

APPENDIX C: PUBLIC INVOLVEMENT INFORMATION

**US 85 Highlands Ranch Parkway to C-470
NEPA Reevaluation and Section 4(f) Evaluation
Appendix C: Public Involvement Information
INDEX**

Date	Description
2015-10-29	Corridor Stakeholder Group meeting summary
2015-11-19	Open house meeting summary
2015-12-16	Corridor Stakeholder Group meeting summary
2016 01-09	Corridor Stakeholder Group meeting summary
2016-01-19	Corridor Stakeholder Group meeting summary
2016-02-02	Grace Presbyterian Church meeting minutes
2016-03-09	Neighborhood meeting minutes
2016-03-10	Neighborhood meeting minutes, part 1
2016-03-10	Neighborhood meeting minutes, part 2
2016-04-07	Public meeting summary
2016-06-01	Corridor Stakeholder Group meeting summary
2016-07-28	Letter from Douglas County to Grace Presbyterian Church re: church access improvements
2016-09-14	Public comment matrix as of September 14, 2016



US 85 Corridor Stakeholder Group Meeting #1 Thursday, October 29, 2015

In addition to reviewing the materials provided in the presentation, these are the highlights of the discussion with the Corridor Stakeholder Group.

NEPA Process

- The team is working to figure out how to fit 6 lanes and a cycle track under the existing railroad bridges.

PEL Process

- Yet to be constructed NEPA improvements will be assumed as the existing condition for the PEL existing conditions conceptual analysis.
- If the recommendation for the roadway is to go to 8-lanes, it will operate more of an off-grade expressway, not an arterial. If 8 lanes, the road would likely be 6 lanes of through traffic, and 2 auxiliary lanes.
- Intersection/interchanges won't be built to interstate standards, but will be built appropriate for this type of roadway.
- The PEL study limits go north of County Line Road to take into account the transition in order to reduce bottlenecks. CDOT currently has no plans to go wider than 4 through Bowles.
- Another key issue to consider is making a viable connector route for those who want to go northwest into Chatfield Basin, not necessarily into just to Sterling Ranch. Airport Road is one possibility, but it's in an open space tract (with some superfund sites from Dupont), making it more difficult.
- Other roads (such as Wadsworth) will also absorb additional traffic from Sterling Ranch development – it will not all be solely on US 85.

Roadway and Traffic

- In the section from Louviers to Sedalia, the design is 95% complete, and CDOT is in the process of acquiring ROW. Douglas County hopes to have funding for this project in 2018.
- Sterling Ranch has been approved for one filing of mostly single-family residential. With every new filing, a new traffic impact analysis needs to be performed.

Bicycle and Pedestrian Facilities

- The width for cycle tracks standards have changed from 8' to 10' since the FEIS was completed in 2002, so that needs to be considered during both studies.
- The C-470 bike path tie-in to any new cycle facilities on US 85 will be considered in the PEL phase, not NEPA.
- Cyclist on the C-470 who cross 85 will likely have sub-grade separated crossing, which will be examined in the PEL. The existing C-470 trail will remain regardless of what happens through this process.

- Any proposed bike/ped underpass under US 85 for the Highline Canal will be roughly 200'. The goal is not to just provide the minimal size needed now, but to think about accommodating future volumes. Various features can be installed to improve safety (e.g. lighting).
- Detached bike and pedestrian facilities provide the most comfort and safety, which is why those are being heavily examined early on.
- There is some conversation about a bike path along Plum Creek, but a lot of property issues exist that make dead ends that needs to be reconciled.

Wildlife

- A wildlife crossing should be considered north of Highlands Ranch Parkway for larger wildlife that has been witnessed in that area recently. So far only small game crossings have been considered, so the team will look into this.

Cross Street Access

- One attendee stated that it's really hard to turn left onto northbound US 85 at Norwood. The team will look at the existing access plan to understand what can be done to improve this. However, a lot of the private accesses and minor collector roads will likely become right in/right out.
- Airport Road has been planned to be another access into Chatfield Basin for some time. ROW is being acquired for this, though the cost to construct the road will likely fall onto the developer. Construction may be accelerated based on their readiness.
- It's important to understand mobility vs. accessibility. Reducing crashes and improving life safety will be a major factor when looking at access.
- A South Metro Fire & Rescue representative stated that their main concern is roadway and business access.
- A church owner is concerned about not having access southbound turning left into their property based on FEIS design. However, that design was from 2002 before the church was built. Part of our job is to understand what needs to change since the FEIS was released in 2002.

Transit

- We don't want to preclude transit through this process, so all options will be explored.
- However, we'd be remiss to build a roadway accounts for a transit element that doesn't come to fruition, so we need to look at what we can control to handle these anticipated traffic volumes.
- The majority of the study area outside of RTD jurisdiction (the boundary currently ends at Highlands Ranch Parkway), so improvements and additional service will require boundary annexation.
- One person asked what the County's authority is to require Sterling Ranch developers to provide the transit improvements. If the developers see the benefits of these improvements, they will be more likely to implement. The County is not going to force the developers to make these improvements though.
- An economic developer working with Sterling Ranch says that they're very interested in all types of multimodal improvements, and have been working with Douglas County staff to see what is feasible.



Key comments provided in the leave behind survey

- Include wide shoulders for emergency vehicle turn-arounds
- Increase CDOT camera saturation
- Founders Parkway to Sedalia should be the next PEL
- Would like to see the Southern Connector built
- Build sidewalks/trails on east side of project to connect trails and sidewalks into Highlands Ranch
- Do not want 4 lanes each direction
- Suggest looking into wildlife underpass as Spring Gulch
- Would like SB access into Grace Presbyterian Church
- Study should look at NS traffic added to the east of US 85
- Suggest extending northern terminus to Mineral
- Improvement suggested at:
 - SB left turn at County Line Rd
 - Pedestrian accessibility to transit
 - Improve interchange with 470
- Improve pedestrian crossings at HRP and Town Center Dr.
- Bike Crossing at 470
- Improve bus stops
- Suggest contacting High Line Canal Working group about new master planning
- Consider soft bottom wildlife crossings
- Make sure any bike/ped underpass is well lit
- Since most of the study area is outside of RTD, improvements would require annexation into the RTD district.
- Sterling Ranch should be encouraged to join RTD.
- A separated bike ped path along the US 85 corridor would be best.



US 85 Corridor Improvement Studies

Open House Summary Report

OPEN HOUSE MEETING INFORMATION

Traditional Open House

Thursday, November 19th, 5:00 -8:00 p.m.
Valley View Christian Church
11004 Wildfield Lane, Littleton, CO 80125

Online Open House

Thursday, November 19th, 5:00 p.m. to Friday, December 18th, 5 p.m.
US 85 Corridor Improvements Website
<http://us85douglascounty.com/nov19/>

PURPOSE

To share information about the study process and status of the Highlands Ranch Parkway to C-470 and PEL studies in the US 85 Douglas County Corridor. Information was provided related to:

- Project backgrounds
- Purpose of the projects
- Environmental clearance process
- Proposed Highlands Ranch Parkway to C-470 construction and refinement objectives
- PEL alternatives screening process and considerations
- Project schedule and additional opportunities for public involvement

Members of the project team provided information about the project and answered questions. Suggestions and concerns about the project voiced by the meeting participants were collected for incorporation into the development of the alternatives and options for the improvements.

PRESENTED BY

Douglas County and the Colorado Department of Transportation

FORMAT

Both public meetings (in person and online) included exhibits included 37 boards covering the following topics:

- What’s happening on US 85 in Douglas County?
- What has already been done?
- Highlands Ranch Parkway to C-470 Project Purpose and Need
- What will be constructed from Highlands Ranch Parkway to C-470?
- Photo simulation of the High Line Canal Grade Separation
- Refinement Options Under Consideration
- Demand and Capacity Comparison
- Construction Schedule
- Why do a Planning Environmental Linkage (PEL) Study?
- What is a Planning and Environmental Linkages (PEL) Study?
- PEL Study Area
- DRAFT US 85 PEL Study Purpose & Need
- Level 1 Screening Process
- PEL Study Alternatives
- Existing Conditions from County Line Road to SH 67
- Existing Railroad Crossings
- PEL Study—2002 FEIS Selected Alternative
- NW Douglas County US 85 Corridor Feasibility Study
- Mainline Highway Improvements
- Intersection and Interchange Improvements
- Local Access Changes and Network Connection Improvements
- Transit Improvements
- Bicycle and Pedestrian Improvements
- Scoping Schedule
- Roll plot maps on tables

Formal presentations covering the topics above were given to the traditional open house attendees. Presentations were offered at 5:30, 6:30 and 7:30 p.m on the November 19th open house.

ATTENDANCE

Online Open House Participants	91
Traditional Open House Participants	28 - See sign in form in Appendix A

PUBLICATIONS/MEDIA

Notice of this public meeting was conducted in the following ways:

- E-mail blasts to participating Corridor Stakeholder Group Members, CDOT team members, CDOT's "govdelivery" system via Bob Wilson and Douglas County's email contacts through Wendy Holmes
- Notice of the meeting was placed on the Denver Post "Your Hub" website at the following link: <http://yourhub.denverpost.com/blog/2015/11/douglas-county-cdot-to-host-nov-19-open-house-on-u-s-85-corridor-studies/120203/>
- An invitation to the open house was placed on the regional Nextdoor social media site at the following link: <https://nextdoor.com/events/co/highlands-ranch/us-85-corridor-open-house-470281>
- Follow up emails were distributed to CSG members and those individuals who signed into the meeting requesting that they distribute a reminder that online meeting was available for review and comment until December 18th.

PROJECT BACKGROUND

For many years Douglas County and the Colorado Department of Transportation (CDOT) have been making improvements to the US 85 Corridor based on the 2002 South I-25/US 85 Environmental Impact Statement (EIS) and Revised Record of Decision (ROD). As additional residential and commercial growth occurs in the northwest portion of the county, further studies are needed to identify what transportation improvements are necessary to support the development. Douglas County has secured additional funds to continue this work and is sponsoring two important studies of US 85. The two studies are separate but will be closely coordinated at each step in the process to allow citizen and stakeholder input. Ideally, these efforts will assist the County and other agencies in identifying issues of importance in order to implement the highest-priority near-term improvements as soon as possible.

- The PEL Study will update recommended improvements from approximately State Highway 67 (SH 67) in Sedalia to ½ mile north of C-470.
- The Highlands Ranch Parkway to C-470 Project will update the 2002 ROD to reanalyze impacts and begin design of recommended improvements for US 85 from Highlands Ranch Parkway to C-470.

Meetings Held Prior to the Open House

- October 29, 2015-Corridor Stakeholder Group (CSG) Meeting #1; Scoping and Level 1 Alternatives

Meetings Following the Open House

- December 16, 2015 – CSG Meeting #2; Level 1 Results and Level 2 Alternatives
- TENTATIVE January 2016 - CSG Meeting #3; Level 2 Results
- TENTATIVE February 2016 – Open House #2
- One-on-Ones and Stakeholders, as needed

MEETING SUMMARY

A combined 119 members of the community attended the Open House #1 for the US 85 Corridor Improvements Projects either online or at the traditional open house. The meeting attendees were presented with 37 exhibits related to the project and given the opportunity to visit with and ask questions of the project team representatives.

Open House Feedback Tools	Online participants were asked to complete a six-question survey which aimed as discerning the critical issues that most concerned attendees.
	Five lay-flat maps of the project area were provided along with pens for attendees to place comments on areas of the map where they had specific concerns
	An interactive online mapping tool allowed participants to provide geocoded comments on the project website.
	The project team members standing at each exhibit were asked to take notes of the comments heard during their conversations with attendees

COMMENT SUMMARY

By the close of the November 19th Open House*, the project team had received 139 comments. The majority of comments were submitted online. A total of 91 survey comments were submitted during the online comment period. Twenty-seven (27) map comments were submitted during the online and traditional meetings. Additionally, members of the project team identified and made note of 12 discrete comments that came out during conversations they had with attendees in person. Following the traditional meeting, members of the project leadership team received three (3) emails with comments about the project.

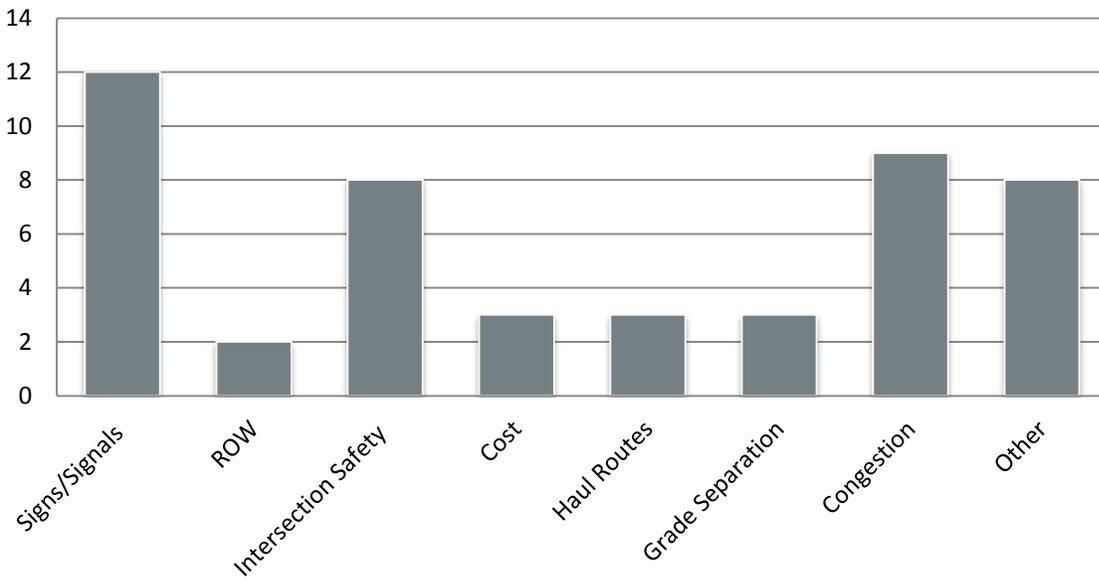
**The online open house closed Friday, December 18th at 5 p.m.*

Each open house comment, other than survey responses, received was classified according to the primary interest that the commenter identified. A table of this information is presented below:

Primary Interests	Comments
Signs/Signals	12
ROW	2
Intersection Safety	8
Cost	3

Primary Interests	Comments
Haul Routes	3
Grade Separation	3
Congestion	9
Other	8

Comments Count



Online Survey Results

A six-question survey was provided to online meeting attendees in an online survey. The survey questions were asked in a manner intended to discern the critical issues that attendees most cared about.

Total Respondents	91
Question 1	31% of respondents said they used the US 85 corridor because they live in the area.
Question 2	On average, respondents ranked the following parts of the corridor most important: 1: Traffic 2: Safety 3: Accessibility
Question 3	86% of participants felt the project’s purpose and need statement reflected

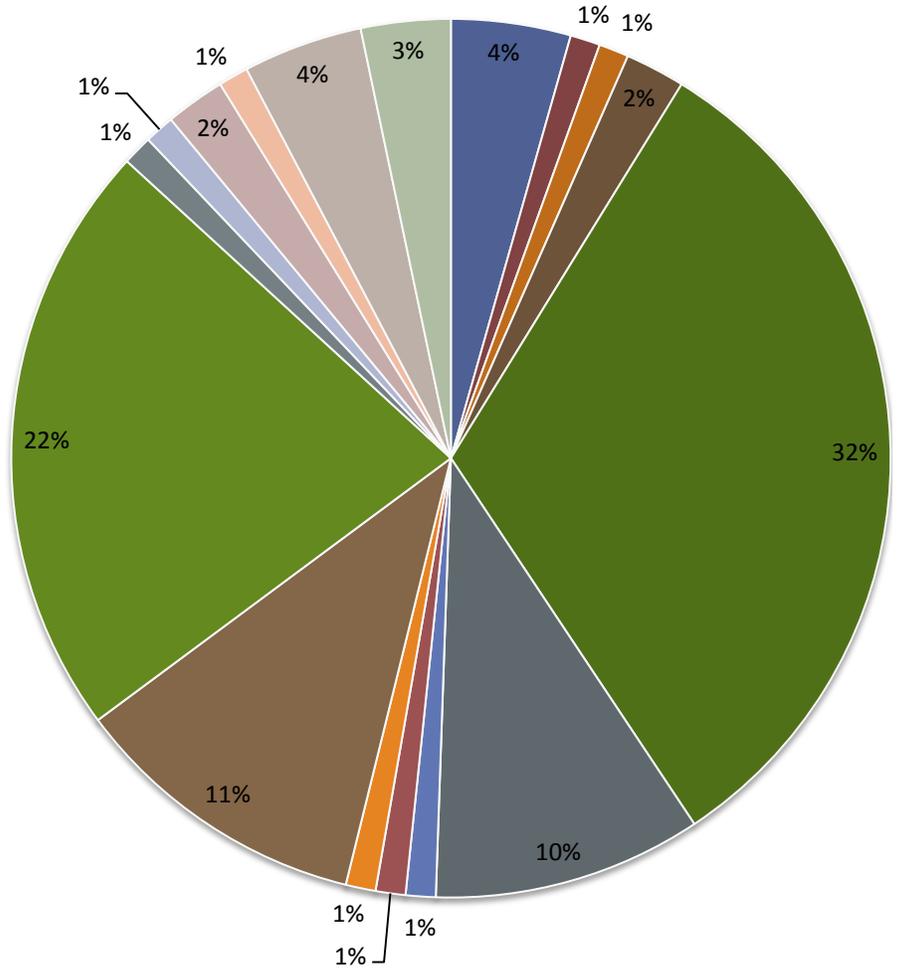
	their vision for the future of the US 85 Corridor.				
Question 4	85% of participants felt the north/south study area boundaries were appropriate.				
Question 5	Five examples of improvements respondents wished to see:				
	1: Bike Paths	2: Traffic flow on Titan Road	3: Continuous lanes on US 85	4: Roxborough Park Access to US 85	5: Santa Fe and C470 interchange

Question 6	Five examples of features respondents wished to protect:			
	1: Rural unlighted character	2: All Douglas County open spaces and wildlife corridors	3: Keep Titan Rd intersection accessible from both southbound and northbound 85	4: The watershed
	5: While I hate the way it (the US 85 corridor) looks, I would never advocate having the government force private property owners & private business owners to "clean up" unless it was a serious safety or environmental hazard.			

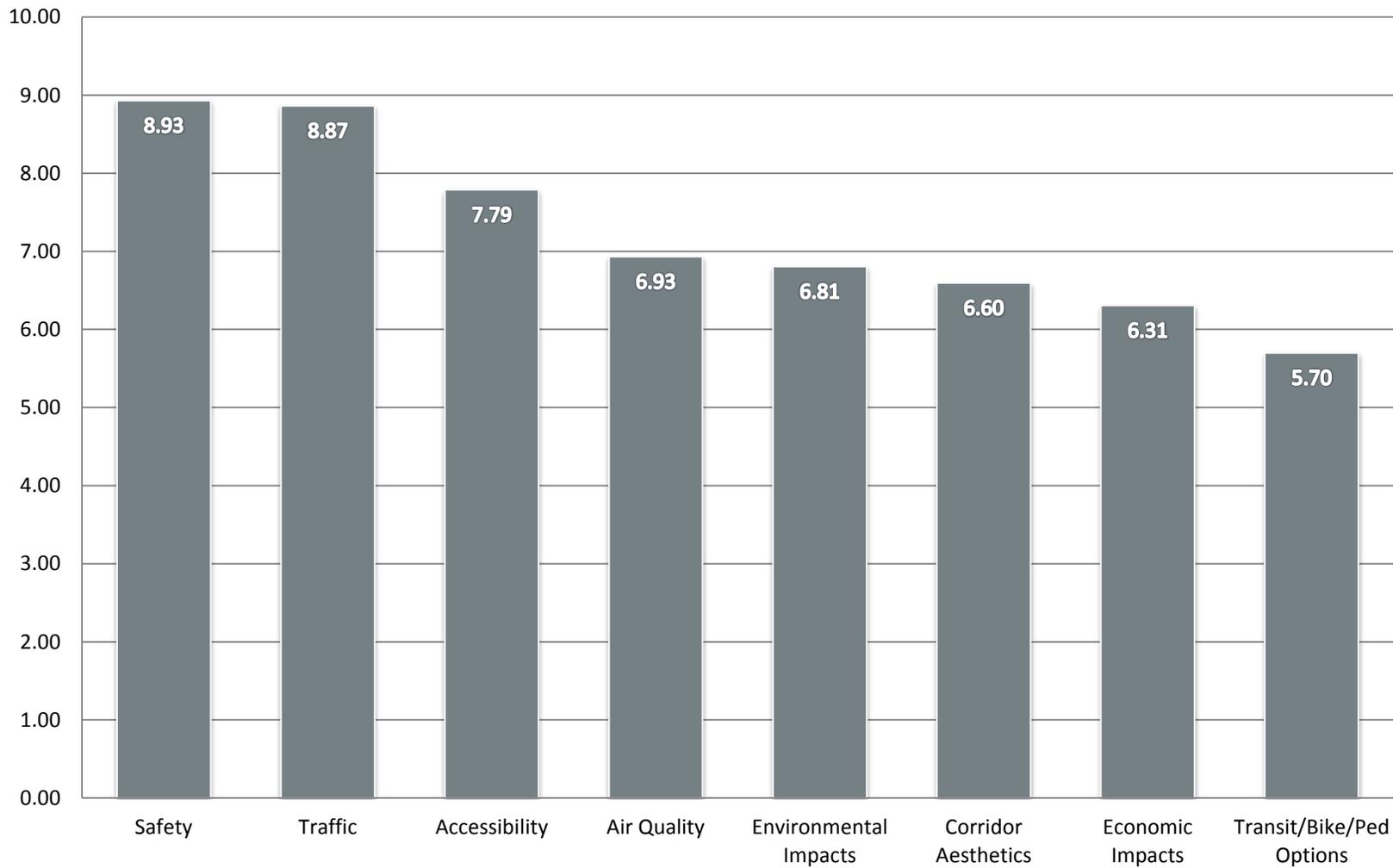
Questions 7	Three examples of additional items participants wished to disuses:		
	1: Eventual growth 470 to Castle Rock. How was Chatfield Basin growth not seen in 2002?	2: Why isn't light rail being continued from Mineral to Castle Rock with park and rides along the route?	3: It is much more important to improve the traffic flow, thereby improving safety, than it is to have a fancy bike path added.

How do you currently use the US 85 Corridor?

- blank
- Emergency Services Provider
- I access the corridor to drive to Castle Rock for a variety of reasons and times.
- I commute on the corridor
- I live in the area
- I live in the area, I commute on the corridor
- I live in the area, I commute on the corridor, I own or operate a business on the corridor
- I live in the area, I commute on the corridor, I own or operate a business on the corridor, I shoot photographs in the corridor.
- I live in the area, I commute on the corridor, I walk/bike along the corridor
- I live in the area, I shop at a business located on the corridor
- I live in the area, I shop at a business located on the corridor, I commute on the corridor
- I live in the area, I shop at a business located on the corridor, I commute on the corridor, I like to drive on this road
- I live in the area, I shop at a business located on the corridor, I commute on the corridor, I own or operate a business on the corridor
- I live in the area, I shop at a business located on the corridor, I commute on the corridor, I walk/bike along the corridor
- I own or operate a business on the corridor
- I shop at a business located on the corridor
- I shop at a business located on the corridor, I commute on the corridor



Issues by Average Importance Rating



Average Rating is based on a 1-10 scale. A score of 10 equates to most important and a score of 1 equates to least important.

COMMENT TRENDS

Signs and Signals

The majority of written comments identified traffic signs and signals as a primary concern in the project area. Many survey participants also identified traffic signals as a concern. Of those who identified signals in their comment, many also fell into the category of safety. Participants raised concerns related to the need for additional wildlife crossing signs, additional signs noting the transition from four to two lanes north of airport road, and additional traffic control in the Murdock area.

Traffic and Congestion

Another comment trend in both the traditional and online public meetings was the idea of traffic congestion. Several commenters noted the increase in congestion near C470 and Titan Road. Several commenters also noted an anticipated increase in traffic congestion as homeowners continue to move into the corridor. One online meeting participant noted “Several homes are being added over the next 20 years. I don't believe 85 can handle the capacity. A discussion about sustainable growth would be nice.”

Accessibility

Commenters online and in person noted accessibility issues along the roadway. Specific areas of concern noted to be addressed were Roxborough Park, business access from C470 to Highlands Ranch, and northbound Santa Fe to west bound C470.

ACTION ITEMS

- Due to the small amount of public turnout and response for the first meeting, additional email follow up to direct stakeholders to the online public meeting will be undertaken. HDR has gathered email contacts for additional HOAs to contact residents directly rather than through the Corridor Stakeholder Group representatives in the hope that this will increase interest in the project and address some of the comments questioning the level of outreach.
- Improvements have been made to the website and online public meeting to make the sites easier to access and view, including making links more obvious on the website, and improving the map presentation. Some work to improve the accessibility of the online content is ongoing.
- Comments that identify commenter contact information and ask questions requiring a response from the project team are highlighted in yellow in the tables below:

Appendix A

MEETING SIGN-IN SHEETS

Note: Sign-in sheets are omitted for privacy purposes.



CORRIDOR IMPROVEMENTS



CORRIDOR STAKEHOLDER GROUP MEETING #2 MINUTES

Highlands Ranch Metro District
December 16, 2015

1. Introductions

- Project Team Presenters: Art Griffith, Roman Jauregui, Allan Brown, Jason Longsdorf, Lee Kellar, Kurt Kolleth
- CSG Members and Guests: See attached sign-in sheet

2. Debrief Public Meeting #1

- a. Jason reviewed the information shared at the November 19 public open house and informed the group that just over 30 people had attended. He asked the group for suggestions on ways to enhance public participation. They suggested the team explore the following additional actions/outlets:
 - Douglas County News Press <http://douglascountynewspress.net/>
 - HRMD Community Group through Jerry Flannery
 - Metro District e-newsletters
 - Facebook zip code ads
 - Eugene Howards 100 person email list
 - Wolhurst monthly newsletter
 - Variable message signs
 - Mailers to the property owners immediately abutting the corridor
 - Amy Sherman's email distribution list - or a meeting with a group of her corridor members

3. HRP-C-470 Project

- a. Continuous Flow Intersection (CFI)
 - The project team presented a CFI design concept being tested for the Town Center and Highlands Ranch Parkway intersections.
 - A couple simulations were shared including a YouTube video of Cedar Park
 - CSG suggested that a model be developed to visually compare the CFI to conventional intersection movements and queues for current and future traffic.
 - CSG also suggested providing it in US 85 context so impacts and turning movement restrictions could be identified.
 - CSG concerns included:
 - driver expectancy
 - repeated traffic stops for single movements
 - difficulty for bikes and peds to cross either US 85 or the cross-streets
 - Grace Presbyterian access
 - Art mentioned a possible future grade-separation for bike/ped traffic at the Highlands Ranch Parkway intersection.
 - The project team agreed to evaluate the need for a grade separation for bikes and peds.

- Art discussed access changes to the Grace Presbyterian church and discussed a possible left turn at the cross-over. Kurt suggested moving access north. Church reps suggested possibly utilizing a shared use access with the Equestrian Park and stated that they have plans to develop their parcels by 2040 for expansion and possible school.
 - No CSG members were fundamentally opposed to exploring the CFI, just that it's unique and the team would need to address the issues mentioned with special consideration given to reallocate the current access points in the area that might be impacted.
 - b. Bus stop locations/funding sources
 - The project team presented locations for bus stop, (re)locations and improvements
 - Jeff Case said HRMD has a franchise agreement for bus stops improvements and he will help us with that.
4. PEL Screening
- a. Level 1 Screening Results
 - Project team provided an overview of the results and the CSG generally concurred with the findings.
 - Dave Evans suggested we not eliminate the cycle track as it may be beneficial to provide a bike only connection from Sterling Ranch to destinations north.
 - b. Level 2 Screening Criteria and Alternatives
 - Project team presented the draft Level 2 alternatives including:
 - No Action (Complete FEIS/ROD approved improvements)
 - Segment A (CLR to HRP) – Expressway
 - Segment A (CLR to HRP) – Expressway with limited access
 - Segment A (CLR to HRP) – Split Pair
 - Segment A (CLR to HRP) – Bypass
 - Segment B (HRP to Titan) – 6 lane US 85 with $\frac{3}{4}$ access
 - Segment B (HRP to Titan) – 6 lane US 85 with RI/RO access
 - Segment C (Titan to SH 67) – 4 lane US 85 with access options at Airport, Delva and SH 67
 - Other considerations not precluded:
 - i. Congestion management: managed lanes, being able to accommodate autonomous vehicle enhancements
 - ii. Transit: bus , LRT or commuter rail
 - iii. Shared-use Path Issues
 - iv. Wildlife crossing at recommended locations
 - CSG discussion of Level 2 alternatives included
 - CSG members suggested that there should be a wildlife crossing in the vicinity of the equestrian access area.
 - Scott Rousch is Chatfield Park Manager and Justin Olson (CPW) suggested we coordinate with him for Chatfield State Park issues – especially for impacts north of Blakeland
 - It was also suggested that a second grade separated crossing may be desired south of the proposed Highline Canal crossing. Based on bike improvement option discussions, the CSG and project team agreed to

convene a bicycle task force before the next CSG meeting to discuss screening suggestions as well as big picture solutions (including cycle track, off road alignments and possible additional grade separated crossings south of the High Line Canal).

- If it's not done in the NEPA project, consider moving the church's $\frac{3}{4}$ access to the north adjacent to the equestrian area access (may need to be adjusted to avoid impacts to Army Corps land).
- A frontage road may be required to serve all of the residential uses on the east side of US 85 between Titan Road and Highlands Ranch Parkway (not just Chatfield Estates).

5. CSG Meeting #3:

- a. Main agenda item: Level 2 Screening Preliminary Recommendations
- b. Select CSG #3 meeting date.
 - i. Original date was January 21st and after the meeting was confirmed for Tuesday January 19th at 5:30pm
 - ii. CSG bicycle task force will meet immediately prior to that meeting at 4:30pm on Tuesday January 19th
- c. Public Meeting in early/mid February
 - i. This meeting is tentatively planned for sometime between Feb 8th and 19th. We expect to finalize a date by January 22nd.



CORRIDOR STAKEHOLDER GROUP #3 MEETING MINUTES

**Highlands Ranch Metro District
January 19, 2016**

1. Introductions

- Project Team Presenters: Roman Jauregui, Allan Brown, Jason Longsdorf, Lee Kellar, Kurt Kolleth
- CSG Members and Guests: See attached sign-in sheet

2. Updated PI approach and webpage

- Jason reported that several additional methods to broaden the public outreach were being implemented by the project team.
- Jason also asked the CSG for additional thoughts about days or times that might be better at attracting additional CSG members. No CSG attendees had other advice.

3. Recap of Bike/Ped Task Force Meeting

- The design team recapped the discussion with the task force including:
 - i. An agreement that it was unlikely the new US 85 facility would need a separate bike-only facility.
 - ii. Acknowledgement that more advanced riders who prefer higher speed riding with fewer pedestrian conflicts would likely prefer to use the shoulders along US 85 so those should be designed to accommodate those cyclists wherever possible.
- a. For the HRP to C-470 Project
 - i. Discussed path width and based on guidance and anticipated volumes Understand that 12' is CDOT's maximum for high volumes and that a 10' wide multi-use path is appropriate for the east side of US 85 from Highlands Ranch Parkway (HRP) to C-470. The grade separated crossing of the High Line Canal is being designed to be 12' wide and 12' high but may be modified based on coordination with Denver Water. In this case the dimensions are dictated more by the need for maintenance vehicle use and for a bike or pedestrian to be able navigate around a vehicle. Key connections for this new trail will be at the Centennial Trail (east west trail just south of C-470) and East-West Regional Trail (connecting at Highlands Ranch Pkwy.)
- b. PEL (Sedalia to County Line Road)
 - ii. The EIS assumed the path would be on the east side of the road which allows it to avoid the larger intersections, which are on the west, and eliminates concerns related to proximity to the railroad. However we may consider a west side alignment south of HRP since that allows use of the

area between the road and the RR that is otherwise “unused”, and it may provide better access to the larger populations on the west side.

- iii. The group also discussed the areas to consider grade separated bike/ped crossings including: HRP (N-S), Town Center Drive (TCD) (N-S), US 85 just south of 470 (E to W) and C-470 just east of US 85 (N-S)
- iv. The group agreed there was no need to consider separate, parallel bicycle and pedestrian facilities.

4. HRP to C-470 Project

- The group discussed the merits of modifying the EIS alternative to include Continuous Flow Intersection (CFI) operations for the SB to EB left turns at HRP and TCD.
- The group discussed a chart compared the different improvement options to the expected traffic growth over time.
- The group also watched videos and animations of CFI operations via youtube.
 - a. <https://www.youtube.com/watch?v=DsfCIPHrjT4>
 - b. <https://www.youtube.com/watch?v=7mjOPvsJyCs>
 - c. <https://www.youtube.com/watch?v=iN9SzhWZvc>
- CSG members appreciated that the project team had coordinated with two fire fighting units to solicit input and suggested that the design had been supported the idea of additional outreach to police and ambulance services for input.

5. PEL (Sedalia to County Line Road)

- Level 1 Screening Update
 - a. Transit - the project team clarified that Bus Rapid Transit would be retained as an option in any alternative that included a managed lane, but not as a stand alone in situations where the BRT was the primary reason for an additional managed lane
 - b. Bike/Pedestrian - as mentioned, the CSG agreed that the cycle tracks (bike-only facilities) should be eliminated.
- Level 2 Screening
 - a. Jason provided a brief review of the Level 2 alternatives
 - b. Lee presented the draft screening recommendations
 - i. In Segment A, it is recommended the following three alternatives be advanced to Level 3.
 1. A2 – Expressway with Access Options North of TCD
 2. A3 – Split Pair
 3. A4 – Bypass
 - ii. These alternatives are capable of meeting the project’s Purpose and Need and all provide vastly different approaches that will highlight the advantages and disadvantages of each in Level 3.
 1. Dave Evans pointed out that the environmental and sustainability criteria returned relatively poor results for all alternatives and the team agreed to look into clarification to

CORRIDOR STAKEHOLDER GROUP #3 MEETING MINUTES

Highlands Ranch Metro District
January 19, 2016

possibly identify more differentiation or understanding of impacts.

- iii. Alternative A1 (Expressway) was eliminated because the interchanges are too closely spaced, which would cause operational/safety issues and require the closure of several access points.
- iv. In Segment B, Alternative B2 (Improved US 85 with Right in/Right out) is recommended because it is expected to improve safety and can be phased over time with Alternative B1.
- v. Several different interchange improvements will be considered at Titan Road to accommodate the high directional traffic movements.
- vi. In Segment C, the focus will be on the development and analysis of access options at Airport Road, Delva Way, and SH 67.

- Level 3 Draft Screening Criteria was reviewed and the CSG was provided the following table summary.

Number	Criteria	Measure of Effectiveness
1	Provides Long-Term Capacity	<ul style="list-style-type: none"> - Mainline LOS - Peak hour cross-street LOS and Delay - Volume to capacity ratio
2	Results in Improved Safety	<ul style="list-style-type: none"> - Estimated number of crashes
3	Provides Reasonable Access	<ul style="list-style-type: none"> - Travel time for out of direction travel
4	Expands Multi-modal Options	<ul style="list-style-type: none"> - Level of traffic stress - Bicycle LOS - Potential transit ridership
5	Consistent with Land Use Goals and Plans	<ul style="list-style-type: none"> - Phasing opportunities - Compatibility with Existing Land Use - Compatibility with Planned Land Use
6	Enhances Life/Safety for the Chatfield Basin Residents	<ul style="list-style-type: none"> - Peak Hour Travel Time
7	Supports the Preservation of the Environment	<ul style="list-style-type: none"> - Section 4(f) property used (acres) - Wetlands impacted (acres) - Riparian vegetation impacted (acres) - Waters of the US impacted (acres) - Air quality (based on intersection LOS) - PMJM habitat impacted (acres) - Prairie dog town impacts (acres)
8	Creates a Sustainable Solution	<ul style="list-style-type: none"> - Meets new water quality requirements - Accommodates wildlife crossing needs - Supports emerging technologies - Accommodates future transit facilities - Annual maintenance costs
9	Ensures Implementation	<ul style="list-style-type: none"> - Construction costs - Ability to phase over time - Maintenance of traffic - ROW: Number of partial and full acquisitions - Railroad and other institutional impacts

CORRIDOR STAKEHOLDER GROUP #3 MEETING MINUTES

Highlands Ranch Metro District
January 19, 2016

Number	Criteria	Measure of Effectiveness
		<ul style="list-style-type: none">- Optimized investment (best use of limited funds over time)- (Re)use of existing facilities

6. Next steps

- Jason announced that the next Public Open House was scheduled for February 18th 5:30-7:30 Valley View Church.
- ***Post Meeting Clarification: IT WAS DECIDED THAT THIS FEBRUARY 18TH MEETING WILL BE POSTPONED AND NOTIFICATIONS WILL BE SENT DIRECTLY TO THE CSG MEMBERS IN EARLY FEBRUARY.***
- CSG members also requested that public meeting materials be posted online at least a couple days prior to the in person meeting.
- CSG Meeting #4 is expected to be held in March
 - i. Level 3 Alternatives and Draft Screening Recommendations



CORRIDOR STAKEHOLDER GROUP #3 MEETING MINUTES

**Highlands Ranch Metro District
January 19, 2016**

1. Introductions

- Project Team Presenters: Roman Jauregui, Allan Brown, Jason Longsdorf, Lee Kellar, Kurt Kolleth
- CSG Members and Guests: See attached sign-in sheet

2. Updated PI approach and webpage

- Jason reported that several additional methods to broaden the public outreach were being implemented by the project team.
- Jason also asked the CSG for additional thoughts about days or times that might be better at attracting additional CSG members. No CSG attendees had other advice.

3. Recap of Bike/Ped Task Force Meeting

- The design team recapped the discussion with the task force including:
 - i. An agreement that it was unlikely the new US 85 facility would need a separate bike-only facility.
 - ii. Acknowledgement that more advanced riders who prefer higher speed riding with fewer pedestrian conflicts would likely prefer to use the shoulders along US 85 so those should be designed to accommodate those cyclists wherever possible.
- a. For the HRP to C-470 Project
 - i. Discussed path width and based on guidance and anticipated volumes Understand that 12' is CDOT's maximum for high volumes and that a 10' wide multi-use path is appropriate for the east side of US 85 from Highlands Ranch Parkway (HRP) to C-470. The grade separated crossing of the High Line Canal is being designed to be 12' wide and 12' high but may be modified based on coordination with Denver Water. In this case the dimensions are dictated more by the need for maintenance vehicle use and for a bike or pedestrian to be able navigate around a vehicle. Key connections for this new trail will be at the Centennial Trail (east west trail just south of C-470) and East-West Regional Trail (connecting at Highlands Ranch Pkwy.)
- b. PEL (Sedalia to County Line Road)
 - ii. The EIS assumed the path would be on the east side of the road which allows it to avoid the larger intersections, which are on the west, and eliminates concerns related to proximity to the railroad. However we may consider a west side alignment south of HRP since that allows use of the

area between the road and the RR that is otherwise “unused”, and it may provide better access to the larger populations on the west side.

- iii. The group also discussed the areas to consider grade separated bike/ped crossings including: HRP (N-S), Town Center Drive (TCD) (N-S), US 85 just south of 470 (E to W) and C-470 just east of US 85 (N-S)
- iv. The group agreed there was no need to consider separate, parallel bicycle and pedestrian facilities.

4. HRP to C-470 Project

- The group discussed the merits of modifying the EIS alternative to include Continuous Flow Intersection (CFI) operations for the SB to EB left turns at HRP and TCD.
- The group discussed a chart compared the different improvement options to the expected traffic growth over time.
- The group also watched videos and animations of CFI operations via youtube.
 - a. <https://www.youtube.com/watch?v=DsfCIPHrjT4>
 - b. <https://www.youtube.com/watch?v=7mjOPvsJyCs>
 - c. <https://www.youtube.com/watch?v=iN9SzhWZvc>
- CSG members appreciated that the project team had coordinated with two fire fighting units to solicit input and suggested that the design had been supported the idea of additional outreach to police and ambulance services for input.

5. PEL (Sedalia to County Line Road)

- Level 1 Screening Update
 - a. Transit - the project team clarified that Bus Rapid Transit would be retained as an option in any alternative that included a managed lane, but not as a stand alone in situations where the BRT was the primary reason for an additional managed lane
 - b. Bike/Pedestrian - as mentioned, the CSG agreed that the cycle tracks (bike-only facilities) should be eliminated.
- Level 2 Screening
 - a. Jason provided a brief review of the Level 2 alternatives
 - b. Lee presented the draft screening recommendations
 - i. In Segment A, it is recommended the following three alternatives be advanced to Level 3.
 1. A2 – Expressway with Access Options North of TCD
 2. A3 – Split Pair
 3. A4 – Bypass
 - ii. These alternatives are capable of meeting the project’s Purpose and Need and all provide vastly different approaches that will highlight the advantages and disadvantages of each in Level 3.
 1. Dave Evans pointed out that the environmental and sustainability criteria returned relatively poor results for all alternatives and the team agreed to look into clarification to

CORRIDOR STAKEHOLDER GROUP #3 MEETING MINUTES

Highlands Ranch Metro District
January 19, 2016

possibly identify more differentiation or understanding of impacts.

- iii. Alternative A1 (Expressway) was eliminated because the interchanges are too closely spaced, which would cause operational/safety issues and require the closure of several access points.
- iv. In Segment B, Alternative B2 (Improved US 85 with Right in/Right out) is recommended because it is expected to improve safety and can be phased over time with Alternative B1.
- v. Several different interchange improvements will be considered at Titan Road to accommodate the high directional traffic movements.
- vi. In Segment C, the focus will be on the development and analysis of access options at Airport Road, Delva Way, and SH 67.

- Level 3 Draft Screening Criteria was reviewed and the CSG was provided the following table summary.

Number	Criteria	Measure of Effectiveness
1	Provides Long-Term Capacity	<ul style="list-style-type: none"> - Mainline LOS - Peak hour cross-street LOS and Delay - Volume to capacity ratio
2	Results in Improved Safety	<ul style="list-style-type: none"> - Estimated number of crashes
3	Provides Reasonable Access	<ul style="list-style-type: none"> - Travel time for out of direction travel
4	Expands Multi-modal Options	<ul style="list-style-type: none"> - Level of traffic stress - Bicycle LOS - Potential transit ridership
5	Consistent with Land Use Goals and Plans	<ul style="list-style-type: none"> - Phasing opportunities - Compatibility with Existing Land Use - Compatibility with Planned Land Use
6	Enhances Life/Safety for the Chatfield Basin Residents	<ul style="list-style-type: none"> - Peak Hour Travel Time
7	Supports the Preservation of the Environment	<ul style="list-style-type: none"> - Section 4(f) property used (acres) - Wetlands impacted (acres) - Riparian vegetation impacted (acres) - Waters of the US impacted (acres) - Air quality (based on intersection LOS) - PMJM habitat impacted (acres) - Prairie dog town impacts (acres)
8	Creates a Sustainable Solution	<ul style="list-style-type: none"> - Meets new water quality requirements - Accommodates wildlife crossing needs - Supports emerging technologies - Accommodates future transit facilities - Annual maintenance costs
9	Ensures Implementation	<ul style="list-style-type: none"> - Construction costs - Ability to phase over time - Maintenance of traffic - ROW: Number of partial and full acquisitions - Railroad and other institutional impacts

CORRIDOR STAKEHOLDER GROUP #3 MEETING MINUTES

Highlands Ranch Metro District
January 19, 2016

Number	Criteria	Measure of Effectiveness
		<ul style="list-style-type: none">- Optimized investment (best use of limited funds over time)- (Re)use of existing facilities

6. Next steps

- Jason announced that the next Public Open House was scheduled for February 18th 5:30-7:30 Valley View Church.
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GRACE PRESBYTERIAN CHURCH MEETING MINUTES

Grace Presbyterian Church
February 2, 2016

-
1. Introductions
 - Project Team Presenters: Jason Longsdorf, Kurt Kolleth
 - Grace Presbyterian Church representatives: Bill Walker, Darrell Cejka, plus 2 additional women and one man
 2. Jason provided an overview of Douglas County and CDOT's approach to the PEL process and the construction project from Highlands Ranch Parkway (HRP) to C-470.
 3. Kurt explained the concept and benefits of the Continuous Flow Intersection (CFI) as a refinement of the 2002 EIS Preferred Alternative.
 4. Bill and Darrell presented the Church's expansion plans:
 - The church owns all 3 lots including the one the church is on plus one to the south and one to the north
 - Near term (within the next 5 years) they plan to expand on the current building by adding a wing of classrooms immediately north and a new worship hall immediately west of the current hall.
 - None of the near term improvements require any change in circulation
 - Longer term they plan to construct a school and athletic fields but are not sure which one would go on the north lot and which one would go on the south lot.
 5. Access discussion
 - Church representatives understand that their current access is a $\frac{3}{4}$ movement with no permitted left out.
 - They also understand that the current approved 2002 EIS/ROD preferred alternative would eliminate the left in by construction of a raised median and their access would be changed to right in and right out.
 - With the goal of maintaining a safe left-in movement, they are willing to discuss a shared use access with the Spring Gulch facility. The preference would be for that shared use point to be on the far south end of their property to minimize the limitations for expansion and prevent the potential for Spring Gulch traffic to conflict with future church and school vehicle or pedestrian movements around their campus.
 - Kurt said that the project will be looking to close or consolidate access points wherever possible to improve safety and capacity on US 85.
 - **North Access:** Kurt described a possible $\frac{3}{4}$ access to church property either via the existing Spring Gulch access or at the far north end of the church property. It was stated that it was unlikely that either of these access points would be signalized.
 - i. Church reps were open to this option though they preferred an access that could be signalized and requested that the team look at the possibility of a signal that could provide access for the church, Spring Gulch and Brandon Dr.

- **South Access:** Kurt presented an opportunity for the left in component of the $\frac{3}{4}$ access at the CFI left turn signal which could be aligned at or near the church's existing access. It was noted that this would require an additional signal to stop the free flow lane provided for WB HRP traffic which had turned right to NB US 85. This access could provide access directly to Spring Gulch by tying into the Spring Gulch access road at a point southeast of the church parking lot. Church reps liked the ability to signalize this access and to have street lights to improve safety.
 - i. **Existing South Access:** Kurt described that one option would be to provide the access via the church's existing road.
 - 1. Church reps were concerned that allowing Spring Gulch access on this road may provide more traffic volume or weight than the road was designed to handle. They were also concerned that this alignment created the most potential vehicle conflicts between church and Spring Gulch users.
 - ii. **New South Access:** Another option would be to construct a new roadway approximately 50-100 feet south of the existing road.
 - 1. Church reps did not like this alignment as it limited future expansion plans and created the many potential vehicle conflicts between church and Spring Gulch users.
 - It was understood that both the south and north access options allowing a left-in would potentially be eliminated the improvements being considered in the PEL.
6. Preferred Access Concepts
- Church reps suggested that their preference was the **existing south access**, without shared use for Spring Gulch.
 - If that cannot be done, they would like to look into the possibility of a **north access**. The preferred access here would be with a signal providing full movements aligned with Brandon Dr, but if that is not allowed, an unsignalized left turn lane would work for the church.
 - If neither of those are reasonable, they would consider an **existing south access** with shared use for Spring Gulch.
 - The least favored option would be a **new south access** alignment with shared use for Spring Gulch.
 - Once a decision is reached on the options above, they are interested in the options available for people to make lefts or u-turns to be able to go south.

MEETING MINUTES

Neighborhood Meeting
March 9, 2016 | 12:00-1:00 PM
Grace Presbyterian Church, Littleton

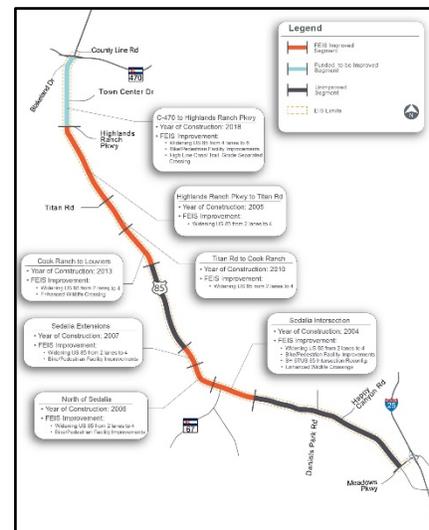
Attendees: See attached sign-in sheet
Copies: Art Griffith, Roman Jauregui, Gina McAfee, Wendy Wallach, Project File

Action Items:

1. E-mail presentation to the attendees. This presentation will be posted on the project Web site.

Summary of Discussion:

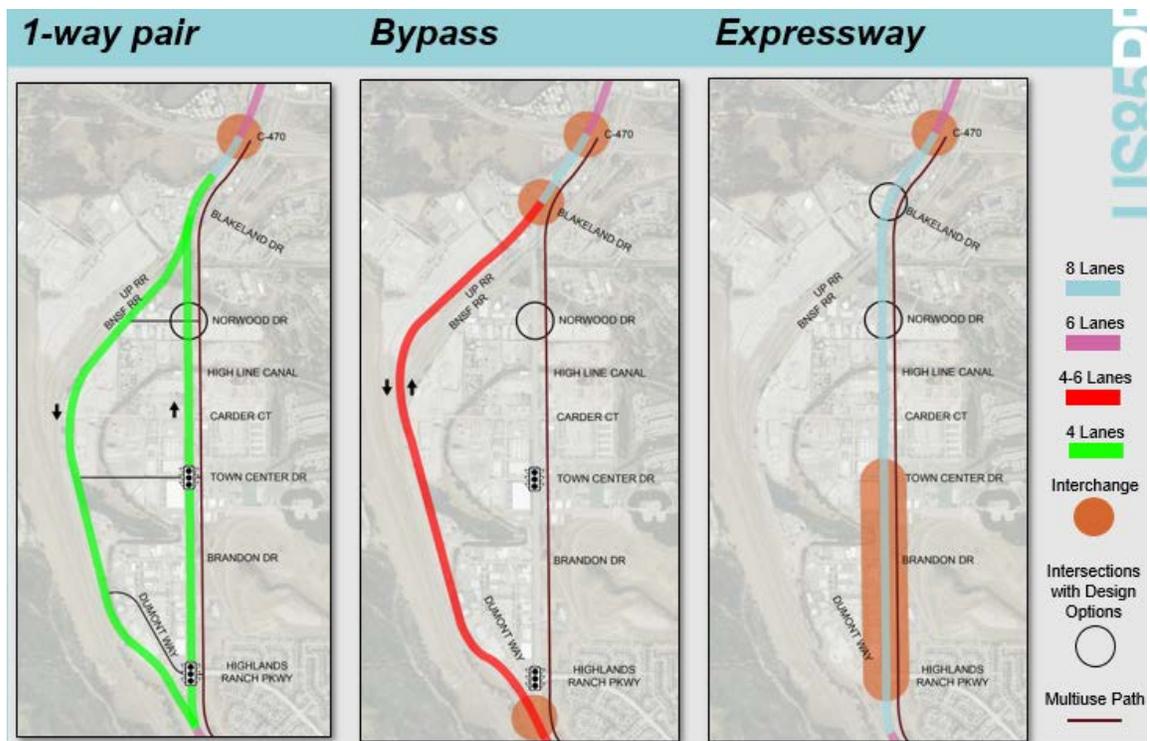
1. Jason Longsdorf opened the meeting and introduced himself and HDR. Self-introduction from everyone present followed. Jason then went through the agenda.
2. What has already been done?
 - Jason presented a slide of what has already been done along the study corridor. Since the 2002 Record of Decision was completed, Douglas County and CDOT have been making improvements consistent with the ROD as funding has become available.
 - The orange line shown on the map are areas that are already finished. The black line are areas where there are improvements planned but funding is not identified yet. The blue line indicates the improvements that this group is going to be talking about at this meeting, with construction funding already identified.
3. What is being planned for US 85 in Douglas County?
 - Jason then talked about what is being planned for US 85 in Douglas County.
 - Douglas County and CDOT have secured funding to build US 85 corridor improvements approved in 2002 (FEIS/ROD) from Highlands Ranch Parkway north to C-470. This is what is included in the current NEPA study.
 - Another new study is being conducted to determine needs for US 85 from Sedalia north past County Line Road. This is the Planning Environmental Linkage (PEL) study. This study will look at how to accommodate new planned development in NW Douglas County and includes development in the Chatfield Basin.
4. Why a PEL Study?
 - The development in the Chatfield Basin was not anticipated in the 2002 FEIS/ROD.
 - New transportation demand forecasts may overwhelm the FEIS/ROD improvements.



MEETING MINUTES

US 85 Corridor Improvements Neighborhood Meeting March 9, 2016 | 12:00-1:00 PM Grace Presbyterian Church, Littleton

- Douglas County and CDOT want to work with stakeholders to create a Post-2040 Vision for the corridor with an implementation plan and a prioritized list of improvements.
- The PEL study area is an 11-mile corridor and captures the Chatfield Basin traffic likely to access the US 85 corridor. The PEL study includes major intersections so a comprehensive transportation corridor solution can be developed. Widening to four lanes on US 85 south of the study area to Meadows Parkway (as identified in 2002 FEIS/ROD) is expected to accommodate projected growth.
- Jason showed a snapshot of the big picture that the PEL study is looking at—a parallel study looking out into the future. Long-term alternatives under consideration includes a 1-way pair, a bypass, and an express way.



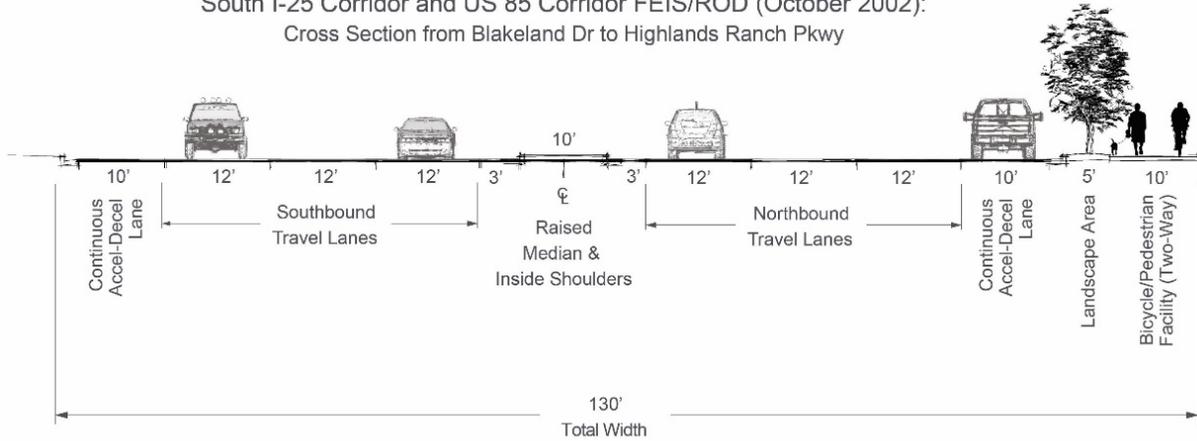
5. NEPA Re-evaluation and Preliminary Design

- Today's discussion will focus on the NEPA study area, which is Highlands Parkway to C-470. Jason showed the cross section that was approved in the 2002 study.
 - > Six lanes between C-470 and Highlands Ranch Parkway
 - > Bicycle/pedestrian facilities along US 85
 - > High Line Canal Trail grade-separated crossing under US 85

MEETING MINUTES

US 85 Corridor Improvements Neighborhood Meeting March 9, 2016 | 12:00-1:00 PM Grace Presbyterian Church, Littleton

South I-25 Corridor and US 85 Corridor FEIS/ROD (October 2002):
Cross Section from Blakeland Dr to Highlands Ranch Pkwy



- Jason then showed a photo simulation of the High Line Canal grade separation.



6. What is the anticipated schedule for construction?
 - Jason presented the schedule for construction:
 - > Record of Decision was approved in 2002

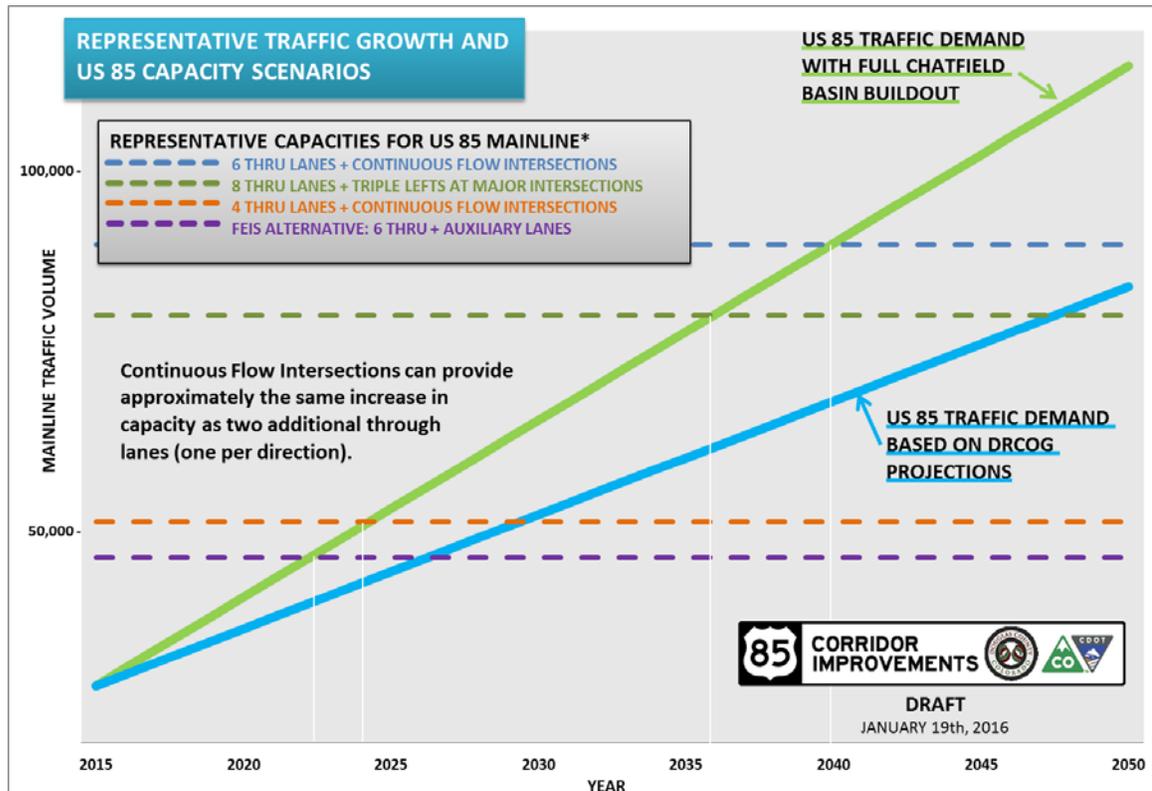
MEETING MINUTES

**US 85 Corridor Improvements
Neighborhood Meeting
March 9, 2016 | 12:00-1:00 PM
Grace Presbyterian Church, Littleton**

- > Summer 2016: Environmental “Reevaluation” to be completed to account for any changed conditions
- > 2017 Final Design
- > 2018 Right-of-way Acquisition
- > 2019-2020 construction; depending on how the phasing works, construction could be 1 to 2 years.

7. Demand and Capacity Comparison

- Dave Millar presented a graph depicting the traffic demand at different intersections between Highlands Ranch and Town Center Drive, and explained how traffic would grow. With the intense development of the Chatfield Basin area, traffic demand would be higher. The NEPA study is required to use the process that is based on the approved model, which is the DRCOG model.

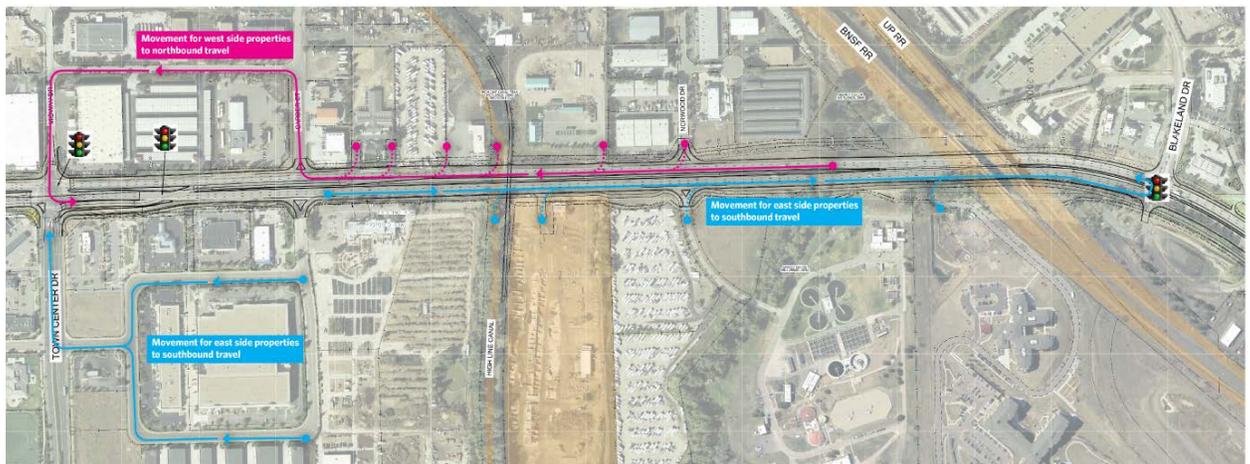
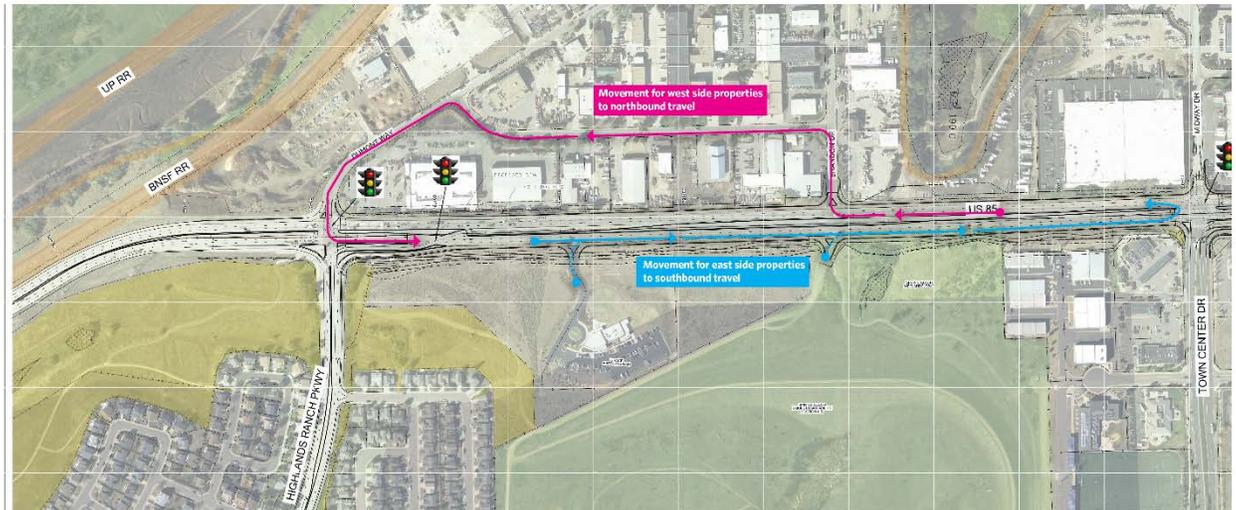


- Back in 2000, this would have been a 25-year study and what was approved back then would have been fine. But if Chatfield Basin is built out, capacity would happen a lot sooner for the corridor.
- If we go eight lanes vs. six lanes, we would get substantial capacity but it would be a monster facility.

- The team looked at different intersection configurations, including a continuous flow intersection (CFI). CFI is a pretty new concept, but there have been cities and states who have utilized this intersection configuration.
 - Question: If you go with the first two options, do we have enough setbacks that would accommodate the two options down the road? The most expensive part of this would be moving businesses and buildings. Response: Yes, that is correct. There is enough setback.
 - Comment: You are building what you're planning on building, but down the road if you decide to do the other options, if you don't have proper setbacks from the properties you would be right next to the houses.
 - Art Griffith announced that there will be some additional right-of-way to be acquired.
 - Dave Millar stated that both options can fit in almost the same with—within the exiting right-of-way.
 - Art Griffith clarified that some of the traffic projections captured in the blue line (DRCOG prediction) on the traffic demand map are accounted for in the green line (about 20-25%). The traffic projections captured in the green line is not just Sterling Ranch but also the Shea properties—kind of the whole area in the Chatfield Basin.
 - Dave Millar reinforced that the green line represents pretty intense growth.
8. Continuous Flow Intersection (CFI)
- Dave Millar presented an animation of how a CFI would look like. This represents a bigger and reconstructed intersection. CFIs can provide approximately the same increase in capacity as two additional through lanes (one per direction). The goal is to provide the maximum through-put throughout the corridor.
 - Comment: The CFI is pretty effective in Utah.
 - Question: Would you have the CFI at both intersections? Response: Yes, there would be one at Highlands Ranch and one at Town Center Drive. Virtually no impacts to local access.
9. Left Turn and U Turn Options
- Jason handed out copies of a map that showed left turn and U turn access. Once a vertical median is constructed on the highway between Town Center Drive and wherever point the CFI is installed, left turns would be precluded and access would be via U-turns at Town Center Drive or via Brandon and Dumont.

MEETING MINUTES

US 85 Corridor Improvements Neighborhood Meeting March 9, 2016 | 12:00-1:00 PM Grace Presbyterian Church, Littleton



- Comment: If you use Dumont as the only access to that business park, that's going to increase traffic by four-fold, because of traffic coming from the north. People can still come from the north but cannot get out.
- Comment: We have a traffic problem in there because of how narrow those streets are. Parking is on the street. We have made our parking lot bigger to accommodate our employees, but they have outgrown that. If you have a street that is barely big enough for three cars, we will have a bottleneck there.
- Question: Have we done traffic counts on those streets? Response: Yes, we know how much traffic is coming out of Dumont, out of Brandon, etc.
- Comment: The traffic that would come out of Dumont, most of those employees don't live in Douglas County.

MEETING MINUTES

US 85 Corridor Improvements Neighborhood Meeting March 9, 2016 | 12:00-1:00 PM Grace Presbyterian Church, Littleton

- Art Griffith asked whether it is difficult at rush hour to get out of Mead and whether it is difficult to get on to Dumont.

Response (business owner): Not now, but if you consider all the traffic that's coming in from the north, I sense that there is going to be a problem there. I don't want to be put out of business because I am landlocked.

- Jason Longsdorf explained that for Town Center Drive, with medians essentially continuous from Blakeland Drive, traffic needing to access the opposite side of the street would either need to U-turn at Blakeland or use Carder and Midway.
- Art Griffith asked the attending public to send comments. This is why we have meetings like this. Using Brandon and Dumont to turn around is needed whether we do the CFI option or use the conventional option.
- Art Griffith announced that the plan for medians requiring many right-in/right-out access points were envisioned back in 2002. Jason Longsdorf added that the different options for access management are shown on the map.
- Question: Were there ever plans to widen 85 enough that you would have to replace the RR bridges? Response (Art Griffith): There was and we actually did up to 40% plans with the railroads. They currently have one track in each direction. They wanted two tracks in each direction plus maintenance. And so all of a sudden that cost became \$30 million. So it's not a high priority, but it's in our 2030 plan and we will sort it out.
- Question: About properties on Commerce Circle, would that be right-in right-out at Carder? Response: Yes, that is correct. Traffic would go onto Town Center. Volumes here are pretty low. Brandon has the highest left-turn volume. It's not a lot of traffic that would be redistributed and circulating around through the back streets.
- Question: We are going to have some internal struggles through there. Traffic coming from Mead trying to get onto Dumont. We need "no parking" signs on the intersections.
- Comment: I went to Murdock's to tell them to cut down some of their landscaping that impedes views of oncoming traffic but they said that is the County's problem because they don't own it.
- Question: If you are heading southbound, how do you get back to the corner of Carder and Santa Fe? Response: Two options, you can follow the pink alignment, or you can take a left on the blue line and come back.
- Question: Is there no frontage road on the east side? Response: That is correct.
- Dave Millar explained that typical CFI designs do not allow U turn, primarily because if there is a pretty high flow, you want the flow to continue and not be impeded by traffic trying to make a U turn.
- Question: South of Highlands Ranch Parkway, just north of Kelly Court, how do we get to our driveway if we have a median? Currently, we cross the highway and across the drive. There is no turn lane. We are having to cross the double yellow line and it is a real hazard. Response: Nothing is planned in that area until much later.

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10. Question: Is the CFI a done deal or is it still open for discussion? Response (Art Griffith): It is still open for discussion. We have another meeting on April 7 and we are really looking to get more input.
11. Question: Is this the safest way to address the traffic volumes, or is it because it is a new, hot intersection design? Response (Art Griffith): The reason really is to accommodate all the new developments we have in the area and accommodate all the traffic that would come with all the developments.
12. Discussion: The crossovers at the CFI weren't itemized in the original project cost but it shouldn't cost that much more. The six lanes plus the auxiliary lanes are the same number. Just trying to decide which configuration would work best.
13. Comment: You might want to look at corners on side streets.
14. Comment: Trucks U turn non-stop on Carder, I'd say 20 an hour. They should not be doing it but it's very significant.
15. Comment: We really appreciate the chance to provide input through these meetings.
16. A question was raised whether light rail would come through the US 85 corridor. Art Griffith responded he believes probably heavy rail, but the County is not looking at accommodating light rail in the US 85 corridor. Jason Longsdorf added that the study is accommodating existing bus routes and looking at additional bus or bus rapid transit for the longer study.
17. Comment: I'm sure no one here would say they didn't see this coming. It's just finding the solution for the best route and least inconvenience.
18. Jason announced the next meeting being planned on April 7. We will be sending out mailers to the public to announce the meeting.

MEETING MINUTES

Neighborhood Meeting
March 10, 2016 | 7:30-8:30 AM
Grace Presbyterian Church, Littleton

Attendees: See attached sign-in sheet
Copies: Art Griffith, Roman Jauregui, Gina McAfee, Wendy Wallach, Project File

Summary of Discussion:

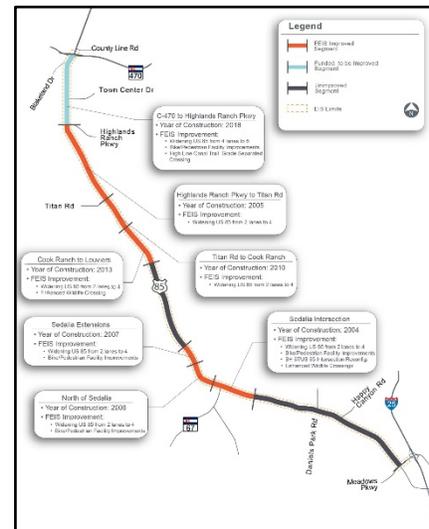
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4. Why a PEL Study?

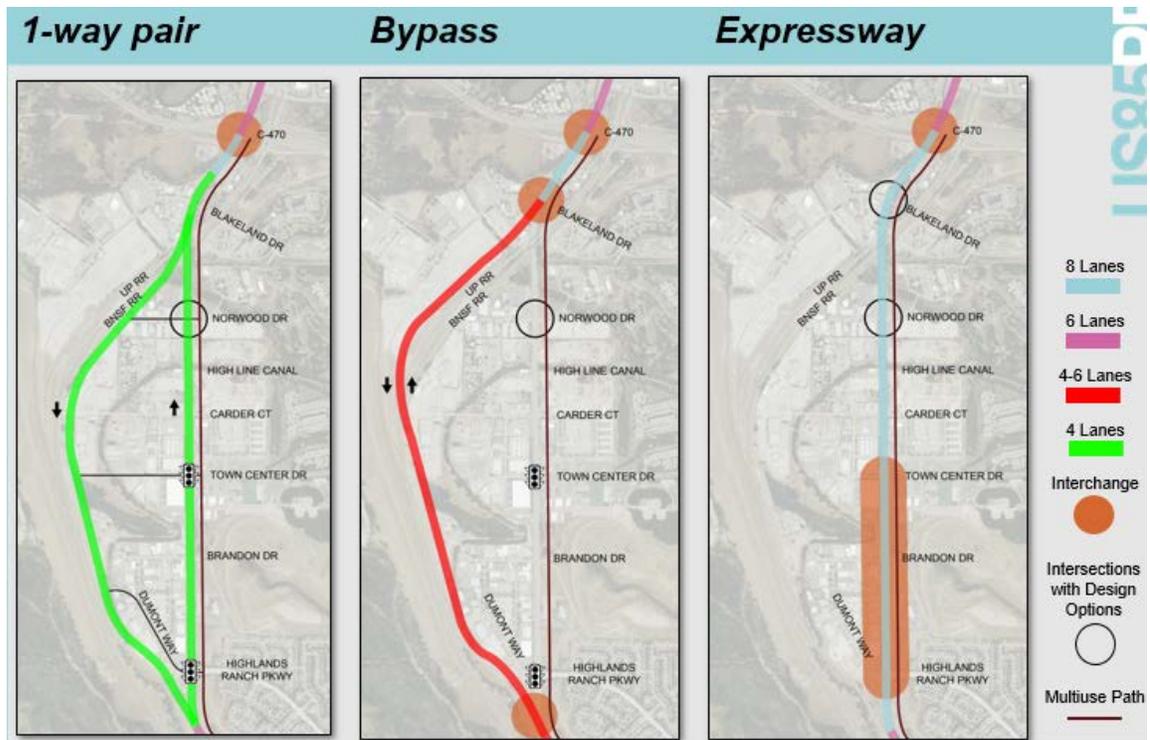
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- New transportation demand forecasts may overwhelm the FEIS/ROD improvements.
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MEETING MINUTES

US 85 Corridor Improvements Neighborhood Meeting March 10, 2016 | 7:30-8:30 AM Grace Presbyterian Church, Littleton

comprehensive transportation corridor solution can be developed. Widening to four lanes on US 85 south of the study area to Meadows Parkway (as identified in 2002 FEIS/ROD) is expected to accommodate projected growth.

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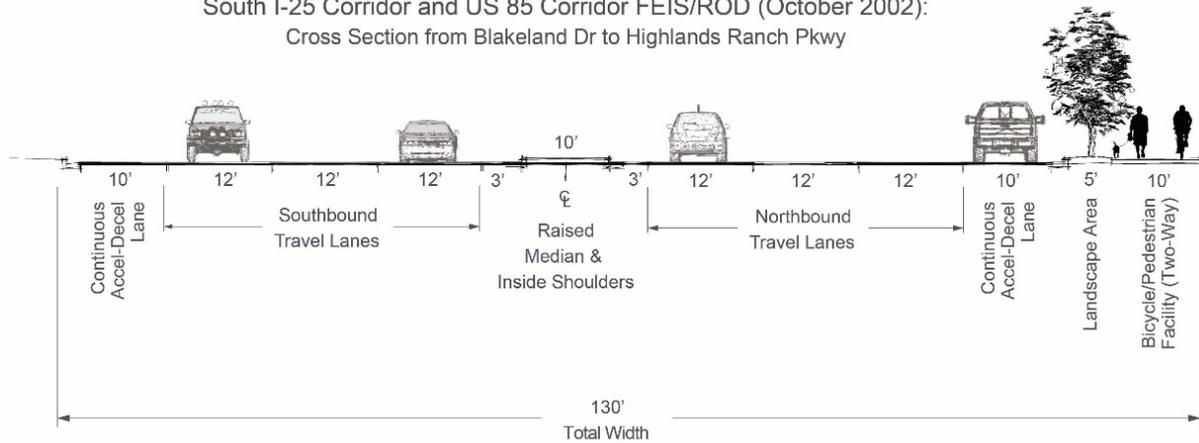
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MEETING MINUTES

US 85 Corridor Improvements Neighborhood Meeting March 10, 2016 | 7:30-8:30 AM Grace Presbyterian Church, Littleton

South I-25 Corridor and US 85 Corridor FEIS/ROD (October 2002):
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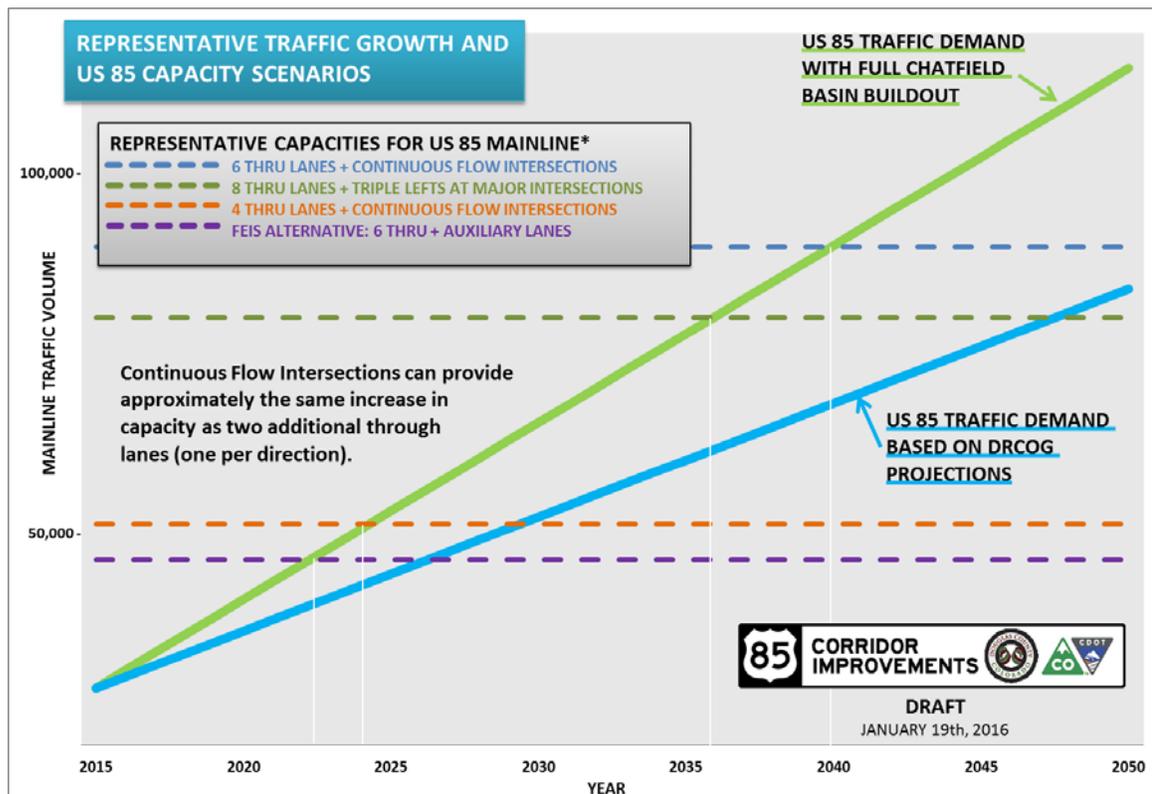
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- > 2017 Final Design
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- > 2019-2020 construction; depending on how the phasing works, construction could be 1 to 2 years.

7. Demand and Capacity Comparison

- Dave Millar presented the traffic demand at different intersections between Highlands Ranch and Town Center Drive and explained how traffic would grow. He presented a chart showing traffic projections and forecasts. With the intense development of the Chatfield Basin area, traffic demand would be higher. What we are doing for the NEPA part is that we are required to use the process based on the approved model. That model is the DRCOG model. When DRCOG models the region, they cannot anticipate everybody’s projected growth. Chatfield is an area that DRCOG anticipated some growth but not as much growth as we are anticipating. What we are looking at is if Chatfield does build out, what do we need to do?



- Question: What does traffic volume mean, one car or one truck, not axles? Response (Dave Millar): Yes, it’s vehicle per day.

MEETING MINUTES

US 85 Corridor Improvements
Neighborhood Meeting
March 10, 2016 | 7:30-8:30 AM
Grace Presbyterian Church, Littleton

- The team looked at different intersection configurations, including a continuous flow intersection (CFI). It's a pretty new concept, but there have been cities and states who have utilized this intersection configuration.
- Four lanes with CFI would be better than six lanes conventional intersection. Six lanes with CFI would be better than 8 lanes conventional intersection.

8. Continuous Flow Intersection (CFI)

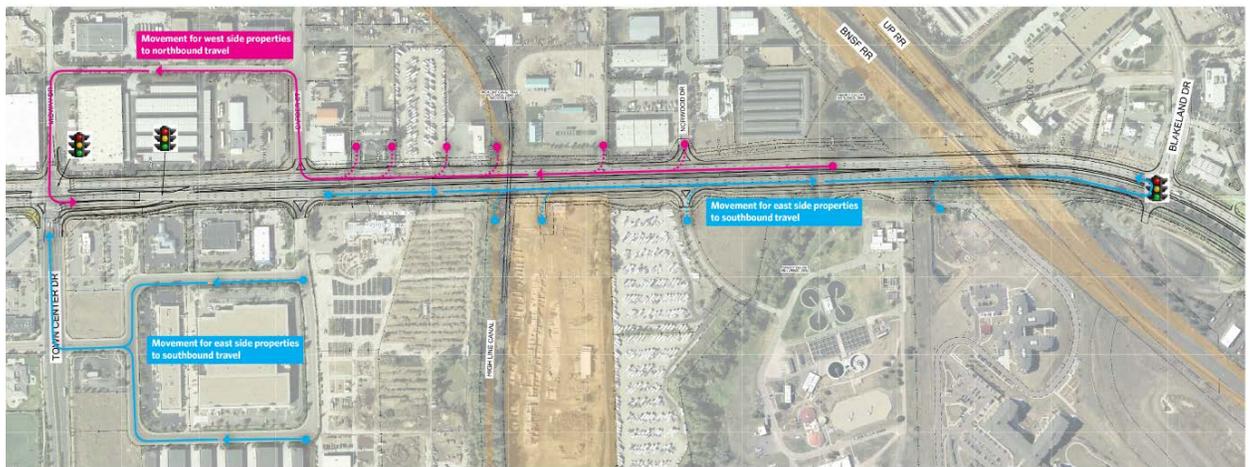
- Dave Millar presented an animation of how a CFI would look like. The idea is to not have the NB traffic stop twice. We need to figure out the signal timing. We would time the signal for the biggest volume.
- When we were comparing the CFI configuration with the conventional configuration, you would have a triple left on the conventional, which would impact the side streets on the other side.
- Comment: I understand the CFI concept. It looks terrifying, but I understand it.
- Comment: I heard people in Loveland saying this configuration is brutal. Response (Dave Millar): We just really need to make sure there is appropriate signage.
- There would be five lanes on Dumont approaching the intersection.
- The CFI configuration takes very little additional easement/concrete.
- Question: On Town Center Drive, where my business is, I am having to back up on the light and sit and wait before you can go, but if you have a right turn lane onto Town Center drive, that would be beautiful. How close are you guys going to be to my property? Response: Not close at all; there is a berm there.
- Question: Who's jurisdiction is the light? Response: It is a CDOT facility but CDOT and Douglas County would have an agreement on who would operate it.
- Question: How do you make the left turn from Santa Fe to Town Center Drive? Response: It will be a cross-over southbound, same as Highlands Ranch Parkway. Northbound would be a conventional intersection.

9. Left Turn and U Turn Options

- Jason distributed copies of the map that showed left turn and U turn access. He pointed out on the map the best opportunity to make a U turn (on Carder). It is the shortest route to go the other direction.

MEETING MINUTES

US 85 Corridor Improvements Neighborhood Meeting March 10, 2016 | 7:30-8:30 AM Grace Presbyterian Church, Littleton



- Question: How do you get in to Norwood Drive coming from the South? Response: You go down to Blakeland and you can do a standard U turn there.
 - How about after Titan Road where the road goes from two lanes to one lane? There are always bad accidents on that stretch. Response: There is a study already in place and they are farther along in that study
10. Question: Who is doing the study for the northern part? Response (Jason Longsdorf): There are improvements that are part of the C-470 project, and that would be the mainline for E 470. Then we have the NEPA study that we are talking about right now. And then we have the PEL study, and that would be a phased implementation for longer-term. We thought that the next improvement would be from C-470 north past County Line Road. After that, a likely need would be to improve US 85 from HRP south to Titan Parkway. Improvements to Titan Parkway would depend largely on the development of Chatfield Basin.

MEETING MINUTES

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11. Comment: At previous meeting I brought up the easement from Airport. It is a Denver easement and 100-foot-wide. It is a problem; we have that dead end. I would like to suggest if someone could look at it. Response (Jason Longsdorf): On the PEL study, that is part of the conversation we are having.
12. Jason announced the next meeting being planned on April 7. We will be sending out mailers to the public to announce the meeting.

MEETING MINUTES

Neighborhood Meeting
March 10, 2016 | 12:00-1:00 PM
Grace Presbyterian Church, Littleton

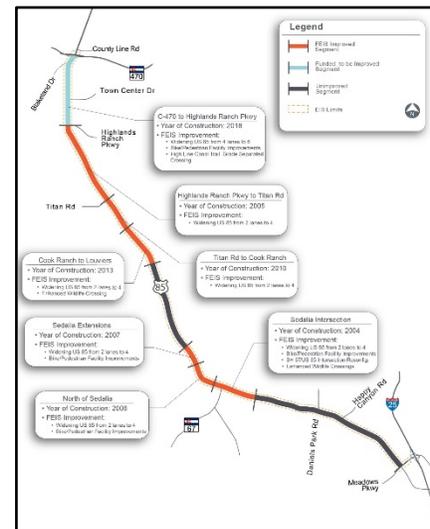
Attendees: See attached sign-in sheet
Copies: Art Griffith, Roman Jauregui, Gina McAfee, Wendy Wallach, Project File

Action Items:

1. Mark the construction easement line on the Left Turn and U Turn Options map.

Summary of Discussion:

1. Jason Longsdorf opened the meeting and introduced himself and HDR and announced that today's meeting would introduce the two studies being done for the US 85 corridor: the PEL study and the NEPA study. Self-introduction followed. Jason then went through the agenda.
2. What has already been done?
 - Jason presented a slide of what has already been done along the study corridor. Since the 2002 Record of Decision was completed, Douglas County and CDOT have been making improvements consistent with the ROD as funding has become available. 2002 was the forecast year looking through 2025. The new forecast year for the current study is 2040 to accommodate additional growth being anticipated in the Chatfield Basin.
 - The orange line shown on the map are areas that are already finished. The black line are areas where there are improvements planned but funding is not identified yet. The blue line indicates the improvements that this group is going to be talking about at this meeting, with construction funding already identified.



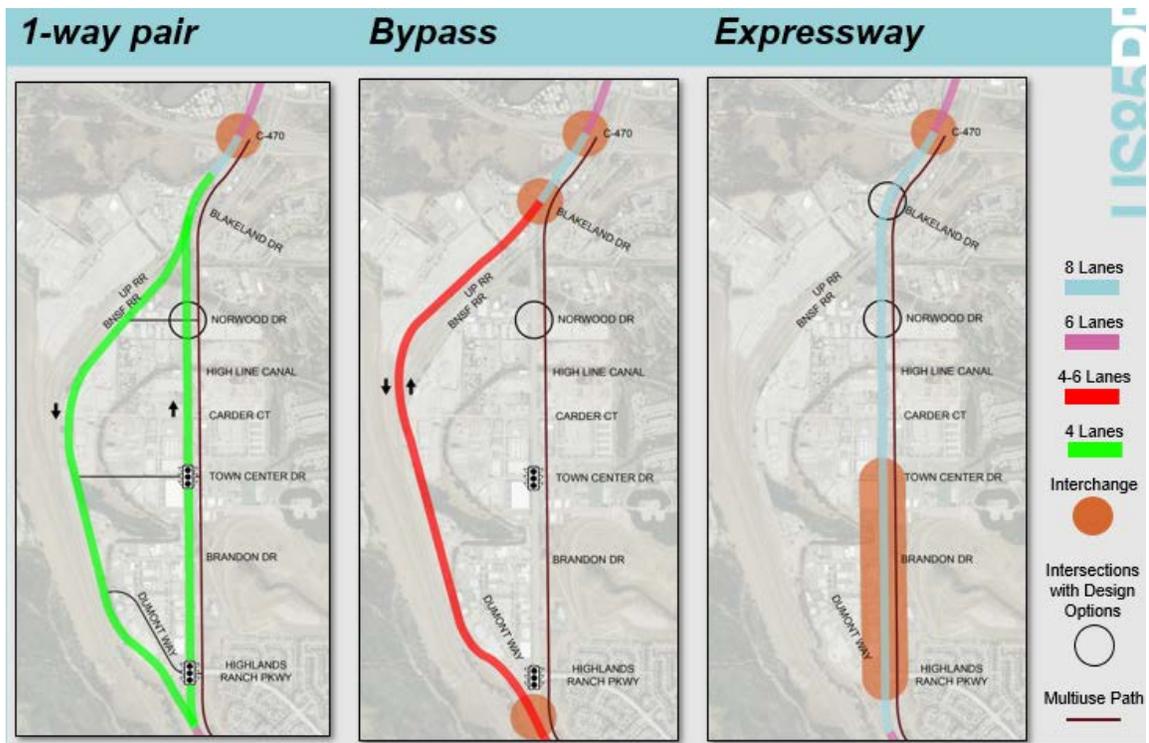
3. What is being planned for US 85 in Douglas County?
 - Jason then talked about what is being planned for US 85 in Douglas County.
 - Douglas County and CDOT have secured funding to build US 85 corridor improvements approved in 2002 (FEIS/ROD) from Highlands Ranch Parkway north to C-470. This is what is included in the current NEPA study.
 - Another new study is being conducted to determine needs for US 85 from Sedalia north past County Line Road. This is the Planning Environmental Linkage (PEL) study. This study will look at how to accommodate new planned development in NW Douglas County and includes development in the Chatfield Basin.

MEETING MINUTES

US 85 Corridor Improvements
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4. Why a PEL Study?

- The development in the Chatfield Basin was not anticipated in the 2002 FEIS/ROD.
- New transportation demand forecasts may overwhelm the FEIS/ROD improvements.
- Douglas County and CDOT want to work with stakeholders to create a Post-2040 Vision for the corridor with an implementation plan and a prioritized list of improvements.
- The PEL study area is an 11-mile corridor and captures the Chatfield Basin traffic likely to access the US 85 corridor. The PEL study includes major intersections so a comprehensive transportation corridor solution can be developed. Widening to four lanes on US 85 south of the study area to Meadows Parkway (as identified in 2002 FEIS/ROD) is expected to accommodate projected growth.
- Jason showed a snapshot of the big picture that the PEL study is looking at—a parallel study looking out into the future, which could be 20 to 30 years out. Long-term alternatives under consideration includes a 1-way pair, a bypass, and an express way.



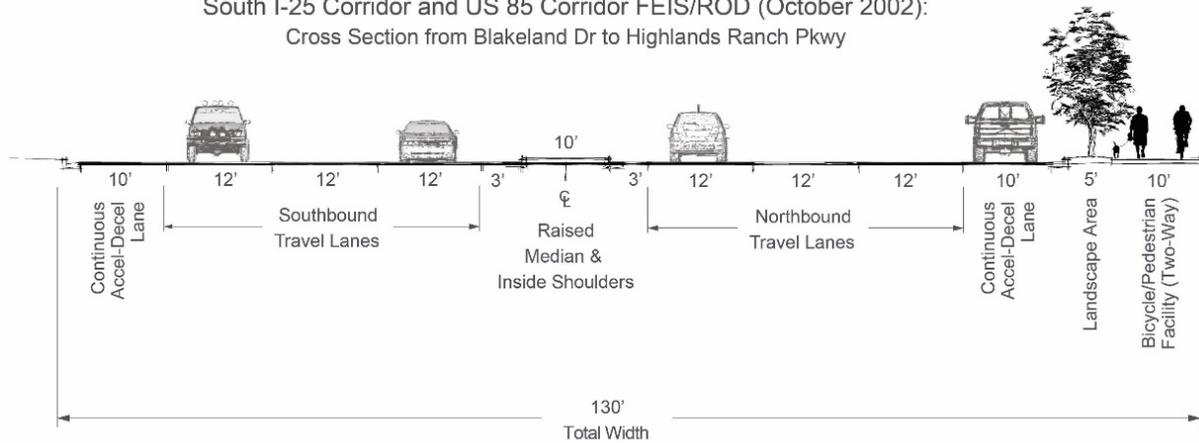
5. NEPA Re-evaluation and Preliminary Design

- Today's discussion will focus on the NEPA study area, which is Highlands Parkway to C-470. Jason showed the cross section that was approved in the 2002 study.
 - > Six lanes between C-470 and Highlands Ranch Parkway
 - > Bicycle/pedestrian facilities along US 85
 - > High Line Canal Trail grade-separated crossing under US 85

MEETING MINUTES

US 85 Corridor Improvements Neighborhood Meeting March 10, 2016 | 12:00-1:00 PM Grace Presbyterian Church, Littleton

South I-25 Corridor and US 85 Corridor FEIS/ROD (October 2002):
Cross Section from Blakeland Dr to Highlands Ranch Pkwy



- Jason then showed a photo simulation of the High Line Canal grade separation.



6. What is the anticipated schedule for construction?
 - Jason presented the schedule for construction:
 - > Record of Decision was approved in 2002

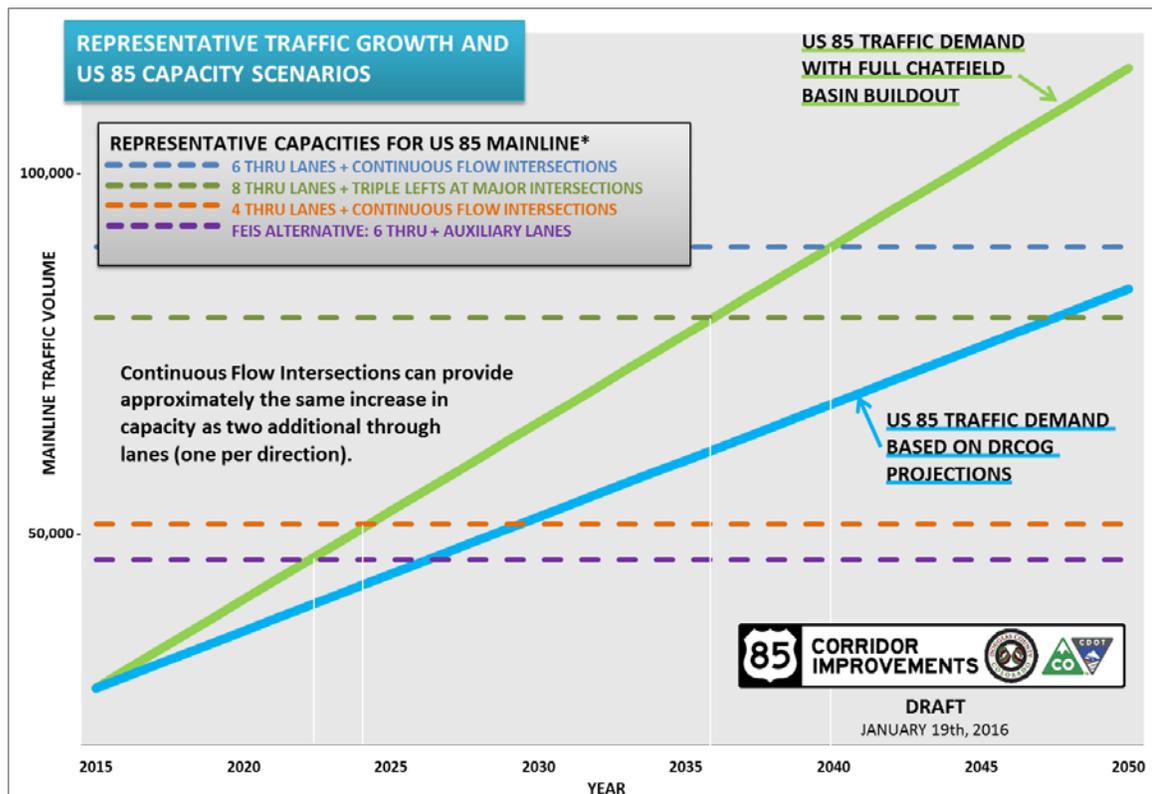
MEETING MINUTES

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- > Summer 2016: Environmental “Reevaluation” to be completed to account for any changed conditions
- > 2017 Final Design
- > 2018 Right-of-way Acquisition
- > 2019-2020 construction; depending on how the phasing works, construction could be 1 to 2 years.

7. Demand and Capacity Comparison

- Dave Millar presented the traffic demand at different intersections between Highlands Ranch and Town Center Drive and explained how traffic would grow. He presented a chart showing traffic projections and forecasts. With the intense development of the Chatfield Basin area, traffic demand would be higher. What we are doing for the NEPA part is that we are required to use the process based on the approved model. That model is the DRCOG model. When DRCOG models the region, they cannot anticipate everybody’s projected growth. Chatfield is an area that DRCOG anticipated some growth but not as much growth as we are anticipating. What we are looking at is if Chatfield does build out, what do we need to do?



- The project team looked at different intersection configurations, including a continuous flow intersection (CFI). We could handle more traffic with this type of intersection. This is as safe as a conventional intersection and it doesn’t take up any more space than a

conventional intersection. We can accommodate more traffic in the same roadway width as a conventional intersection. In terms of cost, it's pretty much the same as a conventional intersection.

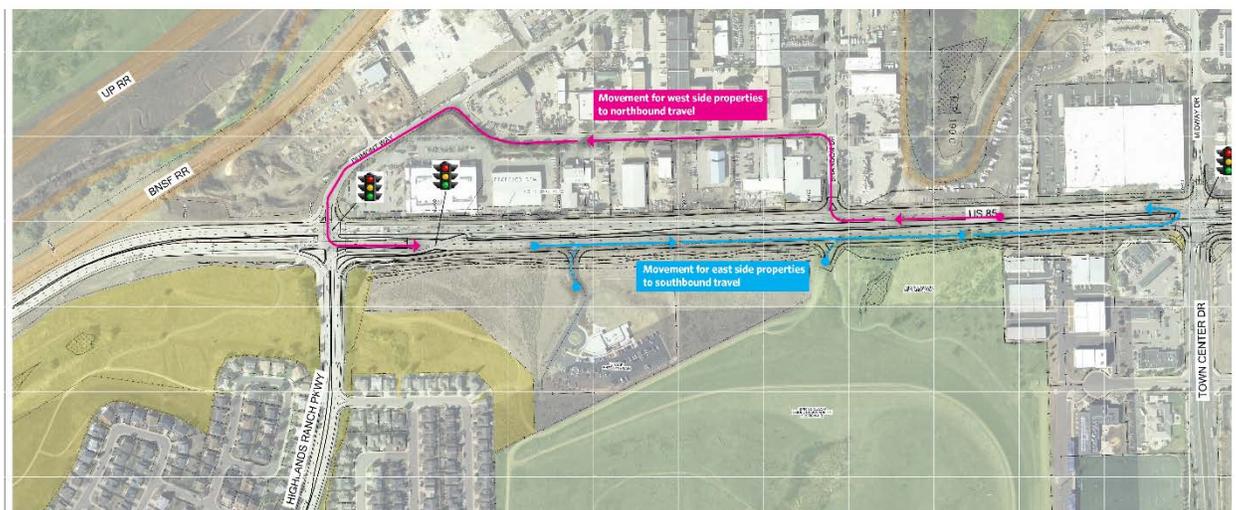
8. Continuous Flow Intersection (CFI)

- Dave Millar presented an animation of how a CFI would look like.
- Question: How much wider would you make Dumont? Response: Final design is not done yet, but probably would be a three-lane approach, another lane from what's out there now. How the signal is coordinated is going to be tweaked during final design.
- An optional design feature is a right-turn bypass.
- Question: Would there be pedestrian crosswalk in that intersection. Response: Yes, there would be two, but that would be decided during design.
- Question (Bill Walker): How do we get out of the church? Response: That would be right-in right-out. Jason pointed the attendees to the right-in right-out diagram on the handout and explained the different options. What is shown on the diagram is closer to the design than what is shown on the CFI animation.
- The project team is looking to talk with Corps to provide additional access to the church from the Corps property.
- Comment (Bill Walker): I was in Loveland yesterday and went through the CFI intersection they have up there and there was a right turn into the shopping area from the CFI. I can't see why you can't include some access to our church, you might just have to adjust the design. It worked in Loveland, and it worked with the traffic light. Response: The one in Loveland doesn't have a right-turn bypass lane but that is something we can definitely look at during design.
- When we widen US 85 we can reallocate green time to the side streets better. We are eliminating Brandon right turn out. Anyone trying to access the church and Spring Gulch property would have to use Brandon and Dumont.
- Question: Is there any improvements going to happen on Carder with all this flow? Response: We looked at that, the amount of traffic that actually gets diverted isn't that great. We are not looking at widening or anything like that. It's really not a big change. We looked at the volume now and redistributed.
- Question (Bill Walker): What does the bypass change with what you are you thinking about? Response: Assuming that we are on the accelerated development, essentially that would be for CDOT and Douglas County to determine at what point in time when they would pursue completely rerouting the traffic. It would depend on what kind of redevelopment is happening in those areas.
- Dave Millar: In terms of how that future option impacts what we are designing now, we are talking about the magnitude of cost. That bypass is in the very long term. But the need to improve this corridor now is there. If we build a conventional intersection, we would need to consider that accelerated growth would mean we would need to move to one of those long-term solutions sooner.

MEETING MINUTES

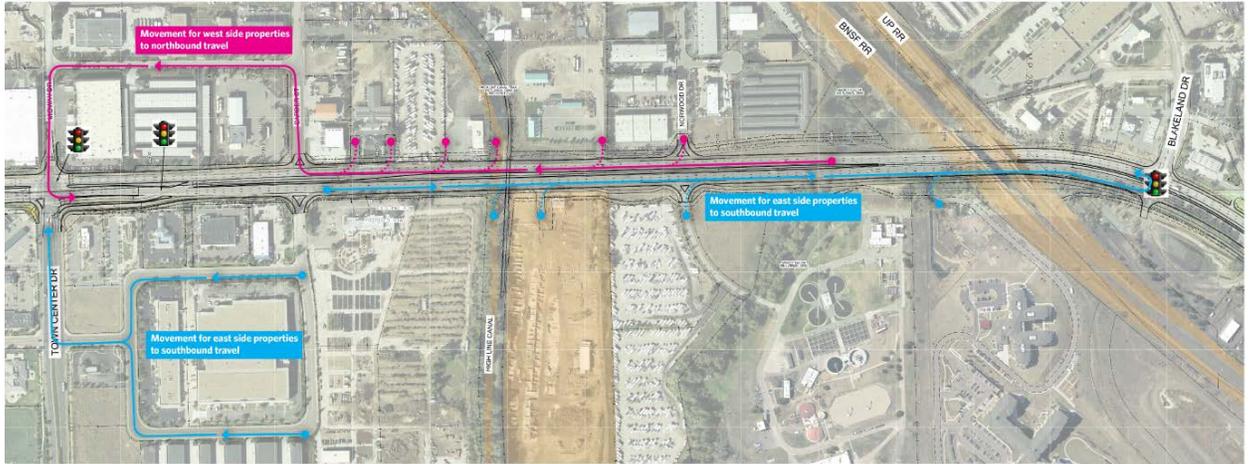
US 85 Corridor Improvements Neighborhood Meeting March 10, 2016 | 12:00-1:00 PM Grace Presbyterian Church, Littleton

- Question (Bill Walker): In Littleton at Mineral, Littleton is considering a shopping center, and that means traffic. Have you had a conversation with Littleton as to where they are with their planning process? Because that is happening just north of where this improvement will end. We are going to have traffic from Chatfield going to that center. Response (Dave Millar): All that immediate type of development is considered, but really we are looking at longer term and even more growth, so that type of thing tends to get lost in the noise. We are projecting more than double, so those kinds of developments are included in the model.
 - Question: If you make this wider, how much property are you going to need? Response: The property acquisition is almost the same as what was anticipated in the EIS. There are some, but not much. Jason showed a map of where the property/business in question was and explained that there are no impacts at all to the property, but probably temporary easements would be needed. But that would be determined during final design.
 - Question: Highlands Ranch has improved the trails next to the intersection. There are a bunch of pedestrians cross there. Does it make more sense adding a crossing there and tying back to the trail? Response (Dave Millar): We haven't designed where we would put the pedestrian crossing but we are definitely considering the best option. A CFI in Utah is next to a school and has a massive number of pedestrians using the crossing but it is being handled by the CFI just fine.
 - Question: There has been talk about extending light rail south. Does that factor in this at all? Response: RTD does not have plans currently to extend light rail south. It is not feasible to do that in this corridor. More likely there would be extension of buses or bus rapid transit service. This plan does include relocation of two bus stops.
 - Question: Would this potentially change the delineation for the RTD boundary, because that would affect sales tax? Response: That would not be affected at all.
9. Left Turn and U Turn Options
- Jason distributed copies of the map that showed left turn and U turn access and explained how left turns and U turns are handled with the CFI configuration.



MEETING MINUTES

US 85 Corridor Improvements Neighborhood Meeting March 10, 2016 | 12:00-1:00 PM Grace Presbyterian Church, Littleton



10. Jason announced that all of the materials used in today's meeting will be available on the project Web site for people to refer to in the future.
11. A suggestion was made to mark the construction easement line on the Left Turn and U Turn Options map. We will take everyone's comments into consideration and will refine the map.
12. Jason announced the public meeting scheduled for April 7. We will present quite a bit more information on the PEL study at this meeting, as well as present the refined maps.



MEETING SUMMARY DRAFT

PUBLIC MEETING

April 7, 2016

Valley View Christian Church

Number of Attendees: 66 on sign-in sheets

The public open house included two sets of graphics—one focusing on the improvements being recommended for the NEPA Reevaluation section (Highlands Ranch Parkway to C-470) and another focusing on the alternatives screening process and the recommended alternatives for the PEL Study. Graphics were included for the project schedule and a video was shown for the NEPA Reevaluation section that illustrated how the proposed continuous flow intersections would work.

Questions after the Presentation and from Open House:

1. Live in Highlands Ranch and go to Castle Rock—should widen south of Sedalia. *Roman said that CDOT has a design for this (just north of Sedalia) but there is no funding. They are starting to acquire right-of-way. South of Sedalia, CDOT is almost done with design, but there is no funding for construction. Art stated that Douglas County is requesting federal funding for the piece just north of Sedalia.*
2. We just moved in 2 months ago—live south of Titan Road in Chatfield Estates. How much of her property will the project take when it goes to eight lanes? *Roman said that CDOT has built a section that would allow for six lanes with no widening to the east. The eight-lane section may or may not be done, especially in the near term. CDOT will look at ways to minimize impacts.*
3. What about noise? *Roman said that based on federal guidelines with the EIS, there was not a need for noise walls. If US 85 ends up getting widened more than what is shown in the EIS, we will do a full noise study.*
4. Currently when a motorist is going south on Santa Fe and turning left on North Chatfield Drive, it is unsafe to go into Chatfield Estates because the traffic is going very fast. Can we lower the speed limit? Now that there will be more traffic, will the neighborhood be able to safely evacuate? *Roman said we design and post speed but people drive faster than this. CDOT normally sets the speed at the 80th percentile, based on actual speeds.. CDOT could look at lowering the speed limit.*
5. The biggest problem is that when the County Commissioners approve developments they did not hold the developers accountable to upgrade the roads.
6. How has the Sterling Ranch developer paid for any of this? *Art said that the developer will pay for an upgrade of the Titan Road interchange. They are also paying a portion of the widening cost.*
7. When will improvements be made to the C-470 interchange?
8. Should put in grade-separated interchanges between Highlands Ranch Parkway and C-470 now.
9. The church access should be off Commerce Center Street.
10. Should run light rail down to Titan Road. It should not stop at Lucent. A bypass option could create more opportunities for transit.
11. There will likely be more truck traffic on US 85 over time, especially as I-25 gets more congested.
12. What about the plans to move the railroad way far east like was studied maybe ten years ago? *There is no funding for that.*

13. Could we look at a church access that takes off at Bucknell Drive and parallels Highlands Ranch Parkway before coming north into the church?
14. How will drainage be handled along the NEPA section?
15. Where will right-of-way be needed for the PEL?
16. When will a bike path be built along with the PEL improvements? Do not like having to drive on the shoulder.
17. Concerned about noise—especially Chatfield East.
18. In the NEPA section, when it goes to eight lanes, how will pedestrians and bicyclists cross US 85?
19. Agree that the improvements are needed.
20. Concern about the expressway and effects to local access.

Comments Submitted on Comment Cards:

21. It would be super awesome if there was any way to push the High Line canal underpass as soon as possible. Many, many people use the canal that have children crossing a multi-lane road. Scary!
22. When will Titan bridge-intersection be built? Continuous flow at Titan is best over other methods. How come a complete CDOT 1601 has not been done for Sterling Ranch?
23. Have any consideration been given to taking light rail to Titan Road and not Lucent Blvd.?
24. SH 67 to Titan: Highway 85 and Airport Road—exit lane going SB on 85 > great idea! Bridge over 85, another great idea. How do cars go northbound from Airport Rd to Highway 85? Entrance ramp from bridge?

PEL—like the bypass idea!! May work better than the expressway. While the Chatfield Estates folks have concerns about turn lanes going east, same is true for Aspen Leaf Drive. While we have a longer eastbound turn lane, trying to turn out of the subdivision going southbound, it's horribly dangerous. Noise impact is also a concern for Cherokee Ridge Estates.

The NEPA and PEL overall though appear to provide well thought out options.

25. Suggestion: Can CDOT afford to put up another electronic sign stating RIGHT LAND ENDS on Highway 85. One sign is not sufficient.

It would certainly make the narrowing to 2 lanes hopefully more safer.

In bad winter weather reflective sheeting has worn off. Who do you call when this happens.

26. Grace is a small church with a large investment and a desire to grow. It is already difficult to access the driveway with the current left turn lane going southbound.

A right in and right out only would cause people coming to and from both directions to make tortuous detours to reach and leave the church. This would discourage many people from attending the church.

We ask you to seriously consider a solution that would allow convenient access to our property. Thank you!

27. We live in Chatfield Estates—while access to the north is adequate with accel/decel lanes, southbound from Lakeside is nearly impossible access. Additional traffic from Sterling Ranch will aggravate this situation. The alternative of using the south exit requires going to Titan Road and then crossing to southbound ramp—so some sort of traffic control is needed at Titan Road—or a light or another control at Lakeside to provide southbound access safely.
28. New plan—run the light rail extension from Littleton (Mineral) to Titan (south of Titan) instead of to Lucent.
29. We live right at Titan and Santa Fe and are very concerned with noise volume. Are there any plans to mitigate noise in this area?
30. *Grace Presbyterian Church*: We currently have right turn in going north, right turn out to the north, and left in going south. More than 60% to 65% of our congregation enters from a left turn going south. Our high traffic loads are on Sunday. Our other modest traffic loads are weekdays in the evening after rush hour.

We are open to several options:

- Combine a traffic signal light for our entrance and the crossover left turn lanes from Highland Ranch Parkway. This has been a successful solution to a similar arrangement in Loveland at US Hwy 34.
- Install a full turn traffic light at Brandon Drive.

We are opposed:

- to closing off our left turn access from the southbound lane for reasons listed in item 2 above.
- This would require a majority of the congregation coming southbound to make a left turn at Brandon Drive, go through the industrial area, come out on Highlands Ranch Blvd., turn left back on to US 85 going north, and right into our driveway.



CORRIDOR STAKEHOLDER GROUP #4 MEETING MINUTES

Highlands Ranch Metro District
June 1, 2016

1. Attendees

- Project Team: Art Griffith, Jason Longsdorf
- CSG Members: Carrie Ward, Jeff Case, Lon Loomis, Brian

2. Reviewed Status of Highlands Ranch Parkway to C-470 project Improvements

- Jason shared the CFI video and reviewed the basic configuration, including:
 - a. CFI intersections at Town Center Drive and Highlands Ranch Parkway
 - b. Most of the ROW expansion is happening to the east
 - c. Underpass at High Line Canal
 - d. Minimized footprint impact at Jensen Supplies (4f and 106 property)
 - e. Ongoing coordination with USACE about shared, shifted access
- Jeff Case asked if there was potential for a full movement intersection at Norwood. Art explained that this was not in the current design but could be further investigated.
- Brian Weimer suggested that these improvements will certainly help this portion but that there is still a need for improvement from County Line up to Prince.

3. PEL Study

- Art confirmed that the project should be defined as SH 67 to County Line road with a description of the north and south transition zones. And that Dad Clark Gulch should be labeled on aerials.
- The group discussed the possibility for additional development north of County Line Road including potential redevelopment of the Veterinary Clinic on the west side of US 85. Art asked that the PEL discuss any safety issues related to the SB US 85 right turn drop at the Vet. Clinic and the access to the EB C-470 ramp.
- The group reviewed the final Level 3 alternatives and asked they be presented as two separate graphics – 1 for mainline and 1 for interchanges.
- Lon Loomis asked how transit would be addressed and Jason explained that it was carried through with all the alternatives and would be discussed in the PEL.
- The group reviewed the potential implementation phasing plan and provided graphic readability suggestions.

4. Next steps

- Jason reviewed the schedule for both projects and indicated that the PEL Report would be publicly available in August 2016 and the environmental clearance for the Highlands Ranch Parkway to C-470 project was expected by the end of the 2016.
- No additional CSG or public meetings are scheduled at this time.

July 28, 2016

Reverend Dr. John Ross
Grace Presbyterian Church
9720 U.S. Hwy 85 N
Highlands Ranch, CO 80125

Re: US Highway 85 Corridor Improvements
Grace Church Access improvements

Dear Mr. Ross,

I want to thank you and the other church representatives for meeting with members of the US 85 Project Team on June 28, 2016 to discuss the US 85 Corridor improvements and access modifications concerning Grace Presbyterian Church and the U.S. Army Corps of Engineers (USACE) properties. As a follow-up to our June 28th meeting we are sending you this letter and the attached preliminary plan in order to provide the church with more detailed information on the combined relocated access as well as preliminary information regarding the potential additional roadway right-of-way and easements that need to be acquired from the Church.

As discussed in our June 28th meeting, planned improvements to US 85 (between Highlands Ranch Parkway and the C-470 Interchange) require increasing right-of-way (ROW) width for the purpose of adding additional through lanes, modifying major intersections to improve traffic operations, and providing a shared 10-foot wide multi-use path along the east side of US 85. In addition to the proposed ROW, we anticipate needing permanent easements and temporary occupancy construction easements from the church to relocate your driveway. Presently, utility Relocations will likely commence in 2018 and construction is anticipated to begin in early 2019.

Based on the comments we received from church representatives at the June 28th meeting, we made minor revisions to the layouts that were presented on June 28th concerning the proposed church relocated access; and these changes are shown on the preliminary plan (dated 7-21-2016) enclosed with this letter. Additionally, the preliminary plan show the limits of the anticipated additional roadway ROW / impacts to the church property associated with the US 85 Corridor improvements. The anticipated additional ROW and easements needed from the church are shown in a table on the enclosed preliminary plan.

The proposed new access configuration off of US 85 will allow for a $\frac{3}{4}$ movement intersection which includes a right in, a right out and a southbound left turn into the church and USACE properties. Relocating the church access 900-feet to the north of the existing access will benefit the church with continued use of a $\frac{3}{4}$ movement intersection where as the present church $\frac{3}{4}$ movement access is not compatible with the anticipated increased travel demand on the US 85

Letter to Reverend Dr. John Ross, Grace Presbyterian Church,
(dated July 28, 2016), page 2

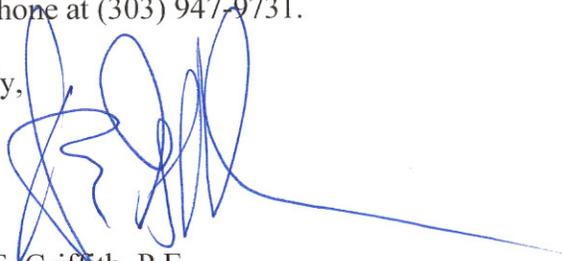
Corridor and the proposed improvements. However, just like with your existing access permit, there is no guarantee that the left hand turn into the new combined church and USACE access will remain in place forever (distant future).

As the issuing authority for the Colorado Department of Transportation (CDOT) and per the State of Colorado State Highway Access Code, CDOT or the County may when necessary for improved safety and operation of a roadway, rebuild, remove, or relocate, any access, or redesign the highway including auxiliary lanes and allowable turning movements. Because necessary highway design improvements are needed to accommodate the future traffic demand on US 85, the proposed plans require relocating your existing access approximately 900 feet to the north of its current location and consolidating your new access with a new access for the USACE property, which will occur at the north end of your existing property. These new accesses will connect to US 85 via a local public road, and on street public parking will not be allowed on this short street.

We look forward to hearing from you and we will be reaching out to you in the near future to schedule another meeting with the church, which we understand will occur immediately following a Sunday service in either late August or early September.

If you have any questions or need assistance, please contact Jason Longsdorf at 303-301-4017 or via email at Jason.Longsdorf@hdrinc.com or you can reach me at agriffit@douglas.co.us or by telephone at (303) 947-9731.

Sincerely,



Arthur E. Griffith, P.E.
Capital Improvement Projects Manager

cc: Kent Friesen, Grace Presbyterian Church (via email)
Chris Wineman, Semple Brown (via email)
Roman Jauregui, CDOT Region 1, Resident Engineer (via email)
Pete Mertes, HDR Consultant Project Engineer (via email)

Attachments: Preliminary Plan for US 85 Church Access (dated July 21, 2016)

US 85 HIGHLANDS RANCH PARKWAY TO C-470 PUBLIC COMMENTS

accidents, some fatal, that are occurring on this stretch of highway. For at least 15 years there has needed to be 4 lanes to handle the volume of cars that traverse this stretch of road. I hope that some near term or immediate action is going to be taken to remedy this situation. During rush hour coming home to Sedalia on Highway 85 when you get to where it narrows down to 2 lanes you will sit for at least 15 minutes on the 4 lanes waiting to be able to

expressed that he's actively trying to sell his land between the High Line Canal and Commerce Center Cr. and that current access from his property to US85 is terrible and having a new traffic signal here will make it more attractive for people to understand when to merge. They think in the short-term, more signage can help alleviate crashes until this section is widened.

either side to go both north and southbound onto 85) near Airport Rd. He attributes a lot of this to the recent Airport Rd over Plum Creek Bridge replacement project, but is worried drivers will not revert back to using the controlled controlled.

adjacent to US 85 in Highlands Ranch).

One person felt that traffic would not meet future forecasts, and therefore felt this project could be overbuilt.

She had a copy of the property owner/PTE letter and said she owns property but didn't receive a letter. She heard about the meeting in The Hub. After finding where her property is, it's actually in the PEL section, so we didn't send her a letter. She suggested we advertise in the Denver Post or the Douglas County News-Press. She owns five contiguous parcels on the east side of 85 just south HRP. She said CDOT purchased frontage from her right after

• Art wants to continue with our due diligence of the CFI, test with CDOT (off-line and at our CDOT/FHWA PMT), then finally, take to he and Fred Koch (and Leonard Cheslock???) for the final Douglas County approval of the concept before we make a final decision

- Within CDOT we need to meet with Roman, Clark, and Carrie
- We'll shoot for the December 9, 2015 CDOT/FHWA PMT meeting

notify many of his neighbors. Also suggested that we could use the many HOA's in the area to spread the word. His main concern was that we aren't showing what he believes is a dedicated roadway easement connecting 85 and I- to construct the supporting transportation facilities.

b. He said that he cannot believe there hasn't been a formal 1601 Process completed yet and because of this feels that the tax payers will therefore have to pick up the tab for future interchange improvements to accommodate the that taxpayers had to foot the bill. When I responded that they were paying well over \$100 million, he responded that that was a small portion of the overall cost (we agreed perhaps 1/3), but that it was still "nothing"

Ron Neiss supported the CFI concept

Add me to the mailing list. Please.

I appreciate your updating us on the meeting. The email you are using for me is no longer active and my new contact email is jimklohrenz@gmail.com. Also, as a quick comment, I have contacted both the county and CDOT on multiple times of our concern for the safety of the current entrance to Chatridge Court. We have had multiple "close calls" and, as Ken has mentioned, the current configuration is not what was presented to us.

Thanks again,
Jim Lohrenz

The road allowance going "east" of Hwy 85 is here:

<http://apps.douglas.co.us/apps/assessor/search/parcelDetails.do?action=print&propertyId=R0444054>

Apparently some very forward looking people (many decades ago) had identified the need for this east-west corridor - (WOW!)

I believe any "forward looking transportation plan" clearly needs to include this east-west corridor. The need will be critical when Castle Pines develops their city center, The Canyons is developed, and Sterling Ranch is built out. Extending Castle Pines Parkway west to Hwy 85 from Daniels Park Road appears to be the "common sense" route.

It would ideally connect to the Sterling Ranch "south" corridor on the west side, and all the way through to Hess Road and Parker on the east. Thus becoming a MAJOR east-west corridor with Castle Pines being the central business district.

I'm no transportation engineer, just a humble common sense kind-a-guy - and this is just my unbiased opinion.

I attended the meeting (see below) last evening concerning future changes for Hwy 85, and was surprised I didn't see any of you there - unless you came later, perhaps? So I wonder if you received notification, since you are landowners who will be affected by these changes?

About 2006 we were told by CDOT (Anna ??...) that Hwy 85 would be widened and straightened, and the Chatridge Court access would not intersect the new 85. Instead, traffic would turn north a few hundred yards on the existing old 85, where a new signalized intersection would control to access Hwy 85 north and south (see attached). Well... that never happened, obviously. In the new plan, it also appears that is not in the plans?

Thus you are forced to do a U-Turn on 85 approaching from the north.
And you are forced to do a U-Turn on 85, when you want to go south on 85.

I recommend you coordinate your desires and step forward to be heard if you want to have your desires implemented.

Allan and Gina (emails above) are employed by HDR who are representing the County.

Please send them your complete contact information to be made aware of future meetings, Allan says the next meeting is in January.

Normally I keep an eye on these things and notify people I think will be concern, but this time I "assumed" notices had been sent to you (My Mistake!).

I met other neighboring land owners at the meeting who also had not been notified... shoddy work or intentional... I AM becoming cynical!

Let me know if I can assist you in any way.

PS: Are you aware of the two water pipelines to be constructed along Hwy 85 from C-470 to Castle Rock?
Referred to as the "WISE Western Pipeline" by Castle Rock government.

I did not see these on the maps presented last evening either - perhaps only the highway is in the project area of

Need wildlife crossing signs on Highway 85 south

Will there be an interchange to connect Sterling Ranch and Castle Pines?

Peterson Rd.

What kind of crossing will there be at Airport Rd.?

Highway 85 needs more wildlife crossing signs

We need grade separation on Airport Rd. for both tracks

Will there be a grade separation on Airport Rd. when Sterling Ranch is developed?
Lots of traffic is held up by south moving trains
Will Chatridge Estate be provided full access?
Possible traffic signal at this location?
Pedestrian access under/over south of HRP
Chatfield access
Interested in seeing split highway
Interested in seeing service road from Highlands Ranch Pkwy to C-470
How will these improvements impact existing congestion on 85 from Mineral Ave. to Littleton?
Could a signal at Carder Ct. be considered?
Make sure intersections accommodate vehicles hauling boats and RVs, there is a lot of RV storage along US 85
Public transit south to Castle Rock (Prefer Rail)
Wildlife Crossings
Big Problems: Dumping large amounts of traffic into US 85 going to/from Castle Rock @ West 67 Dumping traffic onto US 85 north of C-470 All wildlife crossings should accommodate large mammals US 85 is already noisy in Sedalia and 5 miles west. Noise mitigation is a must Consider putting all of US 85 underground It is anachronistic to focus on roads: Rail possibilities? Huge bicycle increase Others? Leave it alone
regarding allowable distance between accesses to I-25, but deleting the direct access of us85 to I25 was a major mistake. Additionally, the striping on Founders eastbound from 85 from east of Founders is terrible. The right lane there should stay along the curb instead of requiring two lane changes within a few yards of each other. Lastly, 85
I would like to be on the contact list for updates and project news. Thanks!
Please add me to the list for progress reports, thanks.
Keep me informed. I'd like to hear about the updates to US 85 in Douglas County
get the project going
the "ugly" strip, in my mind.
especially when northbound. I see cars run this light when it turns red in northbound direction.
need more traffic control at Murdocks area
patterns
2 lane left-hand turn onto Sana Fe from Highlands Ranch Pkwy or longer turn signal.
Worried with new construction and increased population in Sterling Ranch
and will only get worse with construction traffic then residential traffic.
of us use Hwy 85 regularly to and from work. We should have been listed, even though we are just South of your mapped area, but none-the-less are attached to Hwy 67 at Sedalia.

<p>Would love to see double left turn lane from HRP to Santa Fe Would love to see four lanes from Highlands Ranch to Castle Rock</p> <p>After viewing the continuous flow intersection my thoughts are:</p> <ol style="list-style-type: none"> 1. It is not continuous flow 2. It is confusing and like anything new (like roundabouts) will take a lot of getting used to. 3. I am not convinced it will improve traffic flow but I am not a traffic engineer so it is likely I am wrong.
Traffic and \$\$\$\$\$\$\$\$ and where is the 1601 study for Sterling Ranch?
will become worse with the new home development.
mitigation along Highlands Ranch is needed as well. Many thanks!
Please include noise mitigation in your expansion plans. Thank you!
Please ensure appropriate noise mitigation as part of the planned project on Santa Fe / US85.
Noise Mitigation needs to be included in this project
project/expansion. When I purchased my home I knew the train ran by closely but the traffic from US85 was not a problem and I do not want it to become one.
I think it's very important that there be noise mitigation for this project.
Please include noise mitigation.
little 2 lane road going nowhere, and now we are going to have a freeway!!
entrances right in right out only. An elevated in and out should be studied for feasibility. How would right in entrances be Configured? Would we have to go to Titan rd. and come back to Lakeside Dr. ? How would we
include.
much traffic getting on/off in Sedalia that the project should end there? Why wouldn't it go all the way to Castle Rock or stop at one of the major intersections where people get on/off in HR. LOL - I hate seeing roads go from 2 lanes to 1 in the middle of nowhere and the congestion that results from all of those people funneling down to one
Please include noise mitigation in the improvement plans.
Thanks, Leanne Arent
project. Thank you! Holly Palmieri
noise mitigation in the master plan and traffic mitigation and control for during the construction phase when people will be searching for detours to avoid the inevitable traffic delays.
ahead and include noise mitigation with the construction of the roads Vs waiting years to fix something that should have been done from the onset of the project.
really hope noise mitigation is included in your planning process.
Sound mitigation to protect quality of life and property values Marker category: 0
Highlands Ranch resident, located on the western side of the area, Hwy 85 noise is a concern, especially with increased traffic expected from the Sterling Ranch development. Thank you in advance for your response.
neighboring 85.
this stretch of road, but please include noise mitigation.
Please include noise mitigation in the project plans. Numerous homes will be affected by the increased noise.
County Line Road interchange, with re-design and improvements to west bound C 470 from Sante Fe. Secondly, the Titan Road / Santa Fe interchange needs to be upgraded to carry the traffic today and all of the additional traffic from the new developments along Titan and Roxborough. PLEASE: no roundabouts!
thousands and many can hear 85 as it is today. With more traffic and concrete roads you must do things to limit the noise.

be included in this project. We deserve to keep the noise down & home values up with noise mitigation as well as landscape. Noise mitigation is essential with all projects of this size . Let's keep Highlands Ranch & Westridge the Noise mitigation must be included!!

Please plan accordingly so that the residents of Highlands Ranch are protected from the additional noise this will create.

Thank you.

Best regards,

Christoph Puetz
Highlands Ranch Resident

As a resident of Westridge I would like to see noise mitigation included in this plan neighboring 85.

this stretch of road, but please include noise mitigation.

Please take into consideration of studying noise mitigation.

1. I'd like to know what will be done to minimize any future traffic noise (even less than now would be great) from US85 to the houses nearby.
2. On a related note, I'd like to learn what is being done on the west side of the road that may help with the train noise. Specifically trains passing through typically toot their horns 5 times and this happens multiple times a day. This all seems to be done for a couple small driveways basically. I'd hope with this project a solution could be made to eliminate the train horns through this populated area. Further south on US85 there are some driveways that seem similar that have signs posted warning that trains don't honk at those "intersections". Maybe simple signs like this are a possibility.

I think a bike trail connecting the highline canal to the Centennial bike trail along Santa Fe would be much used and cost effective on this project.

Also, if it is not already in the works, the Centennial bike trail at the Santa Fe crossing should be redesigned. In my opinion, the crossing is very hazardous in it's present state. This should not wait for the proposed 2019 construction

Noise mitigation must be included in this much needed project please, for the sake of all of westridge and south. implemented you must address the noise that will come with the changes and additional traffic. Please protect/respect our Highlands Ranch neighborhoods.

Thanks,

Mike Haney

Please install noise mitigation
Between Sedalia and C470
along us85/Santa Fe Drive

sort of noise mitigation is going to be used to help protect our property values?

barriers and other noise-reducing measures so the surrounding neighborhoods don't suffer an increase in traffic-related noise. Thank you, Kristen Cassic

Highlands Ranch Parkway in relation to the homes.

mentioned for those of us that live closer to 85. As you know, high noise levels directly affect property values and quite honestly, I'll vote in favor of retaining my property value over improving 85 any day. In fact, I'm vehemently

<p>These improvements will be great! Since it will increase the traffic, please consider noise mitigation measures.</p> <p>Thank you!</p>
<p>If not already included in the improvement we support the addition of noise mitigation for the surrounding areas.</p> <p>Will you consider building a wall similar to those along the 25 found between the DTC and Downtown with some artistic decorations?</p>
<p>Town Center Drive.</p> <p>To improve safety today on Santa Fe Dr eliminate all of the left turns onto and off of Santa Fe Between Mineral and Titan Road.</p> <p>This includes the current left turn lane from southbound Santa Fe onto east bound C470 - the left lane on the bridge over C470.</p> <p>Thanks for all of your good work and for the meeting last Thursday evening. The continuous flow intersections at HRP and Town Center do not seem to be continuous, they are just larger left turn lanes.</p> <p>Suggest an approach similar to the intersections at Titan Road and Evans for Town Center and HRP or similar to the</p>
<p>No description</p>
<p>in West HR!</p>
<p>No description</p>
<p>Sound mitigation to protect quality of life and property values</p>
<p>open space just south of HR parkway, east of US 85</p>
<p>Better plan for train crossings so train horns aren't necessary</p>
<p>design for this (just north of Sedalia) but there is no funding. They are starting to acquire right-of-way. South of Sedalia, CDOT is almost done with design, but there is no funding for construction. Art stated that Douglas County project take when it goes to eight lanes? Roman said that CDOT has built a section that would allow for six lanes with no widening to the east. The eight-lane section may or may not be done, especially in the near term. CDOT will</p>
<p>3. What about noise? Roman said that based on federal guidelines with the EIS, there was not a need for noise walls. If US 85 ends up getting widened more than what is shows in the EIS, we will do a full noise study.</p>
<p>into Chatfield Estates because the traffic is going very fast. Can we lower the speed limit? Now that there will be more traffic, will the neighborhood be able to safely evacuate? Roman said we design and post speed but people drive faster than this. CDOT normally sets the speed at the 80th percentile, based on actual speeds.. CDOT could</p>
<p>The biggest problem is that when the County Commissioners approve developments they did not hold the</p>
<p>6. How has the Sterling Ranch developer paid for any of this? Art said that the developer will pay for an upgrade of the Titan Road interchange. They are also paying a portion of the widening cost.</p>
<p>When will improvements be made to the C-470 interchange?</p>
<p>8. Should put in grade-separated interchanges between Highlands Ranch Parkway and C-470 now.</p>
<p>9. The church access should be off Commerce Center Street.</p>
<p>opportunities for transit.</p>
<p>11. There will likely be more truck traffic on US 85 over time, especially as I-25 gets more congested.</p>
<p>funding for that.</p>
<p>before coming north into the church?</p>
<p>14. How will drainage be handled along the NEPA section?</p>
<p>15. Where will right-of-way be needed for the PEL?</p>
<p>16. When will a bike path be built along with the PEL improvements? Do no like having to drive on the shoulder.</p>
<p>17. Concerned about noise—especially Chatfield East.</p>
<p>18. In the NEPA section, when it goes to eight lanes, how will pedestrians and bicyclists cross US 85?</p>
<p>19. Agree that the improvements are needed.</p>
<p>20. Concern about the expressway and effects to local access.</p>
<p>Many, many people use the canal that have children crossing a multi-lane road. Scary!</p>
<p>complete CDOT 1601 has not been done for Sterling Ranch?</p>

Has any consideration been given to taking light rail to Titan Road and not Lucent Blvd.?
idea. How do cars go northbound from Airport Rd to Highway 85? Entrance ramp from bridge? PEL—like the bypass idea!! May work better than the expressway. While the Chatfield Estates folks have concerns about turn lanes going east, same is true for Aspen Leaf Drive. While we have a longer eastbound turn lane, trying to turn out of the subdivision going southbound, it's horribly dangerous. Noise impact is also a concern for Cherokee Ridge Estates.
development I foresee a huge increase in DB noise and kindly request you include noise mitigation in this development plan. Thank you
Sterling Ranch. Please make sure this is part of the study and the design.
from the increased traffic.
border Santa Fe. We do not want our housing prices to suffer during the construction or after with the additional traffic.
Thank you, Marsha
noise down with some form of Noise Mitigation. I am concerned that the value of our homes will decrease during the years you will be doing construction.
Highlands Ranch Parkway. Some people had concerns over the use of this type of lane. I see this as a great way to move traffic more efficiently given the volume and flow. There are a couple of things you can do to make it more effective: 1) incorporate higher barriers so that you don't realize you are traveling in a weird flow between 2 lanes of traffic and 2) cutting an underpass from south bound US 85 to the other side of the north bound of US 85. This is a
Needing Noise Mitigation to protect the homes along Santa Fe from construction and higher traffic
home that will be affected by increased traffic noise Marker category
residential area affected by noise from increased traffic
Please consider noise mitigation to protect homes that border Santa Fe
project.
Chatridge court is a private road. Neighbor is Andy Pointon
Can the north bound left into sedalida be EB tense?
Safety Concern: Homeowners in Chatfield East have concerns getting onto Chatfield Drive and turning left from Santa Fe. Only 2 cars can turn E to N. Chatfield Drive. If more cars at 55 miles per hour a potential safety risk.
fire or emergency over 100 homeowners would need to exit 1 location onto 85-Sata Fe where there are more cars due to North Expansion and cars are going 55 miles per hour.
Consider lowering speed on 85 especially when Chatfield Estates and East homeowners turn east to subdivision.
85 making more congestion. Need more lanes.
Chatridge court. Have to U-turn at Ron King. U-turn delays traffic with slower acceleration to turn shortly thereafter
How can airport road at 2 lanes be adequate with Sterling Ranch down to 2
Access to wolhurst adult community only 1 enterance
will still have congestion at 85 and county line prosiblue be some config if left urn on HR parkway
sign is not sufficient. It would certainly make the narrowing to 2 lanes hopefully more safer.
A right in and right out only would cause people coming to and from both directions to make tortuous detours to reach and leave the church. This would discourage many people from attending the church. We ask you to seriously consider a solution that would allow convenient access to our property. Thank you!
Lakeside is nearly impossible access. Additional traffic from Sterling Ranch will aggravate this situation. The alternative of using the south exit requires going to Titan Road and then crossing to southbound ramp—so some sort of traffic control is needed at Titan Road—or a light or another control at Lakeside to provide southbound
noise in this area?

south. More than 60% to 65% of our congregation enters from a left turn going south. Our high traffic loads are on Sunday. Our other modest traffic loads are weekdays in the evening after rush hour.

We are open to several options:

- Combine a traffic signal light for our entrance and the crossover left turn lanes from Highland Ranch Parkway. This has been a successful solution to a similar arrangement in Loveland at US Hwy 34.
- Install a full turn traffic light at Brandon Drive.

We are opposed:

- to closing off our left turn access from the southbound lane for reasons listed in item 2 above.
- This would require a majority of the congregation coming southbound to make a left turn at Brandon Drive, go through the industrial area, come out on Highlands Ranch Blvd., turn left back on to US 85 going north, and right

Noise mitigation will be critical to the nearby neighborhoods, as traffic increases dramatically with the

I can see Santa Fe from my house. There needs to be some type of noise mitigation plan so we aren't impacted

Because of all of the construction, noise mitigation should be considered for the residents of Highlands Ranch that border Santa Fe. We do not want our housing prices to suffer during the construction or after with the additional traffic.

As you begin construction along Santa Fe to improve the road, residents of Highlands Ranch would like to keep the noise down with some form of Noise Mitigation. I am concerned that the value of our homes will decrease

We live in Westridge in HR and are already frustrated with the noise from the trains along 85. With the new development I foresee a huge increase in DB noise and kindly request you include noise mitigation in this

Recently, on March 15th I got to see a presentation on this project and the use of a continuous flow intersection at Highlands Ranch Parkway. Some people had concerns over the use of this type of lane. I see this as a great way to move traffic more efficiently given the volume and flow. There are a couple of things you can do to make it more effective: 1) incorporate higher barriers so that you don't realize you are traveling in a weird flow between 2 lanes of traffic and 2) cutting an underpass from south bound US 85 to the other side of the north bound of US 85. This is a little more costly but would give a more natural flow than having a light and keep