

**TRUCK ROUTE PRESENTATION TO THE COLLBRAN BOARD OF TRUSTEES AND
ATTENDEES**

OCTOBER 7, 2008

35 people signed the attendance sheet

Very few people spoke; however those few spoke several times

3 Trustees spoke

HISTORY:

Because of numerous comments received from the community regarding heavy truck traffic on Main Street due to natural gas exploration in the area, Plains Exploration and Production Co. representatives came before the Board of Trustees in December, 2007, offering to fund the cost of an alternate truck route feasibility study. This past week staff received the engineer's dual-option proposal and met with property owners who could potentially be directly impacted by either route option.

Following a presentation to the Board by Nic Senn, Senior Project Engineer, and Dan Cokley, Development Services Sector Leader, of Schmueser, Gordon, Meyer (SGM), outlining the two proposed truck route options, Davis Farrar, TOC Planning Consultant, facilitated a question and answer period. He reiterated that the study is a very preliminary and is in the scoping and input gathering phase. A more detailed account of the community input follows:

MEETING NOTES:

Davis Farrar welcomed those in attendance and introduced Nic Senn and Dan Cokley of SGM. He explained that staff had previously met with property owners that may be directly impacted by either route option. The purpose of the presentation is for SGM to present first hand factual information about the routes to the Board. The feasibility study was initiated several months ago. The Town had conversation with PXP about ways to draw heavy truck traffic off Main Street and find another route for them to access their sites to the east of Town without adversely affecting the businesses and residents of Town. It is estimated by the producers that the truck traffic will double, if not triple. The challenge faced is to maintain non-industrial traffic through Town to support businesses. A question and answer period will follow the presentation for the Board and others in attendance. As the process goes forward, a series of meetings will be planned and publicized by the Town. Everyone was encouraged to submit questions or thoughts in writing, via email, or by phone to the Town. All information will be incorporated into the scoping process.

This project is led by the Town; however, the Town has limited resources and appreciates the support of PXP and will reach out to other beneficiary companies of this project. Funding will be in the way of grant money and severance funds. Mesa County and CDOT have also been involved in the process.

Nic Senn stated this is a larger project than any others they have performed in Mesa County. Preliminary environmental, technical engineering, and bridge assessments have been done. Creek crossings make flood plain requirements a

unique challenge. SGM will not recommend an option or give an opinion on either option.

The west edge of the options are different, but each alignment is the same path when they join at the Plateau Creek crossing and proceed up the Peninsula. All roads and bridges will meet Mesa County standards. Chain up areas will be established on the west end of the route with a truck climbing lane on 330E Peninsula Road to PE.3 Road. All bridge crossings will accommodate a 100-year flood plain. All areas will not only meet Mesa County standards but also ASHTE, Association of Highway Transportation Engineers, the governing design standards for roads.

Option #1 Chain up areas would be on both sides of Hwy 330 across from the PV Clinic with a 35 mile-per-hour curve at the east end of the Clinic property impacting three residential properties. A T-intersection connects High Street to Hwy 330 with a stop sign. The truck route would have priority movement. A 35 foot cut slope with a 60 foot fill tapers down to a 35 mile-per-hour curve where Plateau Creek and Grove Creek meet. Due to the flood plain the road way would be about 7-10 feet above the existing roadway. After the curve, this option would have a new bridge alignment crossing Plateau Creek.

Option #2 The 1000 foot chain up lanes would be on both sides of Hwy 330 across from the Rainbow Trailer Park commencing at the west end. A 35 mile-per-hour curve with a T-intersection, as in Option #1, would proceed down the hill to the north at the east property line of the Job Corps with a 110 foot two lane bridge crossing Plateau Creek. Another 35 mile-per-hour curve at the bottom would connect with a T-intersection and stop sign at PE Road. The truck route would have priority movement. A widened alignment would follow along existing PE Road. At the point PE Road jogs to the north, a 220 foot bridge would cross Plateau Creek. The bridge is longer due to the flood plain, wetlands, and the widening at the confluence of Buzzard Creek. This bridge, due to the span, would have a pier in the middle. Five residents are impacted.

BOTH OPTIONS The remainder of the alignment is common to both options. Another 110 foot bridge, 10 feet above existing grade, would cross Plateau Creek. Mesa County deemed the existing Buzzard Creek Bridge deficient; therefore, the Kimball Creek Road would be realigned to a new crossing over Buzzard Creek. Another 35 mile-per-hour curve would tie into existing Rodeo Road and continue to Hwy 330E. A turn lane would exit to Main Street. A series of uphill and downhill walls would be necessary on the Peninsula to incorporate the truck climbing land.

Options to the east of Collbran were problematic due to the steep grade. An option further to the west was more costly due to extensive improvement to PE Road and the additional distance. The cost of each option would include engineering, construction managers, right-of-way and utility impacts, property valuations, and bridge costs. The project advancement time frame, if all was ready to start tomorrow; at best would be 2010. With many hurdles to cross, a project of this magnitude must include community feedback and input. Funding options must

also be explored, a future plan to include a development corridor, and negotiations for vacation of CDOT and Mesa County right of ways.

Following the presentation, Davis Farrar facilitated a question and answer period. Due to the limited speaker and recording system, all questions were not audible on the recording of the meeting. The answers are summarized below.

Q. Trustee Lent expressed concern about the Town building in Mesa County rather than within the Town limits. Trustee Maigatter asked how a truck route grant would affect future DOLA grants for Collbran infrastructure project funding. Trustee Satterfield questioned the benefit to the Town.

A. The Town would be the primary beneficiary of rerouting truck traffic off Main Street. Even though some portions of the truck route would be outside the corporate limits of the Town, Collbran taxpayers would fund very little, if any, of the project. Outside funding sources would be used. Mesa County Public Works and the Commissioners are well aware of this project; however, no commitment will be made until it is further into the process. Discussions with DOLA would sort out the funding options due to the magnitude of this project. This project would be eligible for energy impact funding which comes from severance tax dollars paid by the energy industry. Infrastructure needs, not necessarily due to impact, would be funded through other funding sources. The Board of Trustees will ultimately decide based on community input.

As with any municipality in this situation, the challenge is to redirect truck traffic while maintaining desirable traffic to businesses. Silt and Glenwood Springs are dealing or have dealt with the same issues. Signage and configuration of intersections are possible solutions. In the 1980's, Rifle built a bypass, larger but a similar concept, before the pullout of oil shale. Rifle did not experience the closure of downtown. They are now ascetically improving the town core. With either of the options, the intersections can be reconfigured to give the road into Town priority movement instead of the truck route. Socio-economic consultants would be utilized to offer feedback to the Town.

The Town does not have a comprehensive plan, but it is necessary to pursue. State law requires a municipality of 2,000 or more population to have a comprehensive plan. For the Town of Collbran, a comprehensive plan is optional. All financial information for the Town is public record and available to the public. The Town has recently adopted a comprehensive set of Land Use Regulations which supplies the logistics for handling land use issues which is different than a comprehensive plan or 'vision'.

The Board of Trustees has the right of condemnation, but would not be lightly exercised. Town has power of emanate domain, as does Mesa County, but ultimately are accountable to the voters. Some Trustees expressed they were not interested in pursuing that power. Negotiation with property owners will be the key to a cooperative effort.

Occidental Oil (OXY) will close on the purchase of the PXP properties in this area on December 1, 2008. A PXP representative in attendance did know at this time what OXY will commit to the effort. OXY has been apprised of the project, but must know how the Town wishes to proceed. The study was to provide information for the Town because the industry knew they expected to increase production.

Speeding concern was expressed. Speeding is typically dealt with by law enforcement. It will be considered in the process.

Many questions posed are difficult to answer at this time because the process is not into that level of detail.

A resident stated that without the energy industry and natural gas exploration in this area, Collbran would be a grave yard.

Because of the bridge location, the Kimball Creek Road had to go north to allow for a safe intersection. As the Buzzard Creek Bridge exists today, it is obsolete and actually causes the flood waters to back up. This is the cleanest, easiest maintained chose. If the roadway with right of ways was deemed to close to a residence, negotiations with the property owner would decide the out come.

A Delta Petroleum representative stated Delta is investigating options to reduce truck traffic activity. A better traffic study needs to be done in the future to determine how much reduced production levels reduce traffic. Traffic will diminish as drilling activity changes to the production and maintenance phase of energy activity in the next five years. Delta wants to continue to be active in the process as the truck route option is explored.

Some of the truck traffic will still continue closer to Town to access the drilling sites to the south – Grove Creek. Background information from Mesa County counts indicate that Collbran has one of the highest truck percentages in traffic at about 30% which is typically a threshold for an industrial zone. Again a comprehensive traffic study would be a component in the decision.

It was asked if there could be immediate mitigation for the dirt and dust problem on Main Street at this time. In addition to washing the street, a roundtable discussion with the industry producers and support industry to look for ways to mitigate current dust and chain-up area issues would be useful. Business owners are hearing from customers, hunters, and tourists that they are refusing to fight truck traffic on Main Street to get a parking space, as well as the safety concerns with trucks chaining up on Main Street.

It was suggested to look past the current traffic crisis, look for the long range benefit and the sustainability of a truck route. Responsibility of continual

maintenance for the roadway and bridges will be something the Board will have to consider.

The new Kimball Creek Road will take away some area at the Fairgrounds. The bridge on Buzzard Creek would be a 75 foot span. The other roads would come up to meet the truck route. The existing trail could extend under the truck route to old Buzzard Creek Bridge. All options in this area have not been fully explored.

Access to residents on PE Road was questioned. Each driveway connection would have to be individually evaluated.

This is preliminary information. If this process goes forward, information and meetings will be shared through the process. If no meetings are posted and noticed, it means nothing is moving forward. As the process goes forward the Board will be asking the following questions:

Does this make sense?

Are there other options?

Leave as is and live with it?