

CHAPTER 9. ADDITIONAL PROVISIONS APPLICABLE TO SITE SELECTION OF ARTERIAL HIGHWAYS AND INTERCHANGES AND COLLECTOR HIGHWAYS

A. ADDITIONAL SUBMITTAL REQUIREMENTS APPLICABLE TO SITE SELECTION OF ARTERIAL HIGHWAYS AND INTERCHANGES AND COLLECTOR HIGHWAYS

In addition to the general submittal requirements herein, provide a narrative describing the proposed Site Selection of the Arterial Highway, Collector Highway, or Interchange, and any proposed mitigation. For the proposed and all reasonable alternative corridor locations and designs or all reasonable alternative Interchange locations and designs, the narrative shall address the following:

1. A general description of the proposed corridor location or interchange location and design, with a discussion of the advantages and disadvantages of this alternative.
2. A location map showing the corridor or interchange location and general area.
3. Corridor location study that describes the following:
 - a. Type, scale, and appearance of the Project;
 - b. Cost estimate and funding source;
 - c. Financing plan and tolling feasibility study, where appropriate;
 - d. Approximate timetable for right-of-way acquisition and construction;
 - e. Plan and profile for the Project;
 - f. Elevation drawings for any proposed structures.
4. Identify major traffic generators in the impact area.
5. Traffic Demand Modeling Study that describes the increased demand that the proposal will place on other arterial highways, collector highways, frontage roads and interchanges, and showing consistency with the most current DRCOG regional plan, the Colorado Department of Transportation (CDOT) Statewide Transportation Improvement Program (STIP) and the DRCOG Transportation Improvement Program (TIP).
6. The existing level of service (LOS), the planned LOS in relationship to projected user demand in five (5) year increments for fifty (50) years, and the capacity of impacted transportation facilities before and after the Project is completed.
7. A map of the impact area showing planned, proposed, or expected land use at each year of population projection, with and without the impacts of the Project.
8. Describe the approximate number of users of the proposed Highway or Interchange in terms of existing County residents, projected County residents, and non-County persons.
9. Describe plans for promoting the use of alternative modes of transportation.
10. Describe impacts of the Project on accessibility to and from existing public facilities, commercial and industrial facilities and residential areas.
11. Describe anticipated noise levels resulting from the Project, including noise levels expressed

through 8-hour and 24-hour Equivalent Sound Level metrics, as well as single event noise metrics.

12. Describe the local and regional air quality impacts of the Project, including the risk to human health and the environment posed by air pollutants, including, but not limited to, formaldehyde, benzene, 1,3-butadiene, diesel particulates and other fuel combustion by-products.
13. Describe impacts resulting from any highway surface application, such as chemicals, sand, etc.
14. Describe alternatives which may be utilized by Clear Creek County, and any municipalities within the impact area, in planning for and controlling adjacent land use.
15. A traffic operations and safety study.
16. All feasible alternatives for mitigating adverse effects of the Project including, but not limited to, effects on the level of public services, access to public services, division of existing communities, water quality, air quality, noise levels, and scenic, historical, recreational, archaeological, and natural resources. Mitigation alternatives to be considered include, but are not limited to:
 - a. Alternative locations, configurations and access, including but not limited to, grade separated interchanges and complete or partial construction below grade with cover and landscaping suitable for recreational use or for construction of streets, bike paths or pedestrian walkways;
 - b. Alternative pavement types;
 - c. Alternative Highway maintenance and snow removal methods;
 - d. Sound walls and other sound mitigating structures, such as transparent noise barriers;
 - e. Berms and/or landscaping;
 - f. Speed limits;
 - g. Speed control devices;
 - h. Limits on the use of compression brakes, including but not limited to jake brakes;
 - I. Wildlife crossings and pedestrian bridges.
17. Describe the costs and benefits to the community resulting from the land use commitment necessitated or facilitated by the proposed construction compared to alternative projected land uses in terms of land suitability, community services, utilities and revenues.
18. Less harmful alternatives.
 - a. If the Administrator determines that the nature or extent of the Project involves the potential for significant harmful to cultural or historic resources, or for significant environmental harmful, or for significant socioeconomic harm, and warrants examination of one or more specific, less harmful alternatives, or appropriate mitigation, the Administrator may request that the Board of County Commissioners require the applicant to evaluate and present information on such alternatives or mitigation as part of the application.

- b. Required information on alternatives or mitigation measures may include, but shall not be limited to, information on the impacts, effectiveness of mitigation and the cost-effectiveness of the alternative or mitigation measure in relationship to the Project.

B. ADDITIONAL CRITERIA APPLICABLE TO SITE SELECTION OF ARTERIAL HIGHWAYS AND INTERCHANGES AND COLLECTOR HIGHWAYS

In addition to the general criteria set forth in Chapter 4 of these Regulations, the following additional criteria shall apply to any site selection of arterial highways and interchanges and collector highways:

1. The Project will be located so that local traffic needs are met and will preserve at grade access from locally-maintained roads to the extent necessary to meet local traffic needs and to avoid unacceptable division of existing communities.
2. The Project will be located only in a corridor for which a clear and reasonable local and regional need for such facility(ies) has/have been demonstrated.
3. Reasonable alternative modes of transportation shall be incorporated into the highway proposal.
4. The proposed location and access limitation for the Project will not isolate community neighborhoods from public facilities, and where practicable, will enhance access from community neighborhoods to public facilities including those located within incorporated municipalities, hospitals, mass transit, and pedestrian walkways, bikeways, recreational areas, and open spaces.
5. The proposed location and access limitations for the Project will not restrict access via other roadways, mass transit facilities, pedestrian walkways, and bikeways to local commercial services, business, and employment centers, and public facilities including schools, hospitals, recreational areas and open spaces.
6. The Project will not create safety hazards to motorists, pedestrians, or bicyclists by causing or contributing to overuse, improper use, or congestions, or cause unnecessary diversion of regional traffic onto local roadways or inappropriate or inadequate connections to pedestrian and bicycle routes.
7. The Project will be located so as to complement the compact and efficient extension of planned public services, utilities, urban-density commercial & residential development, and development in general to full-service communities and their identified growth areas, both regionally and within Clear Creek County.
8. The Project will adhere to the plan, process, procedure, and requirements of the State of Colorado and the Federal Highway Administration and such construction, expansion, or modification will be included in the Denver Metropolitan Regional Transportation Plan.
9. The benefits of the Project, including expected development in the regional and local impact areas, will outweigh the social, fiscal, and environmental impact and the loss of any scenic, historical, archeological, or natural resources rendered unavailable as a result of the location of the Project.
10. If a Project consists of or includes adding toll lanes to an existing Arterial Highway, Collector Highway, or Interchange, whether by replacing existing free lanes with toll lanes, or by adding toll lanes to existing free lanes, the effects and utility of adding toll lanes have been reasonably demonstrated to be superior to the effects and utility of adding the same number of free lanes to the same stretch of Highway for both the Highway to which the toll lanes are added retroactively and for the area affected; and existing state roads which have historically provided free access

within Clear Creek County will continue to provide free, non-tolled access.

11. **Air Quality**
The maximum anticipated use over the next twenty (20) years of the Project will not increase air pollution levels beyond applicable federal or state ambient air standards or to levels that pose unacceptable risks to human health and the environment, and will conform to the vehicle emissions budget of the State Implementation Plan.
12. **Noise Pollution**
Noise levels caused by the Project will not exceed 55 decibels as measured by a 24-hour Equivalent Sound Level metric at any residence, school, church, noise-sensitive public facilities such as museums, courts, libraries, etc.*, or other noise-sensitive location, unless the Board of County Commissioners determines that meeting such sound level is infeasible, that all feasible avoidance or mitigation measures will be incorporated, and the public benefit of any new or modified arterial highway or interchange or collector highway necessitates the Project.
* noise-sensitive public facilities typically would not include water and sewage treatment facilities, and other facilities typically not frequented by the public.
13. **Visual Quality/Scenic Resources**
 - a. The Project will be designed to avoid or minimize visual impacts, including views of the highway or interchange from residential areas, and to blend into the surroundings. Interchanges will be attractively landscaped with natural species suitable for the elevation and climate of the immediate area, and will identify major gateways in the County that are identified in the Clear Creek County Master Plan 2030.
 - b. Further, the Project shall be designed to minimize the alteration of significant natural landforms and to preserve, wherever practical, distinctive natural features. Placement of interchanges and alignments of arterial and collector highways shall respect the existing contours of the land and the natural environment.
14. **Alternatives**
The Project is justified in relation to other possible expansion and modification alternatives and not solely in relation to the no-build alternative of no expansion or modification.