

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

1420 2<sup>nd</sup> Street  
Greeley, Colorado 80631  
(970) 353-1232



Northern Colorado Truck Mobility/  
SH 14 Relocation Study

October 11, 2001

Mr. Mark A. Jackson  
Project Manager  
City of Fort Collins -- Transportation Services  
P.O. Box 580  
Fort Collins, CO 80522-0580

Dear Mr. Jackson:

On September 26, it was a pleasure for my staff and I to discuss the "Northern Colorado Truck Mobility/SH 14 Relocation Study" with you and Mr. R. A. Plummer (PBS&J consultant staff). It was very apparent that the consultant team, you, and your staff have conducted some valuable, in-depth studies of various alternatives.

This was a good opportunity to see the evaluation materials and consider your request for input, as outlined in your September 26, 2001, letter to me. Of particular interest and concern to CDOT would be the various alternative routes for relocating State Highway 14. It is my opinion that to find consistency between a proposed "SH 14 Relocation" project and the long-range statewide transportation plan, and then move toward implementation, it will eventually be necessary for the City of Fort Collins to:

**1. Reach Agreement with Larimer County about a Preferred Solution and its Priority:**

We are anticipating that the City may request state and federal funds to be programmed for implementation of one of the various alternatives or for some other non-monetary action to be taken by CDOT. If so, CDOT will need to be shown that the City and County have reached agreement on a desired solution, at least in concept. It is my view that the best way to show CDOT that local governments agree on a proposed solution is to take it through CDOT's Project Priority Programming Process and find success at assigning it a high priority in the financially-constrained 20-year regional transportation plans of both the Upper Front Range and North Front Range Transportation Planning Regions. It would seem helpful toward reaching success if a certain level of agreement about the proposed solution could be reached first between the City and Larimer County prior to submitting the project for the consideration of the two Regional Planning Commissions. The involvement of both Regional Planning Commissions seems imperative because many of the proposed solutions are located in the Upper Front Range TPR while many of the problems exist in the North Front Range TPR.

**2. Recognize CDOT's Policies on the Environment and Quality of Life:**

CDOT's policy on the environment says that with the active participation of the general public, federal, state and local agencies, we will *objectively consider all reasonable alternatives to avoid or minimize adverse impacts*. The analyses performed during this most recent study provide decision makers with valuable insights about various alternatives north of Larimer County Road 58. However, in order for CDOT to take action on any particular alternative and accept any assessment of its environmental impacts under the provisions of the National Environmental Policy Act (NEPA) the various

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Northern Colorado Truck Mobility/SH 14 Relocation Study  
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alternatives north of Larimer County Road 58 would need to be compared to a "no action" alternative and to any other reasonable alternatives which might exist on routes or in corridors south of Larimer County Road 58, including potential improvements to the existing SH 14 and US 287 routes.

**3. Address CDOT's Policy on New or Improved Interchanges:**

If the City pursues the implementation of any of the alternatives which would relocate the SH 14 route and require a new interchange or modification of an existing interchange on Interstate 25, CDOT's Policy Directive No. 1601, the "Interchange Approval Process," must be followed. The concerns noted in Items 1 and 2 above would each be addressed in various ways as part of this process. Also included in this process would be a comparison to long-standing guidelines for desirable and minimum interchange spacing on Interstate Highways.

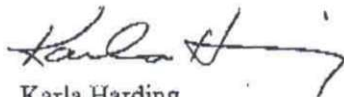
**4. Address Guidance on "Growth in the State Transportation System":**

The 2020 Statewide Transportation Plan: Investing in Colorado's Future, which was completed in November 2000 by CDOT, includes guidance by the Colorado Transportation Commission which states that, "Additions to the state system are contingent on the availability of funds, an exchange of facilities with local governments or partnerships with public and private entities. Any additions to the state system must be consistent with the role and function of the state highway system." Essentially, this means that the Transportation Commission will avoid the addition of centerline miles to the state highway system unless a comparable number of miles can be removed from some other part of the system. As an example, when Longmont decided to pursue the construction of a new southeastern bypass and requested that it eventually be designated as State Highway 119, similar mileage of existing SH 119 on the 3<sup>rd</sup> Avenue route was designated to be transferred to the local (Longmont) street system upon completion of the bypass.

At this time, without the benefit of an Environmental Assessment or Environmental Impact Statement, making any statements or comparisons about the feasibility to implement any of the various alternatives would be premature.

Thank you for the opportunity to comment on this important study.

Sincerely,



Karla Harding  
Region Transportation Director

KH:soe  
Attachments  
cc: (see distribution on next page)

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cc: Charles Archibeque—Transportation Commissioner (District 5)  
Glen Gibson—Larimer County Commissioner  
Mike Geile—Chair, Upper Front Range RPC  
Kathy Gilliland—Chair, NFRT&AQPC  
Cliff Davidson—Executive Director, NFRT&AQPC  
J. Unbewust—Chief Engineer  
D. Hopkins/N. Shanks—CDOT Public Information Office  
V. Brown—Policy Office  
J. Finch—CDOT DTD  
R. Gabel  
D. Davis  
R. Garcia  
File: Elmquist/Myers via Manuel

BOARD OF COUNTY COMMISSIONERS

Post Office Box 1190  
Fort Collins, Colorado 80522-1190  
(970) 498-7010  
Fax (970) 498-7006

October 11, 2001

Mr. Mark Jackson  
City of Fort Collins  
Transportation Planning  
P.O. Box 580  
Fort Collins, Colorado 80522-0580

Re: Northern Colorado Truck Mobility/State Highway 14 Relocation Study

Dear Mark:

The Board of County Commissioners received your letter dated September 25, 2001 requesting direction regarding the analysis and recommendations of the Northern Colorado Truck Mobility/State Highway 14 Relocation Study. You have asked us whether one of the alternative routes considered in the study appears more feasible than the others and whether any of the alternative routes should be carried forward to the next level of analysis. You have also asked whether the Board of County Commissioners supports a relocation of State Highway 14 to a location in northern Larimer County outside of the Fort Collins growth management area (GMA).

At this time, the Board of County Commissioners does not believe it is appropriate to express a preference for any of the alternative routes developed by the study. We believe the study was limited to only a portion of the potential alternatives to the current situation—those alternatives in northern Larimer County outside the Fort Collins GMA. The study does not compare any of these alternatives to alternatives within the GMA such as modifications of the existing route, Vine Drive, Douglas Road, or the development of a new route south of County Road 58. We cannot support further analysis of one of the limited number of alternatives because to do so would presume that none of the alternatives that were excluded from consideration in the study would be feasible or preferable.

The Board of County Commissioners is not prepared at this time to support the relocation of State Highway 14 to a location in northern Larimer County. Again, to do so would presume that all alternatives to a route in northern Larimer County have been thoroughly analyzed and found to be infeasible, and we do not believe that such a finding has been made.

We appreciate your efforts to make us aware of the analysis and recommendations of the study. We look forward to the opportunity to have our assessment of the study included in the final report.

Sincerely,

THE BOARD OF COUNTY COMMISSIONERS

A handwritten signature in cursive script that reads "Kathay Rennels".

Kathay Rennels  
Chair



## TOWN OF WELLINGTON

3735 Cleveland Avenue, P.O. Box 127  
Wellington, Colorado 80549  
Town Hall (970) 568-3381  
FAX (970) 568-9354



August 28, 2001

City of Fort Collins  
P.O. Box 580  
Fort Collins, CO 80522-0580  
Attn: Mark Jackson, Transportation Planner

RE: Truck Bypass Study

Dear Mr. Jackson:

We, the Board of Trustees for the Town of Wellington, thank you for the very informative presentation on the progress of the "Truck Bypass Study" you presented with PBS&J at our Board meeting of July 24, 2001.

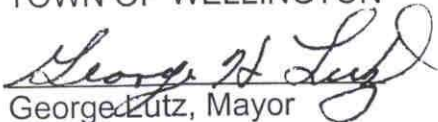
We were, however, astonished that you had failed to immediately eliminate, as an unrealistic alternative, the 62E Route down Cleveland Avenue through Wellington. Cleveland Avenue is the historic "Main Street" of Wellington and part of the historic Lincoln Highway. The 1997 Town of Wellington Comprehensive Master Plan states "*Further, to reduce truck traffic on Main Street (Cleveland Avenue) trucks should be encouraged to bypass Main Street by taking alternate routes...*". A properly located route connecting Hwy 287 and I-25 and bisecting Highway 1 outside the present or future urbanized area of the Town of Wellington might further this stated goal of our master plan. The right-of-way of the portion of Highway 1 which is Cleveland Avenue is not adequate for your proposed truck route, and to accommodate the type of commercial business and shops which traditionally establish in historic downtown districts, it will be improved by the Town over the coming years to be more pedestrian friendly and less friendly for trucks. Using Cleveland Avenue as a portion of your proposed truck route is unacceptable and will not be allowed.


Although less obvious, several other alternate routes still under consideration in your study are also unacceptable. The Street and Highway portion of the Town of Wellington Comprehensive Master Plan lists Larimer County Roads 66, 64, 62, 60 and 9 within Town's Growth Management area as Collector Streets, not Arterial Streets. Colorado Revised Statute 31-23-209 gives legal status to this official street plan. Collector streets require only 80 feet of right of way under the Town's street standards, and existing and proposed annexations have already extended the Town boundaries to County Road 60 on the south and County Road 66 on the north. Urban residential subdivisions are already under design

between these two roads, and it is likely urbanized development will extend from a point south of County Road 60 all the way to County Road 68, with these roadways being collector streets within the city limits, prior to any jurisdiction being in a position to acquire right of way for the Truck Route.

If you have any questions or would like to meet again with this Board concerning any proposed route, please contact our Town Administrator, Larry Lorentzen, at (970) 568-3381.

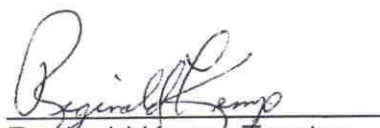
TOWN OF WELLINGTON

  
George Lutz, Mayor

  
Larry Noel, Trustee

\_\_\_\_\_  
Brian Holder, Trustee

  
Jack Brinkhoff, Trustee

  
Reginald Kemp, Trustee

  
Sabre Middlekauff, Trustee

  
Mike Steely, Trustee