

Level 1 Preliminary Screening Recommendations

Improvements	Option/Element	Proceed Through Level 1 (Yes/No)	Rationale
No Action	No Action Alternative (FEIS Selected Alternative)	Yes	Serves as baseline condition
Highway	4 Lanes (2 General Purpose Lanes each direction)	Yes	May meet capacity needs south of Titan Road. Eliminate north of Titan Road
	6 Lanes (3 General Purpose Lanes each direction)	Yes	May meet capacity needs in entire corridor
	8 Lanes (4 General Purpose Lanes each direction)	Yes	Likely needed to meet capacity needs north of Highlands Ranch Parkway. May be needed from Titan Road to Highlands Ranch Parkway.
	Bypass	Yes	Meets capacity needs and preserves access between Highlands Ranch Parkway and Blakeland Drive
	Split Pair	Yes	Meets capacity needs and preserves access between Highlands Ranch Parkway and Blakeland Drive
	Reversible Lanes	No	Concept does not work with an even directional split in peak hour traffic
	Managed Lanes	Yes	Could be used north of Titan Road to manage future congestion
Autonomous Vehicle Considerations	Yes	Emerging technology that is can be included in any highway option	
Intersections and Interchanges	Conventional Intersection	Yes	Possible when combined with applicable highway improvements. Does not apply to either C-470 or Titan Road
	Continuous Flow Intersection	Yes	Possible when combined with applicable highway improvements. Does not apply to either C-470 or Titan Road
	Superstreet	No	Continuous Flow Intersection represents a better option based on forecasted traffic volumes
	Michigan Left Intersection	No	Continuous Flow Intersection represents a better option based on forecasted traffic volumes
	Diamond Interchange	Yes	Most common type of grade separated interchange
	Diverging Diamond Interchange	Yes	May be applicable at the Titan Road interchange based on forecasted traffic volumes
	Offset Diamond Interchange	Yes	May be applicable to avoid sensitive land uses or minimize right-of-way impact
	Single Point Urban Interchange	Yes	May be applicable at the Highlands Parkway and Town Center intersections
	Partial Cloverleaf Interchange	Yes	May be applicable at the Titan Road interchange based on forecasted traffic volumes. Forecasted traffic volumes do not support use at other potential locations because of larger ROW requirements
	Directional Ramps	Yes	May be applicable at both the C-470 and Titan Road interchanges based on forecasted traffic volumes
	Split Diamond Interchange	Yes	Commonly used in locations with less than one mile spacing between interchanges. This condition exists north of Highlands Ranch Parkway where local access needs to be accommodated between interchanges
Local Street Access and Network Connectivity	Approved Access Plan	Yes	Preserves existing access
	Right in/Right out or 3/4 Movement	Yes	May be required to safely meet capacity needs in entire corridor
	Frontage Road	Yes	Most applicable north of Titan Road. Used when direct access to the highway results in unsafe conditions
	Collector/Distributor	No	Part of an access-controlled interchange complex which does not apply to US 85 corridor
	Southern Connector	Yes	Potential connector to US 85 providing access to the southern portion of the Chatfield Basin
Transit	Bus in Mixed Traffic	Yes	Most common type of service in Denver region
	Bus on Shoulder	No	Shoulders may not be provided throughout corridor if auxiliary lanes are needed
	Light Rail Transit (LRT)	Yes	Studied in the 2001 EIS and was determined to turn east at C-470. May be applicable to corridor in future
	Bus Rapid Transit (BRT)	No	Other technologies are more applicable
	BRT in Mixed Traffic	No	Other technologies are more applicable
	Commuter Rail	Yes	Likely in existing freight rail corridor so not precluded. To be studied by others
	Park-n-Ride	Yes	Possible at both Highlands Ranch Parkway and Titan Road

Improvements	Option/Element	Proceed Through Level 1 (Yes/No)	Rationale
Bicycle	2-Way Cycle Track	No	Most common in urban areas and designed just for bicycle usage
	1-Way Cycle Track	No	Requires bike only facility on both sides of US-85
	2-Way Multi-Use Path	Yes	Very versatile and applicable for a long, mostly rural corridor
	Split Shoulder	No	Other options represent better solutions for the corridor
	New Alignment East	Yes	Allows the facility to be placed in a context sensitive manner
	New Alignment West	No	Not consistent with the recommendations from the EIS
	Bike/Bus Lane	No	Speeds too high to safely operate in corridor
Pedestrian	2-Way Multi-Use Path	Yes	Very versatile and applicable for a long, mostly rural corridor
	Detached Sidewalk	Yes	May be required in certain situations north of Highlands Ranch Parkway
	Attached Sidewalk	Yes	May be required in certain situations north of Highlands Ranch Parkway