Impacts		1		3		3	
Right-of-way Impacts		1		3		2	
Current and Future Development Impacts		2		3		2	
Average for Community Impacts	2.0	1.33	2.67	3.00	6.00	2.33	4.67
Geometrics							
Design Criteria Achieved	1.0	2	2.00	2	2.00	2	2.00
Safety							
Traffic Safety	2.0	1	2.00	1	2.00	1	2.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	3	3.00	3	3.00	3	3.00
Construction Cost							
Construction Cost	2.0	2	4.00	2	4.00	1	2.00
		\$3,370,000		\$3,400,000		\$3,230,000	
Total (lowest score is preferred)			19.67		23.00		15.67

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 23.5/Tucson Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 2
May 22, 2008

		Alternative 1		Alternative 2		Alternative 3	
Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	3	6.00	3	6.00	2	4.00
Votes Received at Public Open House		0		0		4	
Community Impacts							
Access Impacts		3		1		2	
Right-of-way Impacts		3		4		2	
Current and Future Development Impacts		3		3		2	
Average for Community Impacts	2.0	3.00	6.00	2.67	5.33	2.00	4.00
Geometrics							
Design Criteria Achieved	1.0	1	1.00	1	1.00	1	1.00
Safety							
Traffic Safety	2.0	1	2.00	1	2.00	2	4.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	2.0	3	3.00	4	4.00	2	2.00
Construction Cost							
Construction Cost	2.0	3	6.00	3	6.00	1	2.00
			\$3,370,000		\$3,400,000		\$3,230,000
Total (lowest score is preferred)			24.00		24.33		17.00

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 23.5/Tucson Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 3

Alternative 1 Alternative 2 Alternative 3

Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	3	6.00	3	6.00	1	2.00
Votes Received at Public Open House		0		0		4	
Community Impacts							
Access Impacts		2		1		1	
Right-of-way Impacts		1		1		1	
Current and Future Development Impacts		2		1		3	
Average for Community Impacts	2.0	1.67	3.33	1.00	2.00	1.67	3.33
Geometrics							
Design Criteria Achieved	1.0	1	1.00	1	1.00	1	1.00
Safety							
Traffic Safety	2.0	1	2.00	2	4.00	2	4.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	3	3.00	1	1.00	2	2.00
Construction Cost							
Construction Cost	2.0	1	2.00	1	2.00	1	2.00
			\$3,370,000		\$3,400,000		\$3,230,000
Total (lowest score is preferred)			17.33		16.00		14.33

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 23.5/Tucson Street/WCR 2/168th Avenue Intersection

Reviewer 4

May 20, 2008 / June 27, 2008

Alternative 3

Alternative 2

Alternative 1

Evaluation Criteria	Weight Factors	Scoring	Weighted Scoring	Scoring	Weighted Scoring	Scoring	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	3	6.00	2	4.00	3	6.00
Votes Received at Public Open House		0		0		4	
Community Impacts							
Access Impacts		1		2		3	
Right-of-way Impacts		2		3		4	
Current and Future Development Impacts		3		3		4	
Average for Community Impacts	2.0	2.00	4.00	2.67	5.33	3.67	7.33
Geometrics							
Design Criteria Achieved	1.0	2	2.00	2	2.00	3	3.00
Safety							
Traffic Safety	2.0	1	2.00	3	6.00	3	6.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	3	3.00	2	2.00	1	1.00
Construction Cost							
Construction Cost	2.0	3	6.00	2	4.00	3	6.00
Total (lowest score is preferred)			23.00		23.33		29.33

The criteria are scored from 1 to 5 with 1 being the best.



Evaluation Matrix - WCR 23.5/Tucson Street/WCR 2/168th Avenue Intersection

Submitted by:
Reviewer 5

		Alternative 1		Alternative 2		Alternative 3	
Evaluation Criteria	Weight Factors	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring	Scoring (1 - 5, 1 best)	Weighted Scoring
Community Input							
General Public Opinion of Alternative	2.0	3	6.00	3	6.00	1	2.00
Votes Received at Public Open House		0		0		4	
Community Impacts							
Access Impacts		2		3		1	
Right-of-way Impacts		2		4		2	
Current and Future Development Impacts		3		4		2	
Average for Community Impacts	2.0	2.33	4.67	3.67	7.33	1.67	3.33
Geometrics							
Design Criteria Achieved	1.0	2	2.00	1	1.00	2	2.00
Safety							
Traffic Safety	2.0	1	2.00	1	2.00	2	4.00
Environmental Impacts							
Flood Plain/Drainage Facilities/Historical Buildings or Sites	1.0	3	3.00	3	3.00	2	2.00
Construction Cost							
Construction Cost	2.0	1	2.00	1	2.00	1	2.00
			\$3,370,000		\$3,400,000		\$3,230,000
Total (lowest score is preferred)			19.67		21.33		15.33

The criteria are scored from 1 to 5 with 1 being the best.





LOCAL AGENCY COMMENTS



April 16, 2008

Mr. Jeff Dankenbring, P.E.
Felsburg, Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111

RE: Comments – Weld/Adams County Line Crossroads Alignment Study

Dear Jeff:

Broomfield appreciates your recent outreach to make us aware of the Weld/Adams County Line Crossroads Alignment Study. The purpose of this letter is to offer our initial understanding of the study, summary of our development plans, and our comments on the alternatives offered at the first Public Open House. Our comments are limited to intersection alternatives proposed for Weld County Road 2 and WCR 11.

Project Understanding

It is our understanding that this study seeks to determine a preferred alternative for the intersection of WCR 11 and WCR 2. We also understand that any improvements are unfunded at this time, but the study outcomes will be used to update jurisdictional plans and preserve right of way for future implementation.

Broomfield Plans

WCR 11 is located at Broomfield eastern boundary, and in the future will be an important continuous north-south corridor between W. 168th Avenue/WCR 2 and Broomfield's planned Sheridan Parkway. A future interchange is also planned at North I-25 and Sheridan Parkway.

Our adopted plans anticipate employment, mixed use commercial, and residential, supported by open land and trail amenities. Broomfield City Council has approved the "257 Land Plan" PUD Plan and preliminary plat for the area north of 168th Avenue, between I-25 and WCR 11.

The 257 Land Plan assumes WCR 11 continues to make a "t" intersection with 168th Avenue. The first phase of this development would improve two lanes of WCR 11 from 168th to their northern property line which is ¼ mile south of the alignment of WCR 4. The second phase of the plan widens WCR 11 to 4-lanes at such time traffic demand warrants additional lanes.

I've enclosed a copy of the land use and roadway plans for northeastern Broomfield, along with information about our design criteria and adopted street sections. Please let me know if there is further information that we may provide.

Preferred Alternative

Alternative 2, which generally keeps WCR 11 in its current alignment, best serves Broomfield's interests. It would utilize existing ROW, and create an improved signalized intersection with a modified connection to York Street.

Other Alternatives

Alternative 3 shares the burden of the proposed intersection modification more equitably amongst the jurisdictions directly impacted. Alternative 2 does not meet Broomfield's needs.

We appreciate the invitation to become involved in the study, and the opportunity to attend to the Local Agency Meeting held on April 11. Please let us know how we can continue to provide input to shape the selected alternative.

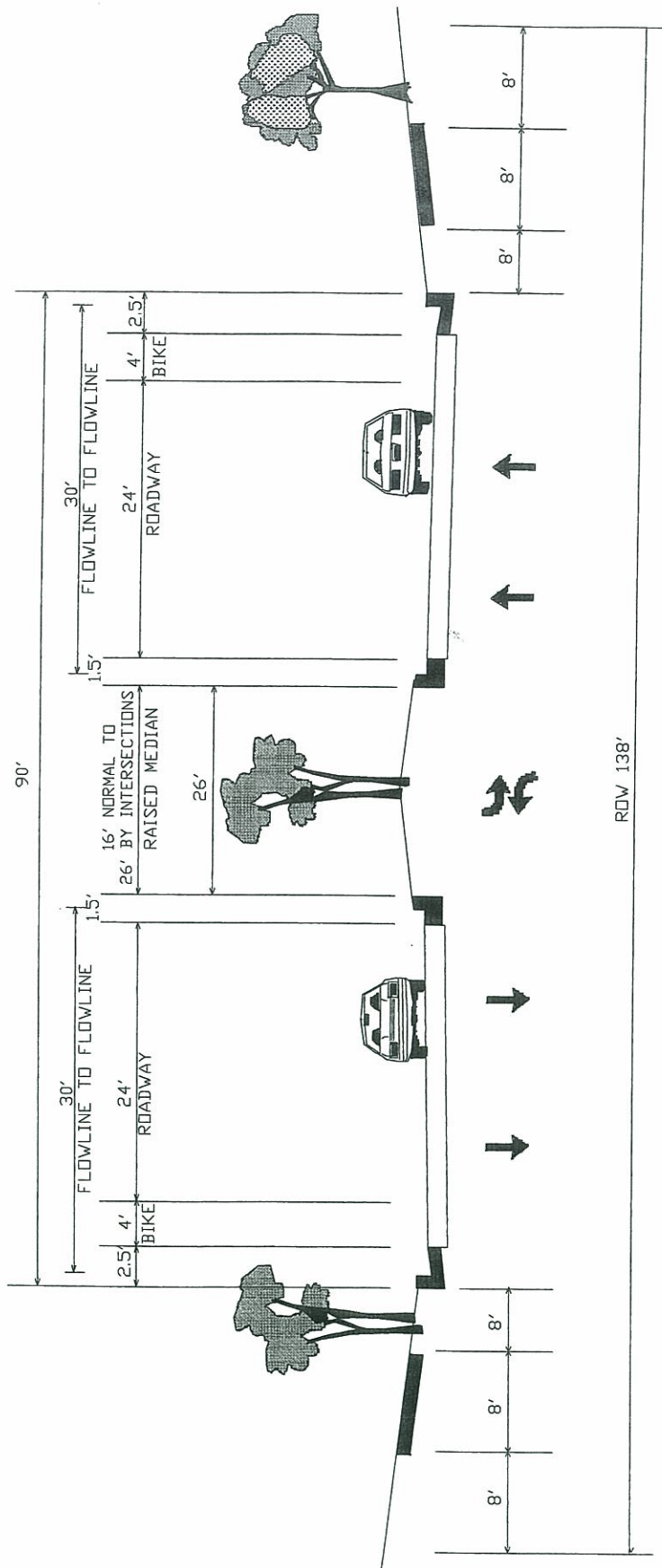
Sincerely,



Debra A. Baskett
Transportation Manager

Cc: Kevin Standbridge, Broomfield Assistant City and County Manager

Enc.



MAJOR ARTERIAL (4 LANE)



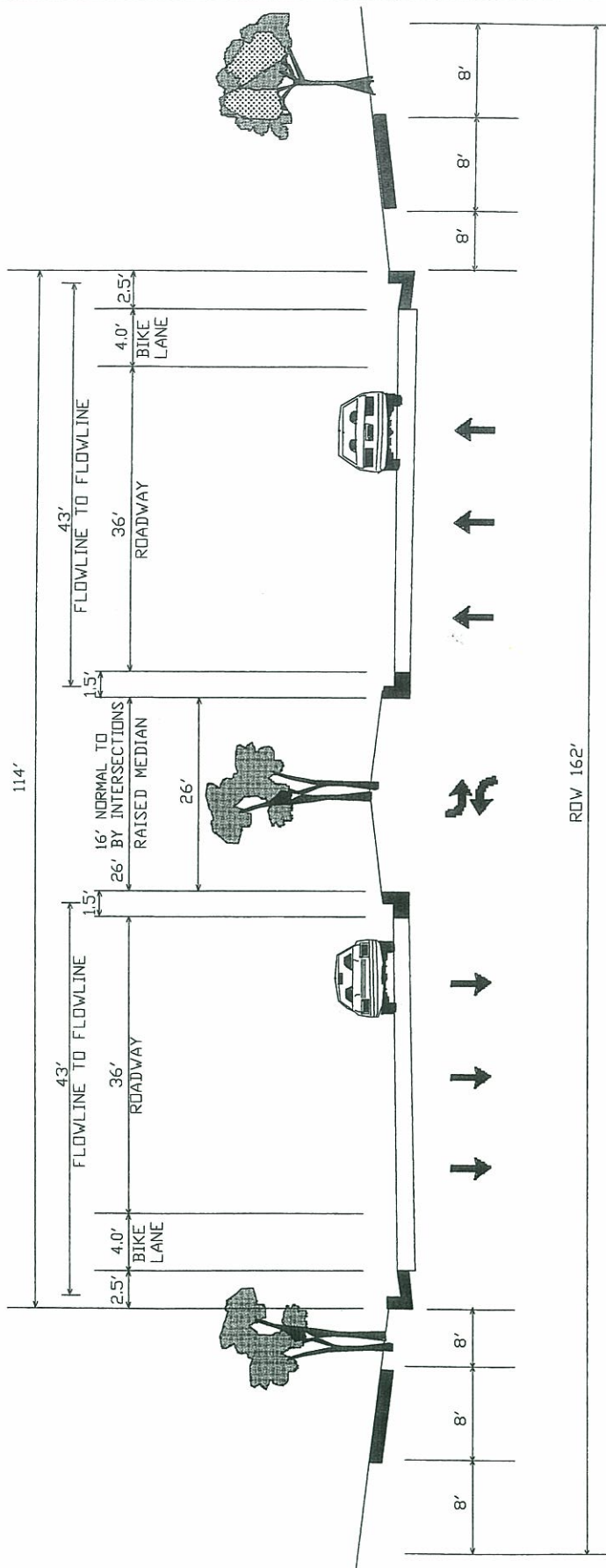
City and County of Broomfield
ENGINEERING DEPARTMENT

TITLE: MAJOR ARTERIAL (4 LANE)

DETAIL DRAWING NUMBER: 700-3a

APPROVED BY: /s/ Burt Knight

DATE: 1/9/2007



MAJOR ARTERIAL (6 LANE)



City and County of Broomfield
ENGINEERING DEPARTMENT

TITLE: MAJOR ARTERIAL (6 LANE)

DETAIL DRAWING NUMBER: 700-3b

APPROVED BY: /s/ Burt Knight

DATE: 1/9/2007

DESIGN CRITERIA (WCR 11/York Street)

Weld/Adams County Line Crossroads Alignment Study
FHU Project No. 08-042

Design Element	City of Northglenn	City of Thornton	City & County of Broomfield	Preferred	Units
Roadway Classification	Major Arterial	Major Arterial	Connector	Major Arterial	
Posted Speed Limit	-	45	45	45	MPH
Maximum Design Speed	45	50	50	55	MPH
Minimum Lane Width	-	12	12	12	Feet
Minimum Driving Lanes	4	4	4	4	
Curb and Gutter Type	-	Type 2 (Section IIB)	Type 2(Section IIB)	Type 2 (Section IIB)	
Minimum Right-of-Way Width	100' to 200'	120	120-162	150	Feet
Horizontal Alignment					
Minimum Curve Radius	850	820	675	1190	Feet
Minimum Stopping Sight Distance	-	-		325	Feet
Minimum Length of Tangents Between All Curves	100	500	400	200	Feet
Minimum Clear Zone From the Face of Curb	-	-		14-16	Feet
Superelevation (e max)(M-203-12 Superelevation Streets)	-	4%		4%	
Typical Minimum Median Width (BOC to BOC)	4' to 18'	14	16	18	Feet
Typical Minimum Median Width with Left Turn Lane (BOC to BOC)	-	5	4	5	Feet
Intersection Design					
Minimum Curb Return Radii (Varies Depending on Intersection)	35' to 50'	35	35	35	Feet
Permissible Intersection Angles	-	75		75	Degrees
Sidewalk	4' to 8' Detached	8' Width Detached	8' Width Detached	8' Width Detached	

257 Land

AN AMENDMENT TO WELD COUNTY INVESTORS PUD PUD PLAN AND PRELIMINARY PLAT

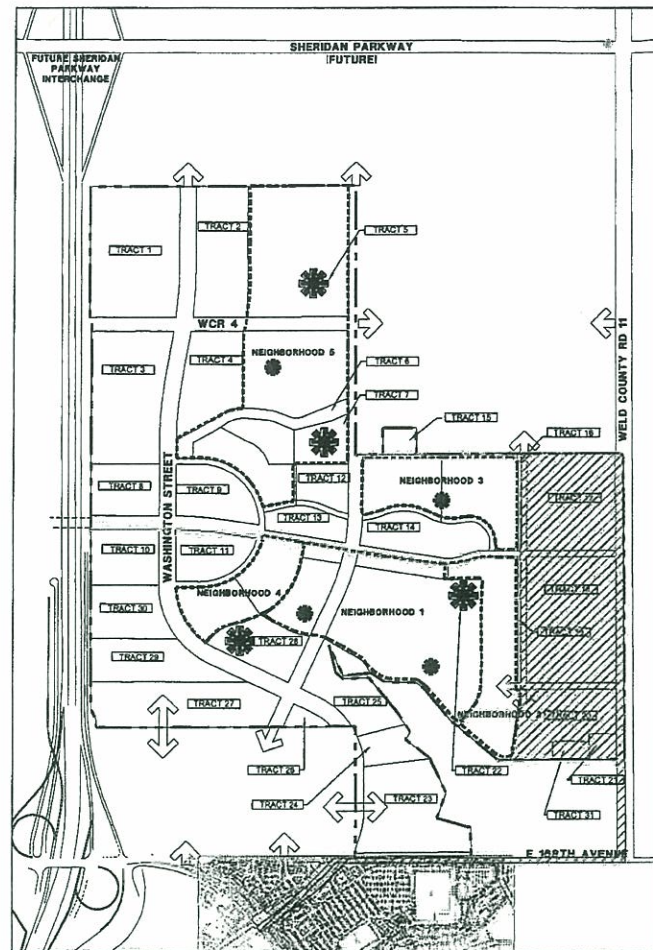
PORTIONS OF SECTIONS 26 AND 35 T1S R68W 6TH P.M.
CITY AND COUNTY OF BROOMFIELD, COLORADO

SHEET 7 OF 12 PHASING PLAN

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Drawn by: [Name] PUD Plan Phase 1
Checked by: [Name] PUD Plan Phase 1
Date: [Date] PUD Plan Phase 1

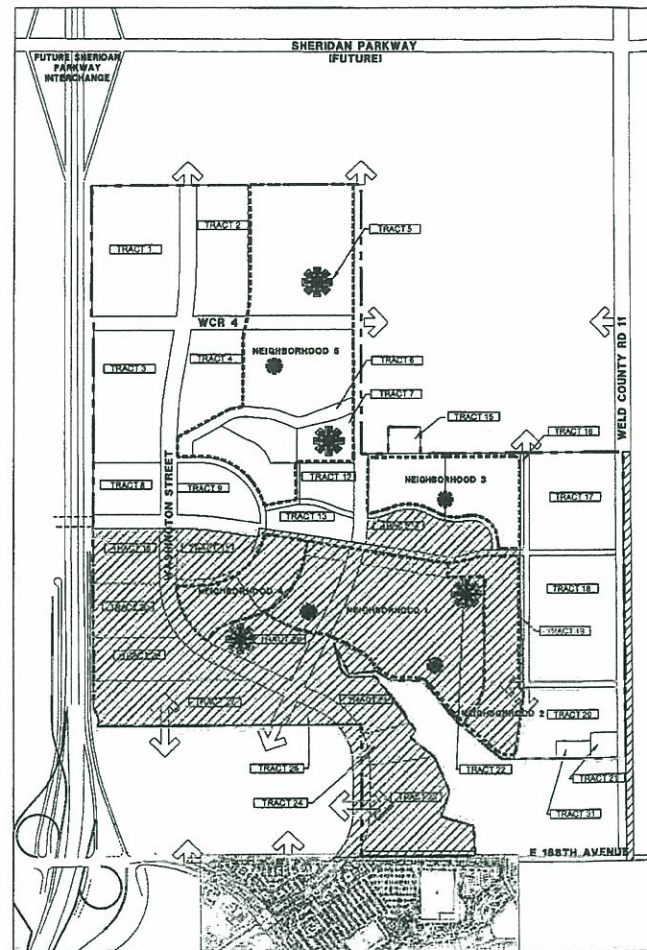


PHASE I

- Phase I Improvements**
- Connect 2-lanes of Washington Street to intersection with E 186th Avenue.
 - Improve 2-lanes of E 186th Avenue to WCR 11 intersection.
 - Improve 2-lanes of WCR 11 to northern property line.
 - Develop Tracts 17, 18, 20 and 21 as can be supported by Phase I infrastructure.
 - Utilities as needed to serve proposed Phase I development: Water, Sewer, Storm, Reuse, Drainage, Electrical, Gas, Telephone and Cable TV.
 - Internal roads will be constructed over time to serve the development of Phase I and will be terminated in Fire Department approved manner until needed.

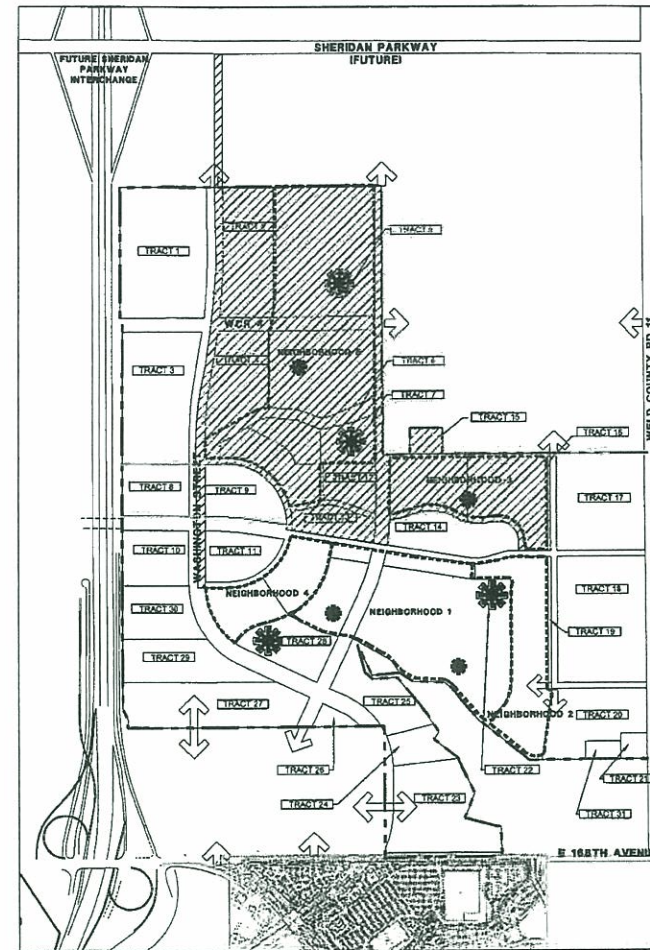
TENATIVE PROJECT SCHEDULE

The 257 Land PUD is proposed to build out over a period of 10 to 20 years depending on demand and market conditions. All phases will be market driven. Necessary public improvements (roads, utilities, parks and trail connections, etc.) will be constructed to serve each phase as determined at the Site Development Plan (SDP) stage.



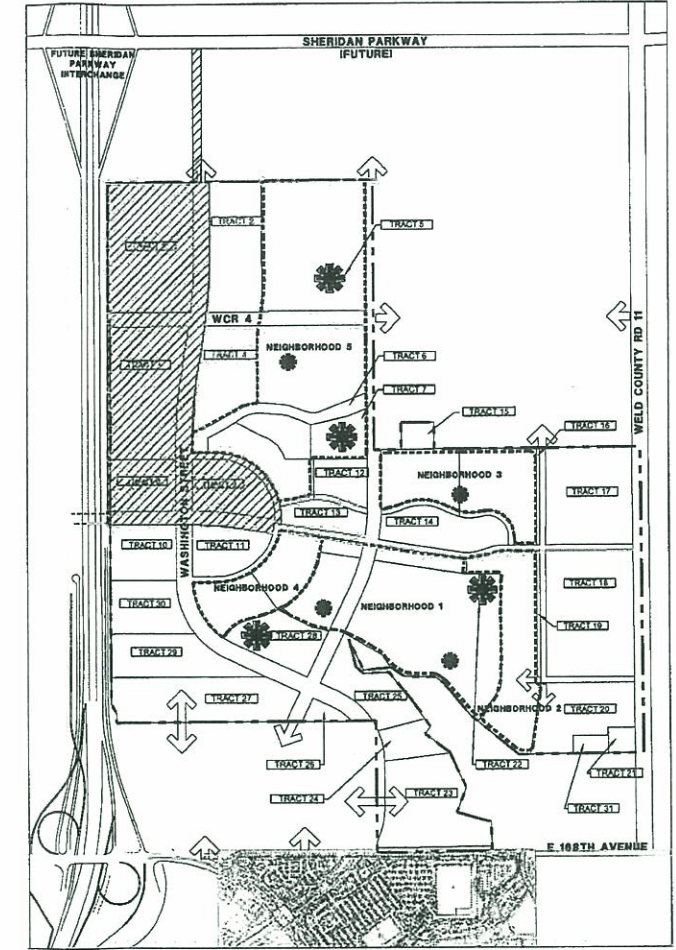
PHASE II

- Phase II Improvements**
- Build 2-lanes of north-south arterial from Washington Street north to Lowell Lane.
 - Extend 2-lanes of Washington Street from E 186th Avenue to Tract 30.
 - Widen Washington Street to 4-lanes at such time traffic demand warrants additional lanes.
 - Widen WCR 11 to 4-lanes at such time traffic demand warrants additional lanes.
 - Build Lowell Lane from connector intersection at Tract 9 east to connect with WCR 11.
 - Develop Neighborhoods 1, 2 and 4 and the corresponding open lands as can be supported by Phase II infrastructure.
 - Develop Tracts 23, 26, 27, and 30 as can be supported by the Phase II infrastructure.
 - Tracts 10 and 11 will be made available for development in Phase II.
 - Utilities as needed to serve proposed Phase II development: Water, Sewer, Storm, Drainage, Electrical, Gas, Telephone and Cable TV.
 - Issues related to providing a school site to serve the community whether by land dedication, cash-in-lieu, or charter school will be resolved at the time of first residential SDP.
 - Internal roads will be constructed over time to serve the development of Phase II and will be terminated in Fire Department approved manner until needed.



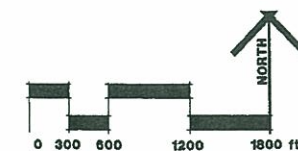
PHASE III

- Phase III Improvements**
- Extend 2-lanes of Washington Street north to Sheridan Parkway
 - Extend 2-lanes of North-South Arterial from Central Community Park north towards Sheridan Parkway.
 - Construct WCR 4 from Washington Street to North-South Arterial.
 - Develop Tracts 2, 4, and 12 as can be supported by the Phase III infrastructure.
 - Develop Neighborhood 3 and Neighborhood 5 and the corresponding open lands as can be supported by Phase III infrastructure.
 - Utilities as needed to serve proposed Phase III development: Water, Sewer, Storm, Drainage, Electrical, Gas, Telephone and Cable TV.
 - Internal roads will be constructed over time to serve the development of Phase III and will be terminated in Fire Department approved manner until needed.



PHASE IV

- Phase IV Improvements**
- Widen Washington Street to 4-lanes north of Tract 30 at such time traffic demand warrants additional lanes.
 - Construct WCR 4 west toward I-25.
 - Construct Lowell Lane west to I-25.
 - Build all remaining major roadways to complete infrastructure development.
 - Develop remaining Tracts 1, 3, 8, 9, and corresponding open lands.
 - Utilities as needed to serve proposed Phase IV development: Water, Sewer, Storm, Drainage, Electrical, Gas, Telephone and Cable TV.
 - Internal roads will be constructed over time to serve the development of Phase IV and will be terminated in Fire Department approved manner until needed.



DTJ DESIGN
ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE

SUBMITTAL DATE:
June 21, 2006
REVISION DATE:
September 19, 2007
June 8, 2007
February 16, 2007
January 18, 2007
December 26, 2006
November 17, 2006
October 10, 2006

257 255th Ave., Suite 103
Broomfield, Colorado 80020
1.303.414.7301 F. 303.414.7334
www.dtydesign.com

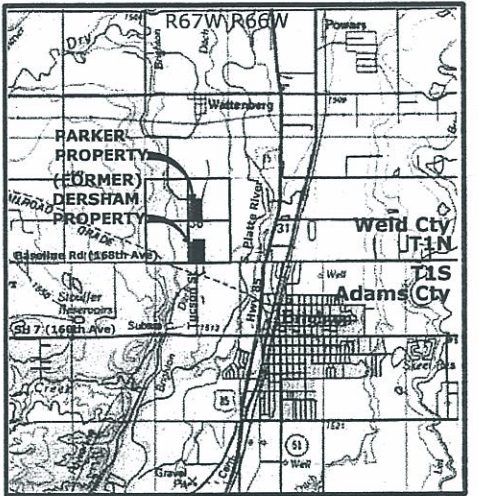
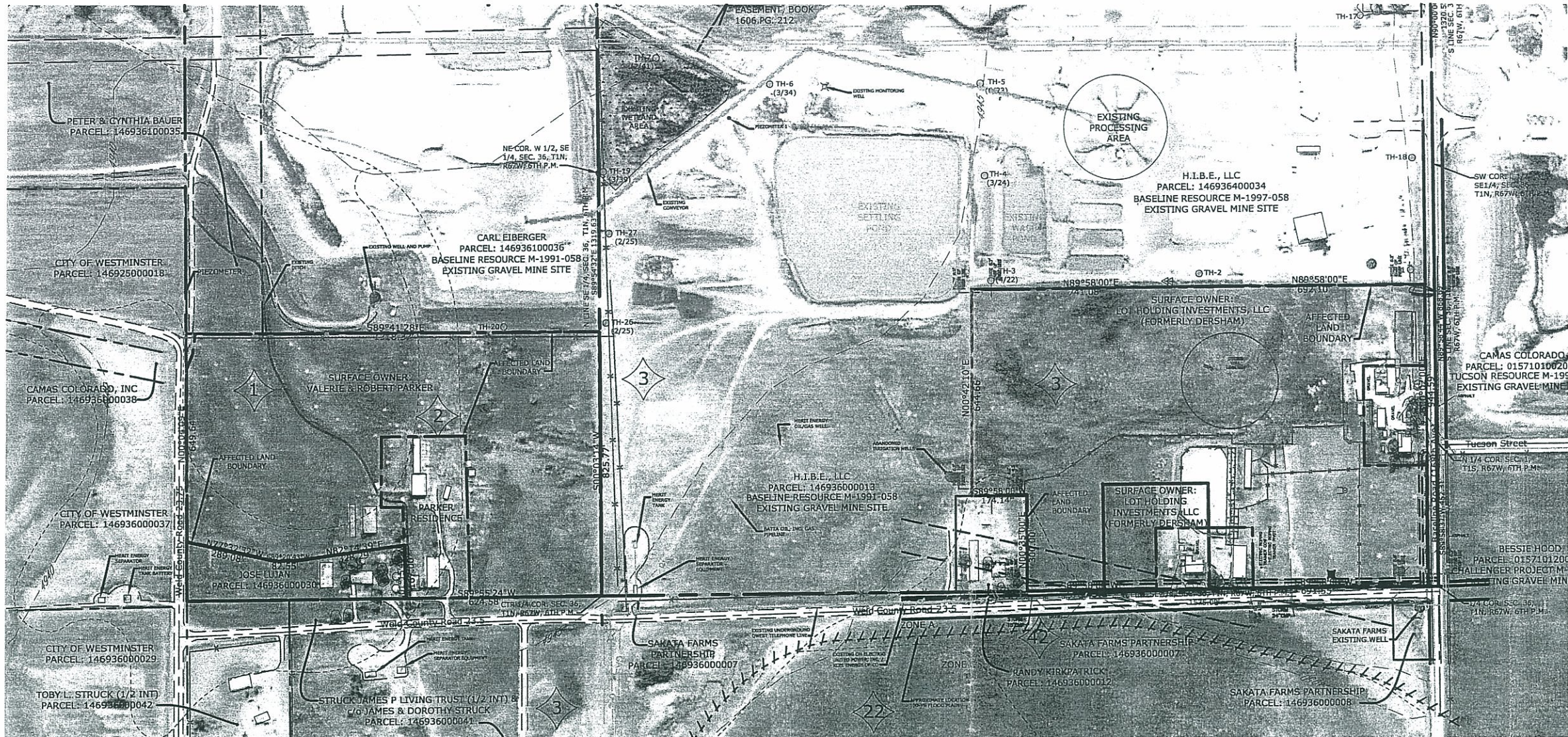
**SHEET 7
PHASING
PLAN**

Mike Bedell

From: Mike Bedell
Sent: Thursday, July 24, 2008 2:41 PM
To: 'jeff.dankenbring@fhueng.com'; 'jshreve@co.adams.co.us'
Cc: Wayne Howard
Subject: WCR 23.5/Tucson Street Intersection

I met with Christopher Lang and Jim McFarland of Hall-Irwin today to discuss our study. They are already constructing slurry walls, and plan to begin gravel mining next summer. The water storage reservoir shown on their reclamation plan map has already been sold to the City of Aurora for future water storage. Therefore, there really is no financially feasible way to build a road in this area.

The same conversation needs to take place with the mine operator on the Adams County side, if it hasn't already. If their reclamation plan doesn't include permanent water storage, then maybe there would be a reason for us to recommend the yellow (Alternative 1) alignment. If this also turns out to be unfeasible, then we are probably stuck with a situation where we cannot recommend any changes to the current condition.



VICINITY MAP

1" = 6000'



(IN FEET)
SCALE: 1" = 200'

LEGEND

- AFFECTED LAND BOUNDARY
- PERMIT BOUNDARY
- EASEMENT
- SECTION LINE
- EXISTING FENCE
- FEMA 100 YR FLOOD LIMIT
- GAS
- EXISTING GASLINE
- EXISTING WATERLINE
- EXISTING TELEPHONE
- EXISTING POWER POLE
- EXISTING POWERLINE
- EXISTING TELEPHONE PEDESTAL
- EXISTING DITCH
- EXISTING USGS CONTOUR
- EXISTING ROADS AND R.O.W.
- EXISTING BUILDING/STRUCTURE
- EXISTING TREES
- EXISTING WATER WELL
- EXISTING MONITORING WELL
- EXISTING PIEZOMETER
- EXISTING TESTHOLE
- SOILS DELINEATION
- EXISTING OIL & GAS WELL
- EXISTING OIL & GAS FACILITY
- EXISTING WETLANDS

LEGAL DESCRIPTION:

PARKER PARCEL:
A PART OF THE SOUTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 36, TOWNSHIP 1 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, WELD COUNTY, COLORADO, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 36; THENCE S89°51'15"E ON AN ASSUMED BEARING ALONG THE NORTH LINE OF THE SOUTH ONE-HALF OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 36 A DISTANCE OF 185.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING S89°51'15"E ALONG SAID NORTH LINE A DISTANCE OF 649.64 FEET; THENCE S00°23'08"W A DISTANCE OF 1318.37 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTH ONE-HALF OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 36; THENCE N89°52'10"W ALONG SAID SOUTH LINE A DISTANCE OF 825.77 FEET TO THE SOUTHWEST CORNER OF THE SOUTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 36; THENCE N00°00'00"E ALONG THE WEST LINE OF THE SOUTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SAID SECTION 36 A DISTANCE OF 824.58 FEET; THENCE N88°48'52"E A DISTANCE OF 167.00 FEET; THENCE N07°40'45"W A DISTANCE OF 328.29 FEET; THENCE N00°34'41"W A DISTANCE OF 82.55 FEET; THENCE N12°32'04"E A DISTANCE OF 289.08 FEET TO THE TRUE POINT OF BEGINNING.

PROPERTY CONTAINS 25 ACRES MORE OR LESS.

(FORMER) DERSHAM PARCEL(S):
(LOT 8 OF AMENDED RECORDED EXEMPTION 4290)
PART OF THE SOUTHEAST 1/4 OF SECTION 36, TOWNSHIP 1 NORTH, RANGE 67 WEST, OF THE 6TH PRINCIPAL MERIDIAN, WELD COUNTY, COLORADO, DESCRIBED AS LOT 8 OF AMENDED RECORDED EXEMPTION RE-4290.

PROPERTY CONTAINS 27.3 ACRES MORE OR LESS.

SOILS:

SOILS INFORMATION IS FROM SOIL SURVEY OF WELD COUNTY, USDA SOIL CONSERVATION SERVICE, OCTOBER 1974. SOIL LOCATIONS AS SHOWN ARE APPROXIMATE.

- 1 ALTVAN LOAM, 0 TO 1 PERCENT SLOPES
- 2 ALTVAN LOAM, 1 TO 3 PERCENT SLOPES
- 3 AQUOLLS & AQUENTS, GRAVELLY SUBSTRATUM
- 10 BANKARD SANDY LOAM, 0 TO 3 PERCENT SLOPES
- 42 NUNN CLAY LOAM, 0 TO 3 PERCENT SLOPES

GEOTECHNICAL:

TESTHOLES LABELED AS TH- WERE PROVIDED BY TETRA TECH RMC IN JULY 1997 AND FEBRUARY 1998. LOCATIONS AS SHOWN ARE APPROXIMATE.

AERIAL PHOTO:

AERIAL PHOTO FROM GLOBEXPLORER DATED JUNE 2004. THE AERIAL PHOTO IS APPROXIMATELY SCALED AND SHOWN FOR REFERENCE ONLY.

WETLANDS:

ACCORDING TO SAVAGE AND SAVAGE ENVIRONMENTAL CONSULTANTS SITE INVESTIGATION ON MAY 26, 2005, NO WETLANDS WERE OBSERVED WITHIN THE PERMIT AREA.

VEGETATION:

ACCORDING TO SAVAGE AND SAVAGE ENVIRONMENTAL CONSULTANTS, BOTH PARCELS CONTAIN VEGETATION CATEGORIZED AS MESIC/XERIC INTRODUCED RUDEAL HERBACEOUS SERAL. THERE IS NO SIGNIFICANT CORRELATION BETWEEN ON-SITE VEGETATION AND SOILS.

FLOODPLAIN:

THIS PROPERTY LIES ENTIRELY WITHIN ZONE A, AREA OF 100 YEAR FLOOD; BASE FLOOD ELEVATIONS AND FLOOD HAZARD FACTORS NOT DETERMINED, ACCORDING TO FIRM FLOOD INSURANCE RATE MAP PANEL NO. 080266 0995 C, SEPTEMBER 28, 1982.

WELLS:

WELL LOCATIONS AS SHOWN ARE APPROXIMATE BASED ON SEO DATABASE AND COULD BE ABANDONED OR DESTROYED.

MINERAL LEASEHOLD OWNERS:

MERIT PARTNERS, L.P.
MERIT ENERGY PARTNERS III, L.P.
MERIT ENERGY PARTNERS D-III, L.P.
13727 NOEL ROAD, STE 500
DALLAS, TX 75240

PETROLEUM MANAGEMENT, LLC
20203 HIGHWAY 60
PLATTEVILLE, CO 80651

HALL-IRWIN CORPORATION
P.O. BOX 2150
GREELEY, CO 80632

MINERAL OWNERS:

LOT HOLDING INVESTMENTS, LLC
1760 BROAD STREET, UNIT E
MILLIKEN, CO 80543

VALERIE & ROBERT PARKER
634 WCR 23.5
BRIGHTON, CO 80601

KERR-MCGEE ROCKY MOUNTAIN CORP.
1999 BROADWAY, SUITE 3600
DENVER, CO 80202

S. PAIGE DERSHAM
794 JASMINE
DENVER, CO 80220

PENNY L. DERSHAM
1361 SYRACUSE ST.
DENVER, CO 80320

APPLICANT:

HALL-IRWIN CORPORATION
301 CENTENNIAL DRIVE
MILLIKEN, CO 80543

SURFACE OWNERS:

LOT HOLDING INVESTMENTS, LLC
1760 BROAD STREET, UNIT E
MILLIKEN, CO 80543
(FORMER DERSHAM PARCEL)

VALERIE & ROBERT PARKER
634 WCR 23.5
BRIGHTON, CO 80601

ADJACENT PROPERTY OWNERS:

ADJACENT PROPERTY OWNERSHIP INFORMATION WAS ATTAINED FROM THE WELD COUNTY AND ADAMS COUNTY ASSESSOR'S WEBSITE NOVEMBER 2005. ADJACENT PROPERTY LINES ARE APPROXIMATE AND SHOWN FOR REFERENCE ONLY.

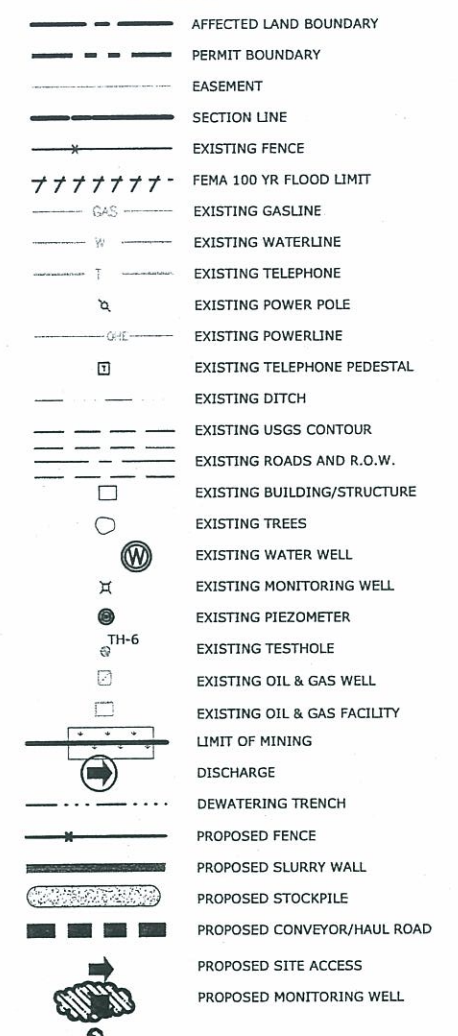
CERTIFICATION:

THIS MAP WAS PREPARED BY CIVIL RESOURCES, LLC IN CO-OPERATION WITH HALL-IRWIN CORPORATION. THE EXACT CONFIGURATION OF THE SLURRY WALL, MINING PODS AND RECLAIMED PONDS MAY CHANGE TO RESPOND TO FIELD CONDITIONS. HALL-IRWIN WILL KEEP THE DIVISION OF MINERALS AND GEOLOGY INFORMED OF ANY CHANGES THROUGH ANNUAL REPORTS AND FILE TECHNICAL REVISIONS AND AMENDED APPLICATIONS AS NECESSARY THROUGHOUT THE LIFE OF THE MINE.

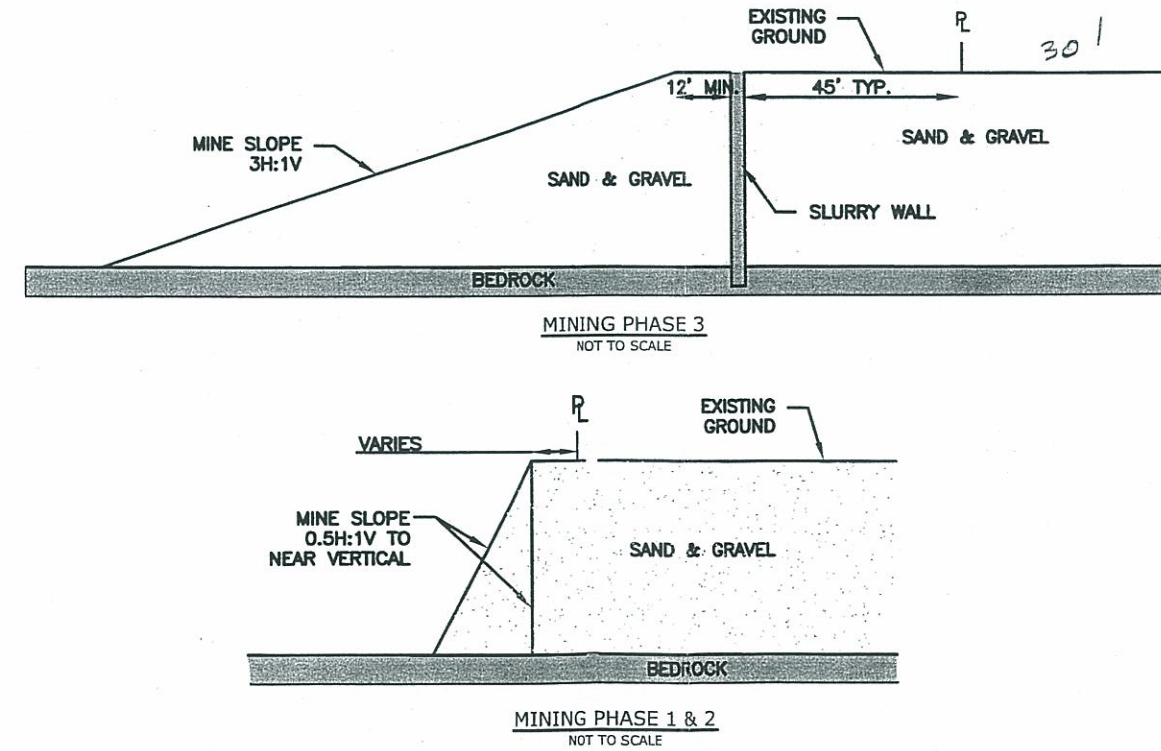
DANNA ORTIZ, CIVIL RESOURCES, LLC

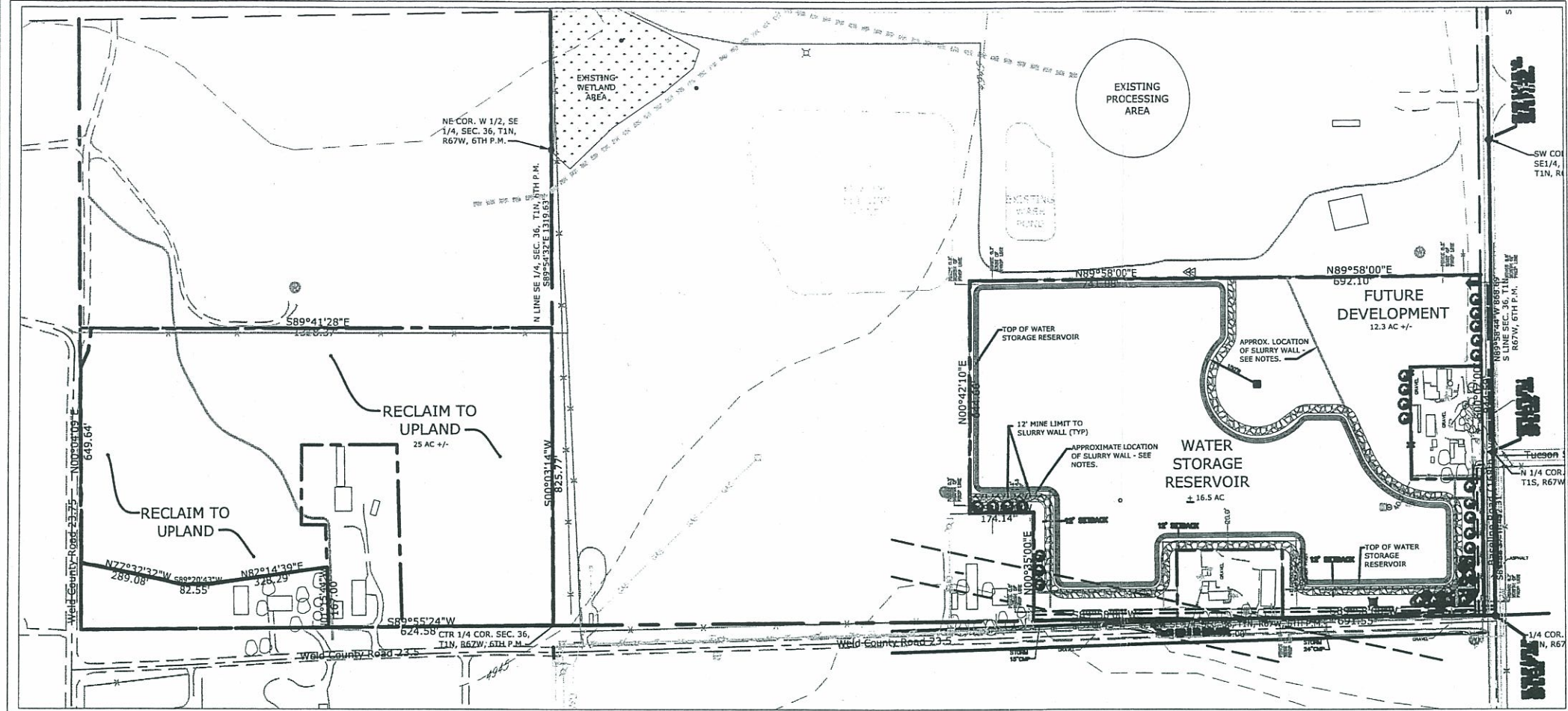
DATE

HALL-IRWIN CORPORATION			
PARKER-DERSHAM SAND & GRAVEL RESOURCE			
EXHIBIT C			
PRE-MINING PLAN MAP			
CIVIL RESOURCES, LLC			
DESIGNED BY: KGF	DATE: DEC 2005	JOB NO.:	DWG.:
DRAWN BY: KGF	SCALE: AS NOTED		
CHECKED BY: DBO			
451 Oak Street, Suite 209 P.O. Box 680 Frederick, CO 80530 303 833 1416 (p) 303 833 2850 (f)			SHEET: 1 OF 4



				HALL-IRWIN CORPORATION			
				PARKER-DERSHAM SAND & GRAVEL RESOURCE EXHIBIT C MINING PLAN MAP			
				CIVIL RESOURCES, LLC 431 Oak Street, Suite 209 P.O. Box 680 Frederick, CO 80530 303 833 1416 (p) 303 833 2850 (f)			
NO.	DESCRIPTION	DATE	BY	DESIGNED BY:	XGF	DATE:	DEC 2005
				DRAWN BY:		SCALE:	AS NOTED
				CHECKED BY:	DSG	JOB NO.	DWG:
						12/20/2005 Parker-Dersham (Drawing) PLSS, USB, Mass.ing SHEET:	
						2 OF 4	





DESIGN INTENT

THE DESIGN INTENT FOR THE PROPOSED LANDSCAPE AT THE PARKER-DERSHAM GRAVEL MINE IS TO PROVIDE ADDITIONAL WILDLIFE HABITAT AND CREATE A MORE PLEASING ENVIRONMENT ALONG BASELINE ROAD (168TH AVENUE). TO DO THIS WE HAVE PROPOSED LARGE DECIDUOUS CANOPY TREES ALONG BASELINE ROAD SET APPROXIMATELY 40 FT. ON CENTER. TO COMPLEMENT THESE LARGE TREES AND THE EXISTING TREES ON SITE AND HELP PROVIDE ADDITIONAL SCREENING IN CERTAIN AREAS WE HAVE ALSO PROPOSED CLUSTERS OF SMALL DECIDUOUS TREES ALONG BASELINE ROAD. THESE PLANTINGS WILL HELP CREATE A MORE AESTHETICALLY PLEASING APPEARANCE TO THE MATERIAL SALES YARD PROPOSED FOR THIS AREA.

IN ADDITION TO THE PLANTS PROPOSED ALONG BASELINE ROAD, WE HAVE PROPOSED LARGE CLUSTERS OF TREES PLACED AT A FEW OF THE CORNERS OF THE PROPOSED RESERVOIR TO ENHANCE THE WILDLIFE HABITAT ON THE SITE. THESE CLUSTERS WILL CONTAIN LARGE DECIDUOUS TREES, SMALL DECIDUOUS TREES AND EVERGREEN TREES IN ORDER TO PROVIDE A DIVERSITY OF FOOD AND COVER FOR WILDLIFE. ALL PROPOSED TREES ARE NATIVE TO THE UNITED STATES AND ARE DROUGHT TOLERANT. A NATIVE DRYLAND GRASS MIX WILL BE PLANTED THROUGHOUT THE SITE TO PROVIDE A LOW MAINTENANCE GROUND COVER THAT WILL HELP CONTROL EROSION AND ALSO PROVIDE ADDITIONAL HABITAT FOR WILDLIFE.

LEGEND

	AFFECTED LAND BOUNDARY		EXISTING WETLANDS
	PROPERTY BOUNDARY		EXISTING BUILDING/STRUCTURE
	EASEMENT		EXISTING TREES
	SECTION LINE		EXISTING WATER WELL
	EXISTING FENCE		EXISTING MONITORING WELL
	EXISTING GASLINE		EXISTING PIEZOMETER
	EXISTING WATERLINE		EXISTING TESTHOLE
	EXISTING TELEPHONE		EXISTING OIL & GAS WELL / FACILITY
	EXISTING POWER POLE		TOP OF RESERVOIR
	EXISTING POWERLINE		HIGH WATER LINE
	EXISTING TELEPHONE PEDESTAL		PROPOSED SLURRY WALL
	EXISTING DITCH		PROPOSED LARGE DECIDUOUS TREE
	EXISTING USGS CONTOUR		PROPOSED EVERGREEN TREE
	EXISTING ROADS AND R.O.W.		PROPOSED SMALL DECIDUOUS TREE
	PROPOSED ACCESS ROAD		

TREE SPECIES:

COMMON NAME	SPECIES NAME	MATURE HEIGHT	MATURE WIDTH	PLANTING SIZE	QTY
LARGE DECIDUOUS TREES					TOTAL = 20
Seedless Plains Cottonwood	Populus sargentii	60-80'	50-60'	2.00" CAL.	5
Hackberry	Celtis occidentalis	50-60'	40-50'	2.00" CAL.	5
Green Ash	Fraxinus pennsylvanica	40-50'	20-30'	2.00" CAL.	5
Kentucky Coffeetree	Gymnocladus dioica	50-60'	40-50'	2.00" CAL.	5
EVERGREEN TREES					TOTAL = 24
Bristlecone Pine	Pinus aristata	20-40'	15-30'	6"	8
Pinon Pine	Pinus edulis	20-30'	10-20'	6"	8
Rocky Mountain Juniper	Juniperus scopulorum	20-30'	8-12'	6"	8
SMALL DECIDUOUS TREES					TOTAL = 40
Chokecherry	Prunus virginiana	8-20'	8-12'	10 GAL	14
Hawthorn	Crataegus erythropoda	15-25'	15-25'	1.5" CAL.	14
Mountain Mahogany	Cercocarpus montanus	8-15'	6-10'	5 GAL.	6
Smooth sumac	Rhus glabra	8-15'	15-20'	5 GAL.	6

NATIVE GRASS MIX:

COMMON NAME	SPECIES NAME	VARIETY	PERCENT OF MIX	lbs (pls)/ac
GRAMINOIDS:				
Buffalo Grass	Buchloe dactyloides	Native	30	9.0
Sideoats grama	Bouteloua curtipendula	Butte, Vaughn	15	3.0
Blue gramma	Bouteloua gracilis	Lovington	30	3.0
Little bluestem	Schizachyrium scoparium	Paturra	25	7.0

NOTE: Rates proposed are for drill seeding, for broadcast seeding use 2 times the listed rate. Listed rates of lbs pure live seed per acre are the NRCS recommended rates.

NOTE: SET ROOT BALL OF ALL TREES 4" ABOVE GRADE IN IRRIGATED AREAS AND AT GRADE TO 2" ABOVE GRADE IN NON-IRRIGATED AREAS. MODIFY IF SOIL CONDITIONS WARRANT & PER COUNTY DIRECTION. INSTALL A 5" HIGH BERM AROUND TREES TO CREATE A WATERING BASIN. BERM IS TEMPORARY IN IRRIGATED AREAS. REMOVE BERM AFTER TWO THOROUGH WATERINGS IN IRRIGATED AREAS & MULCH. LEAVE BERM & MULCH IN NON-IRRIGATED AREAS & IN AREAS ONLY IRRIGATED BY DRIP SYSTEMS AFTER DRYLAND GRASS ESTABLISHMENT PERIOD.

4" DEEP WOOD CHIP MULCH FLUSH WITH SOD AT EDGE, & TO BE KEPT 2" FROM TRUNK

ALTERNATE CONIFER GUYING SYSTEM: EQUALLY SPACED 30" STEEL STAKES WITH WHITE TOPS, SET FLUSH WITH GRADE. GUY TO MID-POINT OF TREE & FLAG WIRE WITH 1/2" DIAMETER WHITE PVC PIPE.

REMOVE BOTTOM 1/3 OF WIRE BASKET. SET TREE IN PIT TO PROPER GRADE AND PLUMB. REMOVE REMAINING WIRE & TWINE. IF PLASTIC OR TREATED BURLAP, REMOVE AS MUCH AS POSSIBLE & BACKFILL. IF REGULAR BURLAP, BACKFILL 2/3 OF PIT, REMOVE TOP 1/3 OF BURLAP & COMPLETE BACKFILL.

PREPARED BACKFILL MIXTURE:

- ONE PART COMPOST OR APPROVED EQUAL
- TWO PARTS TOPSOIL
- THREE PARTS NATIVE SOIL
- MATERIALS TO BE THOROUGHLY BLENDED.

TREE PLANTING DETAIL

PRUNE DEAD OR DAMAGED BRANCHES PRIOR TO PLANTING. IF FORM IS COMPROMISED BY PRUNING, REPLACE SHRUB.

SPACE PLANTS AND SET PLUMB FOR BEST EFFECT.

MOUND COMPACTED BACKFILL UNDER ROOTBALL OR SET ON UNDISTURBED SOIL.

REMOVE ALL CONTAINERS, BASKETS, WIRE ETC. FROM ROOTBALL.

SHRUB PLANTING DETAIL

NOT TO SCALE

NOTES:

- DURING SITE RECLAMATION, TOPSOIL SHALL BE SPREAD IN LIFTS NOT TO EXCEED 4 INCHES AND WORKED INTO THE SLOPES TO ENSURE GOOD ADHESION AND MINIMIZE SOIL CREEP.
- SOIL TEST MAY TAKE PLACE PRIOR TO RECLAMATION TO DETERMINE PROPER SOIL AMENDMENTS.
- LOCATION OF LANDSCAPE MATERIAL MAY BE ADJUSTED TO BEST FIT SITE CONDITIONS. FINAL LOCATIONS TO BE DETERMINED IN THE FIELD BY OWNER'S REPRESENTATIVE.
- ALL LANDSCAPING SHALL MEET THE UTILITY CLEARANCE REQUIREMENTS.
- THE CONTRACTOR SHALL CALL FOR ALL UTILITY LOCATES AND FIELD VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES.
- ALL LANDSCAPE SHALL BE INSTALLED CONSISTENT WITH XERISCAPE STANDARDS FOR INSTALLATION, SOIL PREPARATION AND IRRIGATION.
- DISTURBED AREAS SHALL BE RESEDED WITH THE SPECIFIED SEED MIX. SEEDING AREAS SHALL BE RESEDED AS NEEDED UNTIL WELL ESTABLISHED. SEEDING SHALL OCCUR BETWEEN NOVEMBER 1ST THROUGH APRIL 15TH IF POSSIBLE. SEEDING SHOULD TAKE PLACE ON UNFROZEN SOIL.
- SEEDING SHALL NOT BE PERMITTED WHEN WIND VELOCITY IS SUCH AS TO PREVENT UNIFORM SEED DISTRIBUTION. NO APPLICATION SHALL BE UNDERTAKEN DURING INCLEMENT WEATHER.
- AREAS SEEDING WITH NATIVE GRASS SEED MIX SHALL BE MULCHED WITH CLEAN WEED FREE STRAW OR NATIVE HAY. MULCH SHALL BE APPLIED AT A RATE OF 4,000 POUNDS PER ACRE. MULCH SHALL BE CRIMPED INTO THE SOIL TO ANCHOR IT. CRIMPING SHALL TAKE PLACE CROSS SLOPE WHERE POSSIBLE.
- GRASS SEED SHALL BE DRILLED MECHANICALLY WITH A NATIVE GRASS DRILL EQUIPPED WITH AN AGITATOR AND PRESS WHEELS. THE DRILL SHALL ALSO HAVE DEPTH BANDS ON SLOPES LESS THAN 3:1. DRILL IN A MANNER THAT AFTER SURFACE IS RAKED AND ROLLED, SEED SHALL HAVE 1/4" TO 1/2" OF COVER.
- BROADCAST SEEDING WILL BE PERMITTED ONLY ON SMALL AREAS NOT ACCESSIBLE TO MACHINE METHODS. FOR BROADCAST SEEDING, SEEDING RATES SHALL BE DOUBLED. INSTALL HAY MULCH IMMEDIATELY AFTER SEEDING.
- A MINIMUM OF 6 INCHES OF TOPSOIL WILL BE SPREAD OVER ALL DISTURBED AREAS TO BE RE-SEEDING TO MATCH SURROUNDING FINISH GRADE.
- MOWING WILL BE PERFORMED FOR AT LEAST TWO YEARS FOLLOWING SEEDING TO HELP ESTABLISH NATIVE GRASSES AND CONTROL WEED INFESTATION.
- TREES LISTED IN PLANT SCHEDULE SHALL BE PLANTED WITH LIKE SPECIES IN THE GROUPINGS SHOWN ON THE PLAN. PLANTS SHALL BE PLANTED IN THE QUANTITIES SHOWN IN THE PLANT SCHEDULE.
- ALL TREES SHALL BE SETBACK FROM THE SLURRY WALL A MINIMUM OF 30'.
- TREES ALONG BASELINE ROAD MAY BE INSTALLED IN CONJUNCTION WITH THE DEVELOPMENT OF THE LANDSCAPE SALES YARD.

HALL-IRWIN CORPORATION			
PARKER-DERSHAM SAND & GRAVEL RESOURCE			
WELD COUNTY - USR			
LANDSCAPE PLAN MAP			
CIVIL RESOURCES, LLC			
DESIGNED BY: DLF	DATE: DEC 2005	JOB NO. DWG:	
DRAWN BY: DLF	SCALE: AS NOTED	SHEET:	
CHECKED BY: DSO			4 OF 4

Jeff.Dankenbring

From: Jeanne Shreve [JShreve@co.adams.co.us]
Sent: Monday, July 28, 2008 9:10 AM
To: Mike Bedell; Jeff.Dankenbring; Wayne Howard
Cc: Besharah Najjar; John Wolken; Craig Tessmer
Subject: FW: Tucson Road Alignment

Good morning fellow X-Roaders,

Below are the responses I received from Mike Sheahan of Front Range Aggregate. The proverbial -- as well as literal -- pond has not been lined, so there is a glimmer of hope to acquire the necessary ROW on the east side of the pond, although it sounds complicated and costly.

After you review his responses, send feedback to everyone on this discussion list and if we all agree to proceed, I'll be happy to facilitate a meeting with Mike to discuss options.

As Mike indicates in his email, the pond is suppose to be lined this fall, so our decision needs to be made soon whether or not we want to pursue Alternative 1, or settle for a no-build option for this intersection.

Best Regards,

--*Jeanne*

Jeanne M. Shreve
Adams County Transportation Coordinator
12200 N. Pecos Street, 3rd Floor
Westminster, CO 80234

TEL: 303.453.8809
FAX: 303.453.8829

"We are truly free only when we understand the rules."

-----Original Message-----

From: Mike Sheahan [mailto:MSheahan@frontrangeaggregates.com]
Sent: Friday, July 25, 2008 1:36 PM
To: Jeanne Shreve
Subject: RE: Tucson Road Alignment

Ms Shreve,

Thank you for the thorough update regarding the Tucson Road Alignment. There are some straight forward answers to some of your questions. Others are not so straight forward. I will attempt to answer as specifically as possible.

1. Does your reclamation plan include permanent water storage, and if yes, has it been sold or is it under contract?;

Our reclamation plan does call for permanent water storage and is permitted as such. Mining has proceeded and some work toward reclaiming as water storage has already been done but it is not lined as yet. We are in discussions but we are not currently under contract to deliver the storage.

2. Is it possible at this point in the progression of your operations to revise the reclamation plan to reflect the area needed for ROW and any unusable area east of the ROW;

Technically, it is possible to revise the reclamation plan at this stage of operations.

3.If it is possible to revise the reclamation plan, how much would it cost to buy the necessary ROW/water storage area to preserve the alignment for Alternative 1;

The cost would have to include a re-engineering of the site and an amendment to our reclamation plan that would have to be approved by the Colorado Division of Reclamation Mining and Safety. As for purchasing the portion of land necessary to install the ROW, this is where the answers become less straight forward. One concern about reducing the size of the storage facility is that it may make the site less attractive, perhaps unusable by the prospective purchasers of water storage. The anticipated storage may be less than they would be willing to acquire thereby eliminating the value of all the storage as opposed to just the portion necessary to build the ROW.

10/15/2008

and 4. In your opinion, is the area east of the ROW shown on Alternative 1 large enough to realistically mine out the existing Tucson ROW and line for water storage?

It would probably not be worth while to line such a small portion as would remain on the east side of the ROW as shown in Alternative 1. Mining in that area has already begun.

Finally, if all of this were possible, would the mining company be interested in pursuing some kind of arrangement if it was financially with the counties' means?

As you see, the answers are not as cut and dried as we may have hoped. However, although engineering and permitting are already in place to line the pit, the majority of the cost of lining has not been incurred. Therefore it seems that there may be room for further discussions about how we may proceed. However, current planning calls for lining of the reservoir to begin sometime this fall. If we are able to alter our reclamation strategy, it would need to be done before we begin this work.

Perhaps we could schedule a time to meet to discuss if you still believe that this is the best alternative. We would certainly entertain alternatives that would allow my company and Adams County to be mutually successful in this effort.

Thanks.

Michael Sheahan
President
Front Range Aggregates, LLC
3655 Outwest Drive
Colorado Springs, CO 80910

Office – 719-955-0077
Cell – 303-591-6725

From: Jeanne Shreve [mailto:JShreve@co.adams.co.us]
Sent: Thursday, July 24, 2008 3:50 PM
To: Mike Sheahan
Cc: Craig Tessmer
Subject: RE: Tucson Road Alignment

Mr. Sheahan,

As a follow up to my previous email back in April, and the subsequent 2nd open house to show the public the preferred alternative alignments for our Crossroads study, the only feasible alternative for realigning Tucson in the future appears to be Alternative 1, which is the alignment that runs completely through your pit. Just in case you do not have the alternatives anymore, I've attached them for your reference.

This situation is because Hall-Irwin on the northeast corner of Tucson and 168th is currently constructing slurry walls and the water storage has already been sold to Aurora, so there aren't any financial incentives or really any feasible way to build any of the Alternatives that are east of the existing WCR 23.5 in Weld County. I know very little about reclamation plans or how difficult it is to revise them, let alone how feasible it really is to plan for a realignment of Tucson through your pit. It is also my understanding your pit has not been lined. So having said all of this, I have the following questions for you:

1. Does your reclamation plan include permanent water storage, and if yes, has it been sold or is it under contract?; 2. Is it possible at this point in the progression of your operations to revise the reclamation plan to reflect the area needed for ROW and any unusable area east of the ROW; 3.If it is possible to revise the reclamation plan, how much would it cost to buy the necessary ROW/water storage area to preserve the alignment for Alternative 1; and 4. In your opinion, is the area east of the ROW shown on Alternative 1 large enough to realistically mine out the existing Tucson ROW and line for water storage? Finally, if all of this were possible, would the mining company be interested in pursuing some kind of arrangement if it was financially with the counties' means?

I appreciate your time on this and look forward to your response. If there isn't a feasible way to preserve, and eventually build the realignment through your pit, this particular intersection may have a 'No-Build Alternative'.

Again, than you for your time, and please let me know if you have any questions.

Best Regards,

--*Jeanne*



INITIAL PUBLIC OPEN HOUSE

ATTENDANCE LIST AND COMMENTS

Attendance List

Public Open House

Wednesday, April 16, 2008

Todd Creek Fire House

Please sign in below:

Name	Address	Phone Number
FRANK PEDER	323 CR 17 Brighton CO 80602	3-659-6845
* DAVE FORCE	16569 FIMORE 80602	457-5827
Joe Wycoff	333 CR 17 Brighton	
Cliff Scoway	638 EUCR Brighton	303 659385
Bill Wycoff	333 CR 17 Brighton	303-659-7259
BILL BRADYAL	1437 LARIMER ST DENVER	3-884-5115
Robert Rentz	16685 Ivanhoe Brighton	3/457-2777
Lois Rentz	"	"
Paulette Shaver	16680 Kramus Ct Brighton	
James & Deby Chopten	16634 Poplar Ct., Brighton	303-229-6794
Wayne Muhlcr	12310 E 168th Brighton	303665-5989
John Howard	8679 WCR 4 Brighton	303 659 0798
Debra Baskett	City/County of Broomfield	303 438 6385
CARL + LOIS SCHREINER	403 CR 17 BRIGHTON	303-659-1933
Danell Dunning	16591 NIAGARAST	(720) 685-8911
PAUL R. SKESSLER	16685 OLIVE ST	(720) 685 3020
David M. Skidmore	12311 E 2nd Drive	(303) 363-6951
Cris Muhlcr	11585 WCR 2	(303)-726-5514
A.T. Goddard	8495 WCR 2	303-655-8405
Paul Edwards	7900 E 168	303 659 -2829
MR. & MRS. ROBERT STRICK	6823 E 166th PL	303-637-7879



Todd Creek Fire House

Name	Address	Phone Number
Bruce & Linda Fitzgerald	P.O. Box 911, Fort Jayton	303-857-2801
Care Corington	6935 Eagle Shadow Ave 80602	303 601 5076
Matt & Donna Melby	6677 E 166 Pl 80602	
Willard & Diane Todd	31 WCRd. #11 Erie Co.	
Joanna Sakata	P.O. Box 528 Brighton Co	303 659-1559
Bob Sakata	" "	" "
Michelle Schram	626 Rd 17 Brighton	303-887-6811
Richard Pickering	41 CR11 Erie co	720-977-8887
Bill & Leslie Adams	4715 CR2 Brighton CO	303-450-0654
TERI STEVENS	2530 E. 165TH AVE	3-457-8673



Open House Questionnaire April 16, 2008

Please fill out and leave with a representative or mail/fax to the address/number provided below.

1. Do you own property near one of the intersections within the Study Area?

☒ Yes
If yes, where?

No

6 acres $\frac{1}{2}$ mile west of Rd 11 + Rd 2

2. If you have a preferred alternative, please list your preferred alternative number below along with the name of the intersection (i.e. York, Holly, Quebec, Yosemite, Tucson). Why do you prefer this alternative?

Alternative #1 for York St. + Rd. 11

3. Are there areas within the study area that should be avoided? Why? (Safety Concerns, Traffic Accidents, Environmental Concerns, Planned Development, Other Reasons)

4. Do you have any other comments regarding any of the alternatives and/or intersections?

It seems to be the least disruptive for residents along rd. 2 + planned ^{+ planned} development by Thornton to the South.

Please fill in your name and information below:

Name Leslies Properties/Leslie Adams

Address 4715 CR 2
Brighton, CO 80603

Phone 303-450-0654

Mail or Fax Questionnaire To:

Jeff Dankenbring, P.E.
Felsburg Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111
Phone (303) 721-1440
Fax (303) 721-0832



Open House Questionnaire April 16, 2008

Please fill out and leave with a representative or mail/fax to the address/number provided below.

1. Do you own property near one of the intersections within the Study Area?

☒ Yes ☐ No
If yes, where?

18 acres on the N.W. corner of Rd 11
+ ~~Rd 2~~ Rd 2

2. If you have a preferred alternative, please list your preferred alternative number below along with the name of the intersection (i.e. York, Holly, Quebec, Yosemite, Tucson). Why do you prefer this alternative?

Alternative 1 for York + Rd 11

3. Are there areas within the study area that should be avoided? Why? (Safety Concerns, Traffic Accidents, Environmental Concerns, Planned Development, Other Reasons)

4. Do you have any other comments regarding any of the alternatives and/or intersections?

It seems to be the least disruptive
for all property owners + residents, is in
line with infrastructure of residential to the South

Please fill in your name and information below:

Name W.W. Trostel LLC / Leslie Adams mgr.

Address 4715 CR 2
Brighton, CO 80603

Phone 303-450-0654

Mail or Fax Questionnaire To:

Jeff Dankenbring, P.E.
Felsburg Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111
Phone (303) 721-1440
Fax (303) 721-0832



Open House Questionnaire April 16, 2008

Please fill out and leave with a representative or mail/fax to the address/number provided below.

1. Do you own property near one of the intersections within the Study Area?

☒ Yes ☐ No
If yes, where?

12302 E. 168th Ave.
Brighton Co 80602

2. If you have a preferred alternative, please list your preferred alternative number below along with the name of the intersection (i.e. York, Holly, Quebec, Yosemite, Tucson). Why do you prefer this alternative?

3. Are there areas within the study area that should be avoided? Why? (Safety Concerns, Traffic Accidents, Environmental Concerns, Planned Development, Other Reasons)

4. Do you have any other comments regarding any of the alternatives and/or intersections?

We are concerned with traffic on 168th ave
we drive at the bottom of the hill and it is very
scary trying to come out of our drive every
time. please come and see if you can
help.

Please fill in your name and information below:

Name Kevin & Kathleen Lockett

Address 12302 E. 168th ave
Brighton Co 80602

Phone 303-659-2588

Mail or Fax Questionnaire To:

Jeff Dankenbring, P.E.
Felsburg Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111
Phone (303) 721-1440
Fax (303) 721-0832



Open House Questionnaire
April 16, 2008

Please fill out and leave with a representative or mail/fax to the address/number provided below.

1. Do you own property near one of the intersections within the Study Area?

☒ Yes

☐ No

If yes, where?

11585 WCR 2 Brighton Co 80603

2. If you have a preferred alternative, please list your preferred alternative number below along with the name of the intersection (i.e. York, Holly, Quebec, Yosemite, Tucson). Why do you prefer this alternative?

1, 3 WCR 2 / Tucson

3. Are there areas within the study area that should be avoided? Why? (Safety Concerns, Traffic Accidents, Environmental Concerns, Planned Development, Other Reasons)

my home lies in the center of the
2nd alternative

4. Do you have any other comments regarding any of the alternatives and/or intersections?

Please fill in your name and information below:

Name Cris Muhl

Address 11585 WCR 2

Brighton Co 80603

Phone 303-726-5514

Mail or Fax Questionnaire To:

Jeff Dankenbring, P.E.
Felsburg Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111
Phone (303) 721-1440
Fax (303) 721-0832



Open House Questionnaire April 16, 2008

Please fill out and leave with a representative or mail/fax to the address/number provided below.

1. Do you own property near one of the intersections within the Study Area?

☒ Yes

☐ No

If yes, where?

12310 E 168th

2. If you have a preferred alternative, please list your preferred alternative number below along with the name of the intersection (i.e. York, Holly, Quebec, Yosemite, Tucson). Why do you prefer this alternative?

No change at Tucson or
to the southwest

3. Are there areas within the study area that should be avoided? Why? (Safety Concerns, Traffic Accidents, Environmental Concerns, Planned Development, Other Reasons)

Platted Mines

4. Do you have any other comments regarding any of the alternatives and/or intersections?

Please fill in your name and information below:

Name Wayne Muhler

Address 185 E Piper DL

Eric CO 80516

Phone 303 665 5989

Mail or Fax Questionnaire To:

Jeff Dankenbring, P.E.
Felsburg Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111
Phone (303) 721-1440
Fax (303) 721-0832



Open House Questionnaire April 16, 2008

Please fill out and leave with a representative or mail/fax to the address/number provided below.

1. Do you own property near one of the intersections within the Study Area?

☒ Yes

☐ No

If yes, where?

16645 Ivanhoe St

My property backs up to Holly

2. If you have a preferred alternative, please list your preferred alternative number below along with the name of the intersection (i.e. York, Holly, Quebec, Yosemite, Tucson). Why do you prefer this alternative?

For the proposal on the Holly to WCR15 transition, our preferred option is the "RED" option. This is the option that has the road on the west side of the pond. This option minimizes the impact to all homeowners.

3. Are there areas within the study area that should be avoided? Why? (Safety Concerns, Traffic Accidents, Environmental Concerns, Planned Development, Other Reasons)

Expanding Holly will potentially compromise the drainage of all the properties north of Eagle Shadows entrance. These lots are sensitive to the water table as observed by ^{increased} sump pump activity when the pond is filled in the spring.

4. Do you have any other comments regarding any of the alternatives and/or intersections?

It is not clear why this project has to happen when Colorado Blvd is planned as the main North-South thoroughfare.

Please fill in your name and information below:

Name ANDREW MUNSELL

Address 16645 Ivanhoe St
Brighton, CO 80602

Phone 720-685-3529

Mail or Fax Questionnaire To:

Jeff Dankenbring, P.E.
Felsburg Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111
Phone (303) 721-1440
Fax (303) 721-0832



Open House Questionnaire April 16, 2008

Please fill out and leave with a representative or mail/fax to the address/number provided below.

1. Do you own property near one of the intersections within the Study Area?

Yes No

If yes, where?

1168th + Holly

116685 Ivanhoe St.

(circular drive on April - June 2006 photo)

2. If you have a preferred alternative, please list your preferred alternative number below along with the name of the intersection (i.e. York, Holly, Quebec, Yosemite, Tucson). Why do you prefer this alternative?

Preference is Alternate #3. We really don't like the idea of having the road over the pond and alternative #2 would really increase the speed of traffic on Holly which we also would not like.

3. Are there areas within the study area that should be avoided? Why? (Safety Concerns, Traffic Accidents, Environmental Concerns, Planned Development, Other Reasons)

4. Do you have any other comments regarding any of the alternatives and/or intersections?

In lieu of moving the road, since you are considering future traffic lights, possibly you could install coordinating lights at both existing intersections. Also, we spoke to about 6 neighbors and they all were in favor of alternate #3

Please fill in your name and information below:

Name Robert + Lois Rentz

Address 116685 Ivanhoe St

Brighton, CO 80602

Phone (303) 655-0747

Mail or Fax Questionnaire To:

**Jeff Dankenbring, P.E.
Felsburg Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111
Phone (303) 721-1440
Fax (303) 721-0832**



Open House Questionnaire April 16, 2008

Please fill out and leave with a representative or mail/fax to the address/number provided below.

1. Do you own property near one of the intersections within the Study Area?

☒ Yes

☐ No

If yes, where?

Corner of road 2 + Holly - 16781 Holly St
Brighton.

2. If you have a preferred alternative, please list your preferred alternative number below along with the name of the intersection (i.e. York, Holly, Quebec, Yosemite, Tucson). Why do you prefer this alternative?

1st choice - NO CHANGE WHY A NEED! I can see a
need for Hwy 7 + Holly. 2nd choice - a Hemitive -
what affects the least amount of people

3. Are there areas within the study area that should be avoided? Why? (Safety Concerns, Traffic Accidents, Environmental Concerns, Planned Development, Other Reasons)

Alternative 2 goes right in front of our home - how
would we open our door. Alt 2 also affects our
neighbors who have been there longer than the New develop.

4. Do you have any other comments regarding any of the alternatives and/or intersections?

THIS IS NOT NEEDED. Please send me information
as to why it is a consideration at all.
Moving this road which goes in front of our business may
cost us a loss of business.
for traffic will not go by.

Please fill in your name and information below:

Name Dean & Melodey Roberson

Address 16781 Holly St
Brighton Co 80602

Phone 303-659-2985

Mail or Fax Questionnaire To:

Jeff Dankenbring, P.E.
Felsburg Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111
Phone (303) 721-1440
Fax (303) 721-0832



Open House Questionnaire
April 16, 2008

Please fill out and leave with a representative or mail/fax to the address/number provided below.

1. Do you own property near one of the intersections within the Study Area?

Yes

No

If yes, where?

OLIVE STREET IN EAGLE SHADOW

2. If you have a preferred alternative, please list your preferred alternative number below along with the name of the intersection (i.e. York, Holly, Quebec, Yosemite, Tucson). Why do you prefer this alternative?

ALT #1 QUEBEC

3. Are there areas within the study area that should be avoided? Why? (Safety Concerns, Traffic Accidents, Environmental Concerns, Planned Development, Other Reasons)

4. Do you have any other comments regarding any of the alternatives and/or intersections?

THE ALTERNATIVES WERE WELL PRESENTED

THANKS FOR ALLOWING OUR INPUT

Please fill in your name and information below:

Name PAUL STESSLER

Address 16685 OLIVE

Phone (720) 281 1968

Mail or Fax Questionnaire To:

Jeff Dankenbring, P.E.
Felsburg Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111
Phone (303) 721-1440
Fax (303) 721-0832





FINAL PUBLIC OPEN HOUSE

ATTENDANCE LIST AND COMMENTS

Attendance List

Public Open House

Wednesday, July 16, 2008

Todd Creek Fire House

Please sign in below:

Name	Address	Phone Number
Gene & Sharon Cramer	6631 E 167 Ave	720 685 1212
Dorel Kunkin	9663 Lansing Circle	303-564-2579
Connie McCoy	16570 Kearney Ct.	3-498-0708
Paulette Shaver	16680 Kramenz Ct	303 659-4185
Wayne Green	16520 York ST	303-452-2183
Bill Wycoff	333 CR 17	303-659-7259
Dan/Mary Ann Martinez	6565 E. 167th Ave	303-659-4767
Andrew Munser	16645 Ivanhoe St	720 685 3529
James & Debby Clifton	16634 Poplar Ct.	303-659-8168
Lou Schreiner	403 CR 17	303-659-1933
Ruth Daratany	263 WCR 17	
Carrie Jacobson	479 CR 17	3/654-0092
Fred Sandl	PRCOG	303-480-6931
Vicki Knudson	305 CR 19	303 655 3751
Jim & SARAH MUMFORD	11835 WCR #2	303-659-7505
Cris Muhler	11585 WCR 2	303-726-3514



Open House Questionnaire
July 16, 2008

Please provide any comments below and leave with a representative or mail/fax to the address or fax number provided below.

I would rather like A2 with Regins

a buy out

or A3

Buy no means 3A

Please fill in your name and information below:

Name Cris M. H. H.

Address 11585 W. 122

Brighton Co 80603

Phone 303-726-5514

Mail or Fax Questionnaire To:

Jeff Dankenbring, P.E.
Felsburg Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111
Phone (303) 721-1440
Fax (303) 721-0832



Open House Questionnaire
July 16, 2008

Please provide any comments below and leave with a representative or mail/fax to the address or fax number provided below.

TUCSON & WCR #23.5 MY PREFERENCE WOULD BE
ALTERNATIVE #3

Please fill in your name and information below:

Name Tim Mumford

Address 11835 WCR #2
BRIGHTON, CO. 80603

Phone 303-659-7505

Mail or Fax Questionnaire To:

Jeff Dankenbring, P.E.
Felsburg Holt & Ullevig
6300 South Syracuse Way
Suite 600
Centennial, Colorado 80111
Phone (303) 721-1440
Fax (303) 721-0832





OTHER PUBLIC COMMENTS



BILL WYCOFF

FACSIMILE TRANSMITTAL SHEET

TO:	FROM:
Jeff Dankenbring	Bill Wycoff
COMPANY:	DATE:
Felsburg Holt & Ullevig	April 27, 2008
FAX NUMBER:	TOTAL NO. OF PAGES INCLUDING COVER:
303.721.0832	4
PHONE NUMBER:	SENDER'S REFERENCE NUMBER:
303.721.1440	001
RE:	YOUR REFERENCE NUMBER:
168 th and Quebec Alignment	

☐ URGENT ☐ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

Dear Jeff,

Thank you for your interest in the neighborhood situation.

This fax contains maps with a proposed CR 17 shift and a list of reasons for this route.

Due to the short interval between the initial meeting and the local agency meeting set for April 29, this list may be incomplete. Those of us living along CR 17 expect to develop this question further.

There are at least ten functioning, access drives on the west side of CR 17 in the half-mile north of 168th. Most of them show up well on the maps.

There should be an access point to enter the eastern field cut by the new CR 17 path. Where do you think the most reasonable access site should be sited? I am not that familiar with extended cul-de-sac situations. There is one from the original Colorado Boulevard, south of E-470. An arrangement similar to that could function to shift away from the existing CR 17.

Feel free to call me at 303-659-7259

Best regards,

Bill

Adriann C. Wycoff and William R. Wycoff
333 Weld County Road 17
Brighton, Colorado 80603
April 27, 2008

Jeff Dankenbring
Felsburg Holt & Ullevig
6300 S. Syracuse Way, Ste. 600
Centennial, CO 80111

Dear Jeff,

Per our discussion, attached to this fax are maps that indicate a proposed extension of Quebec and how it could join CR 17 with minimal impact to most of us that live here and for future residents.

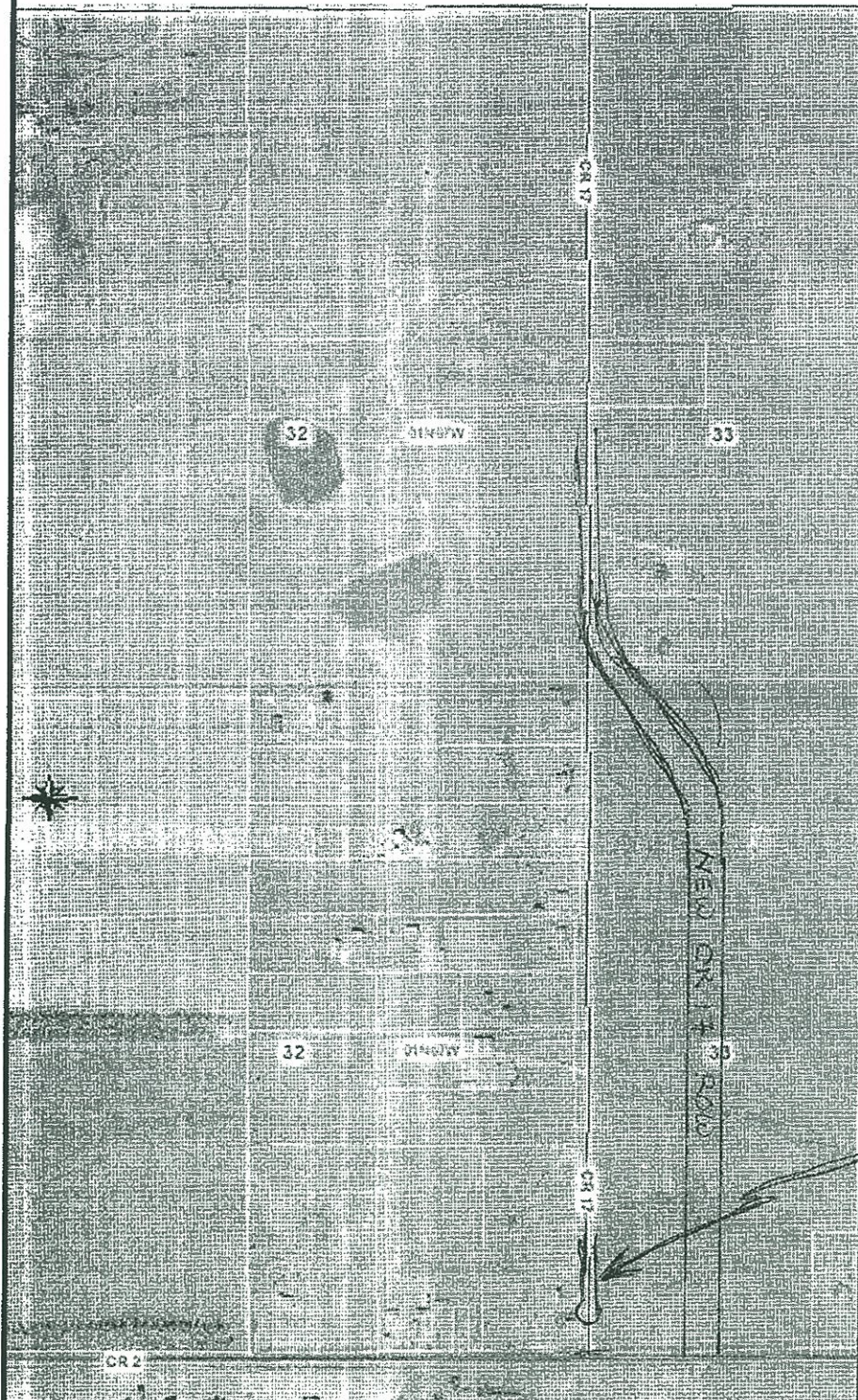
Reasons supporting our suggestion include:

- The CR 17 Speed Limit north of 168th Avenue should be reduced to 35 MPH due to the limited sight distances resulting from the hill that effectively peaks at 168th Ave. The hill is also a good reason for a more sensible speed limit.
- It is also reasonable to slow traffic in anticipation of traffic control signals at the intersection that would most likely favor 168th Ave. flows.
- Recent long-range studies show this section of CR 17 to be two lanes from 168th north to SH 52. Securing four-lane right of way seems inconsistent with the 25-year outlook.
- An over-length cul-de-sac formed by the existing CR 17, of approximately ½ mile in length, to the north of 168th Ave. preserves the long established homes that are sited close to CR 17. It also eliminates the problem of the right-turn-only situation of the proposed, short cul-de-sac to serve the sole house on the SW corner of CR 17 and 168th.
- Horse riders, horse trainers, children, and joggers could safely use the cul-de-sac, just as they use the current road.
- Having CR 17 continue straight north from the intersection saves residents from having the headlights of north bound traffic seep across their windows due to the slope of the site and the curve of the currently proposed road.
- The recent Eagle Shadow development to the SW of the intersection, the reservoirs to the SE and established large acre, horse properties that continue to proliferate to the north, seem to suggest that commercial development might not be very strong along that portion of CR 17.
- Siting the entrance north of the existing CR 17 would help to preserve the existing natural berm that shields the current residences from road noise.
- Finally, the proposed right-of-way would cut through our bedroom.

Thank you for your attention to this situation. If we can be of further assistance in this matter, please contact us at any time at 303.659.7259.

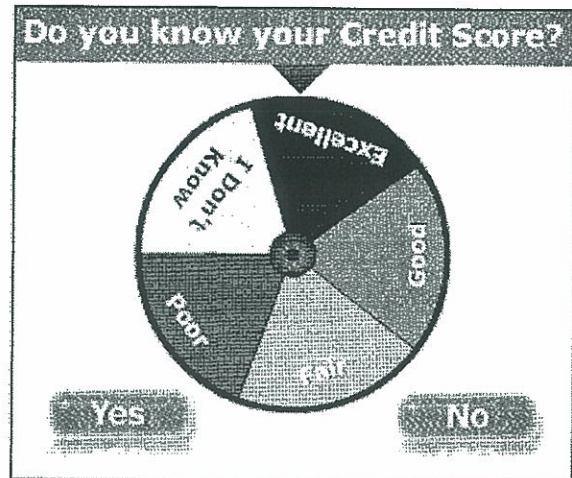
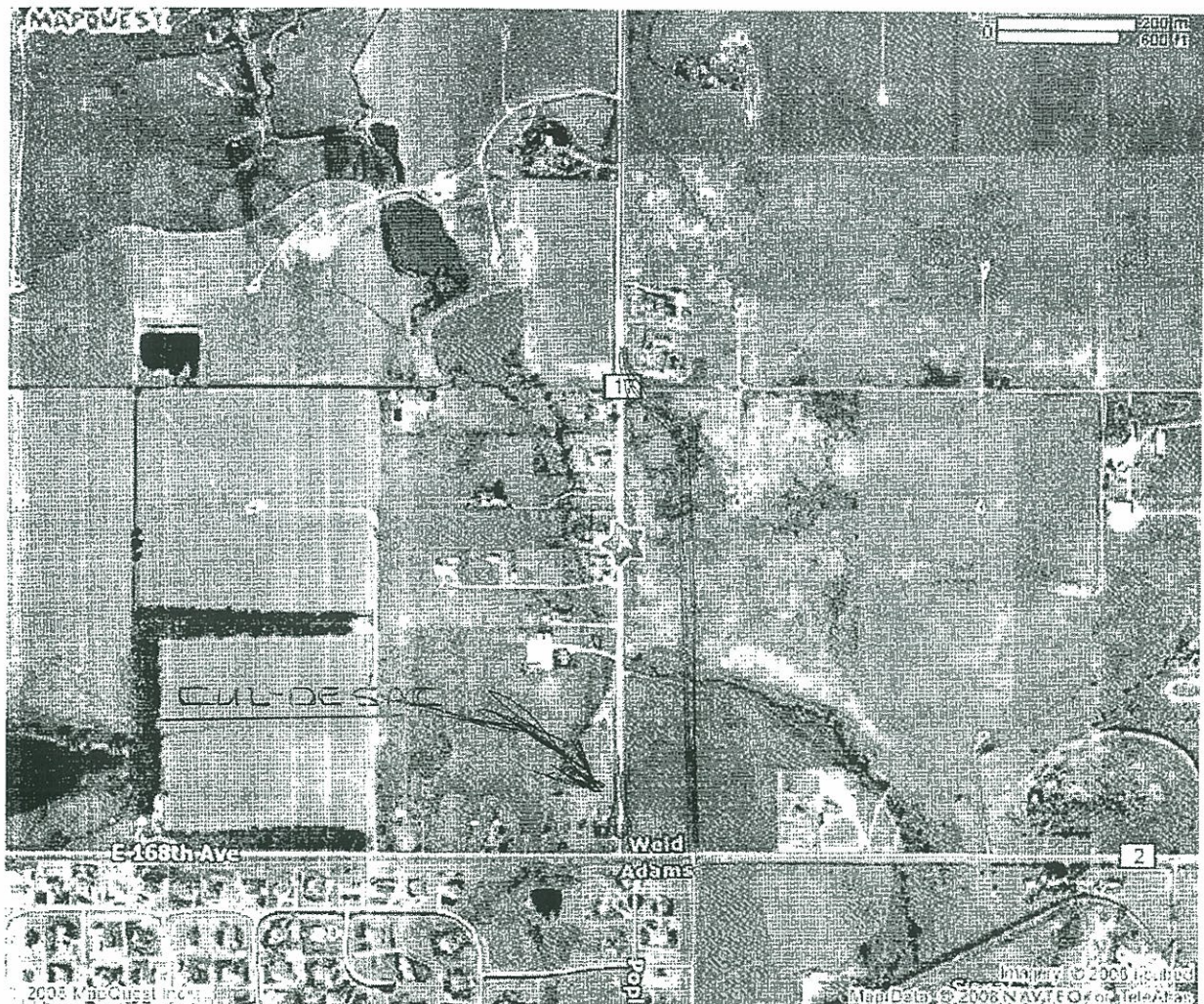
Cordially,

Adriann C. Wycoff
William R. Wycoff
wrw



CUL-DE-SAC



MAPQUEST**A: 333 County Road 17, Brighton, CO 80603-8945**

Directions and maps are informational only. We make no warranties on the accuracy of their content, road conditions or route usability or expeditiousness. You assume all risk of use. MapQuest and its suppliers shall not be liable to you for any loss or delay resulting from your use of MapQuest. Your use of MapQuest means you agree to our [Terms of Use](#)

Jeff.Dankenbring

From: Jacobucci, Jeff [Jeff.Jacobucci@McKesson.com]
Sent: Friday, April 25, 2008 4:38 PM
To: Jeff.Dankenbring
Subject: Weld/Adams County line crossroads alignment study

Jeff,

I'm a land owner in Weld County right near the re-alignment off of Quebec and 168th avenue intersection. I was out of the country when the open house was held on the 16th at Fire Station number 5 on Havana. Odd, since I'm a firefighter with Brighton and that is the station that I work out of. Anyhow, I called one of my buddy's to pick up some of the paperwork, but he only picked up the picture of the realignment off of Quebec. Can you send me via e-mail the pictures of the other intersections? If not, can you please mail those to me? I'm mostly concerned with the Holly re-alignment. My cousin lives in the Farm House which is directly north of that intersection. That particular home is a large brick home which is still in great condition for being over 100 years old. That home is being considered to be a historical home due to it's age and condition. There have been six generations of my family living in that home now. So obviously I would prefer the alignment which moves to the west on the Adams county side before it aligns onto Road 15. There would also be no homes effected by that alignment.

Now the intersection at Quebec and 168th would make much more sense with the Alternative 1 alignment which makes the transition on the Weld County side since there are all the new homes already constructed in the Eagle Shadow development which would be effected by Alternative 2.

Please contact me if I can help in any way. I try to keep very active in the community and am always very interested in the growth around the Brighton (or where every my home will be someday) area. It looks like I am in the future Thornton Growth/Expansion Plan.

Thank You!

Jeff Jacobucci
479 County Road 17
Brighton, CO 80603
303-654-0092 Home
303-887-7284 Cell

10/15/2008



303.721.1440
fax 303.721.0832

6300 South Syracuse Way, Suite 600
Centennial, CO 80111