

### **3.0 THE OCTOBER 2002 SELECTED ALTERNATIVE**

*This Section Has Been Updated From The 2001 ROD*

The revisions to the August 2001 Record of Decision (ROD) Selected Alternative occur along the I-25 Corridor at milepost 192 (the RidgeGate Parkway Interchange), the Schweiger Interchange, the Surrey Ridge Road Interchange, and the Plum Creek Parkway Interchange. There are no revisions to the August 2001 ROD Selected Alternative along the US 85 Corridor.

Major components of the October 2002 Selected Alternative along the I-25 Corridor include:

- Eight lanes between C-470 and Meadows/Founders Parkway
- Six lanes between Meadows/Founders Parkway and Douglas Lane
- Construction of the RidgeGate Parkway Interchange
- Construction of east-side frontage road between RidgeGate Parkway and Castle Pines Parkway
- Removal of northern and southern ramps at the Schweiger Interchange (maintain I-25 underpass)
- Removal of the northern and southern ramps at the Surrey Ridge Road Interchange (maintain I-25 underpass)
- Construction of the Castle Pines Parkway loop ramp
- Widening of the Happy Canyon Road Bridge
- Construction of car pool lot (accommodating 500 spaces) in northeast quadrant of the I-25 and Castle Pines Parkway Interchange
- Minor I-25 realignment to the east between Wolfensberger Road and Liggett Road
- Construction of a new Union Pacific Railroad Bridge, south of the existing bridge
- Reconstruction of the Plum Creek Parkway Interchange

Major components of the October 2002 Selected Alternative along the US 85 Corridor remain as in the August 2001 ROD and include:

- Six lanes between C-470 and Highlands Ranch Parkway
- Four lanes between Highlands Ranch Parkway and Meadows Parkway
- US 85/State Highway (SH) 67 Intersection reconfiguration
- Sedalia Frontage Road
- US 85 minor realignment at Cook Ranch (approximate milepost [MP] 195.4)
- Bicycle/pedestrian facilities along US 85
- High Line Canal Trail grade-separated crossing under US 85
- Enhanced wildlife crossings

### **3.1 I-25 CORRIDOR ELEMENTS OF THE OCTOBER 2002 SELECTED ALTERNATIVE**

*This Section Has Minor Changes From The 2001 ROD*

The alignment and typical section for the October 2002 Selected Alternative within the I-25 Corridor are described in the following sections. During final design, minor design changes may be made to further avoid, minimize, and mitigate impacts.

#### **3.1.1 I-25 Corridor Alignment for the October 2002 Selected Alternative**

*This Section Is Unchanged From The 2001 ROD*

The October 2002 Selected Alternative generally follows the existing alignment along the entire section of I-25 (between C-470 and Douglas Lane), with a minor realignment between Wolfensberger Road (MP 182) and Liggett Road (MP 182.5) where the existing centerline shifts to the east.

As part of the October 2002 Selected Alternative, the interstate is generally widened to the outside between C-470 and Lincoln Avenue. From Lincoln Avenue to Meadows/Founders Parkway, the shoulder is generally converted to a travel lane and a new shoulder is constructed. Between Meadows/Founders Parkway and Douglas Lane, the entire interstate is reconstructed with widening primarily to the inside.

#### **3.1.2 I-25 Corridor Typical Section for the October 2002 Selected Alternative**

*This Section Is Unchanged From The 2001 ROD*

The October 2002 Selected Alternative along the I-25 Corridor consists of eight general-purpose lanes between C-470 and Lincoln Avenue, six general-purpose lanes and two climbing lanes (designated for, but not restricted to, slow-moving vehicles) between Lincoln Avenue and Meadows/Founders Parkway, and six general-purpose lanes between Meadows/Founders Parkway and Douglas Lane. Continuous auxiliary lanes are provided between C-470 and Lincoln Avenue, Lincoln Avenue and RidgeGate Parkway, and Wolfensberger Road and Plum Creek Parkway.

The total width of the eight-lane typical section along I-25 between C-470 and Lincoln Avenue is generally 40 meters (132 feet). Each lane in this section is 3.6 meters (12 feet) wide. In order to accommodate the proposed improvements in the I-25 Southeast Corridor (known as T-Rex and located immediately north of this study corridor), a southbound inside shoulder variance is required. A concrete barrier separates opposing traffic.

The total width of the eight-lane typical section along I-25 between Lincoln Avenue and Meadows/Founders Parkway ranges from 43 meters (140 feet) to 43.2 meters (142 feet). Each lane in this section is 3.6 meters (12 feet) wide. The typical section includes inside shoulders and a concrete barrier separating opposing traffic.

The total width of the six-lane typical section along I-25 between Meadows/Founders Parkway and Douglas Lane is generally 36 meters (118 feet). Each lane in this section is 3.6 meters (12 feet) wide. The typical section includes inside shoulders and a concrete barrier separating opposing traffic. The Plum Creek Parkway Bridge and Plum Creek Bridge are widened.

### 3.1.3 Additional Major Improvements along the I-25 Corridor for the October 2002 Selected Alternative

*This Section Has Minor Changes From The 2001 ROD*

In addition to the I-25 mainline widening, the October 2002 Selected Alternative includes:

- *Interchange Ramp Improvements to County Line Road, C-470, and Lincoln Avenue.* The northbound exit ramps are widened at County Line Road and C-470 to allow a two-lane exit off of I-25. The northbound exit ramp and the southbound exit ramp are widened at Lincoln Avenue to allow a two-lane exit off of I-25.
- *New Interchange Constructed at RidgeGate Parkway.* The RidgeGate Parkway Interchange is a partial cloverleaf configuration with I-25 passing over the future RidgeGate Parkway.
- *Interchange Ramp Removal at Schweiger Interchange.* The existing northbound and southbound ramps at Schweiger are removed and the area revegetated. This access to I-25 is relocated to either the RidgeGate Parkway Interchange or Castle Pines Interchange. The roadway underpass at Schweiger is maintained and the roadway extended to the east-side frontage road.
- *Interchange Ramp Removal at Surrey Ridge Road Interchange.* The existing northbound and southbound ramps at Surrey Ridge Road are removed and the area revegetated; the I-25 underpass remains in place. This access to I-25 is relocated to either the RidgeGate Parkway Interchange or Castle Pines Interchange.
- *East-Side Frontage Road from RidgeGate Parkway to Castle Pines Parkway.* An east-side two-lane frontage road is constructed between Castle Pines Parkway and RidgeGate Parkway.
- *Partial Cloverleaf Interchange at Castle Pines Parkway.* The Castle Pines Parkway Interchange is reconfigured by adding a loop ramp in the southeast quadrant of the Castle Pines Parkway Interchange to improve traffic operations for eastbound to northbound traffic in response to proposed development in the area. The Castle Pines Parkway Bridge is modified, including rehabilitation. Although CDOT is participating in the funding of the improvements to this interchange, local funds are also required due to the development needs.
- *Castle Pines Parkway Carpool Lot.* A new carpool lot in the northeast quadrant of the Castle Pines Parkway Interchange is constructed. The lot provides for 500 parking spaces and serves as a meeting place and parking area. The carpool lot can be built in phases, starting with a fewer number of parking spaces. The carpool lot may be converted into a park-n-ride lot once transit operates within the corridor.
- *Happy Canyon Road Bridge Widening.* The Happy Canyon Road Bridge is widened to provide additional left-turn lanes. The Happy Canyon Road Bridge is modified, including rehabilitation. Although CDOT is participating in the funding of the improvements to this bridge, local funds are also required due to the development needs.
- *Union Pacific Railroad Bridge.* The existing Union Pacific Railroad crosses over I-25 just north of the Wolfensberger Road Interchange. As part of the October 2002 Selected Alternative the Union Pacific Railroad Bridge is realigned approximately 14 meters (46

feet) to the south of the existing bridge. As a result of this realignment, a new bridge for the Union Pacific Railroad is constructed, and the existing bridge is removed. If ROW issues cannot be resolved with Union Pacific Railroad, the bridge will be reconstructed at the existing location.

- *Interchange Ramp Improvements to Meadows/Founders Parkway and Wolfensberger Road.* The existing ramps are adjusted to accommodate mainline widening.
- *Interchange Improvements at Plum Creek Parkway.* The northbound ramps are relocated north to directly connect to Plum Creek Parkway, creating a standard diamond interchange at this location.

In addition to the October 2002 Selected Alternative, an interchange is being proposed by local governments at Douglas Lane (approximate MP 178), which is included in the DRCOG Interim 2025 RTP. Douglas County and the Town of Castle Rock have initiated feasibility studies for the Crystal Valley/DawsonRidge/I-25 Interchange (name changed from Douglas Lane Interchange in July 2002), required as part of CDOT's 1601 Policy Directive for new interchange approval. An environmental document prepared in accordance with the National Environmental Policy Act of 1970 (NEPA) as well as Access Acceptability Approval by the FHWA are required before the interchange can be designed and constructed.

### **3.2 US 85 CORRIDOR ELEMENTS OF THE OCTOBER 2002 SELECTED ALTERNATIVE**

*This Section Is Unchanged From The 2001 ROD*

The alignment and typical sections for the October 2002 Selected Alternative within the US 85 Corridor do not differ from the August 2001 Selected Alternative. The elements of the October 2002 Selected Alternative within the US 85 Corridor are described in the following sections.

#### **3.2.1 US 85 Corridor Alignment for the October 2002 Selected Alternative**

*This Section Is Unchanged From The 2001 ROD*

The October 2002 Selected Alternative alignment generally follows the existing alignment with widening to the outside. Major exceptions are portions of the roadway at Sedalia and Titan Road where the alignment moves to the northeast and at Cook Ranch (approximate MP 195.4) where the alignment moves to the west.

#### **3.2.2 US 85 Corridor Typical Section for the October 2002 Selected Alternative**

*This Section Is Unchanged From The 2001 ROD*

The October 2002 Selected Alternative typical sections minimize environmental impacts while providing a safe roadway and roadside design. Typical section width varies depending on the physical and environmental constraints within the area. For example, around Sedalia environmental and land use impacts force the narrower typical section.

The total width of the six-lane section along US 85 between C-470 and Highlands Ranch Parkway ranges from approximately 32.2 meters (106 feet) to 40 meters (131 feet). The travel lanes within this section are 3.6 meters (12 feet) wide. This section includes a raised median, inside curb and gutter, outside curb and gutter (where necessary to control access), inside shoulder, and continuous auxiliary lanes (where necessary). A bicycle/pedestrian facility is also included in the typical section. This facility varies from an attached facility on both sides to a

detached facility on one side to a widened shoulder on both sides. The location and type of facility depends on the physical and environmental constraints.

The total width of the four-lane section along US 85 between Highlands Ranch Parkway and Meadows Parkway ranges from 17.9 meters (59 feet) to 33.6 meters (110 feet). The travel lanes within this section are 3.6 meters (12 feet) wide. This section includes a raised median, inside curb and gutter, inside shoulder, continuous acceleration/deceleration lanes (where necessary), and a pedestrian/bicycle facility. The location and type of facility depends on the physical and environmental constraints.

Typical sections include left-turn lanes, acceleration lanes, and deceleration lanes where appropriate at intersections. Continuous auxiliary lanes are used where accesses are spaced closely together. Most business and residential accesses are provided with right-in/right-out access. The *US 85 Access Management Plan*, February 2001 specifies the access improvements included in the October 2002 Selected Alternative. This plan references the *State Highway Access Code*, 1998.

### 3.2.3 Additional Major Improvements along the US 85 Corridor for the October 2002 Selected Alternative

*This Section Is Unchanged From The 2001 ROD*

In addition to the mainline widening, the October 2002 Selected Alternative includes the following elements:

- *SH 67/US 85 Intersection Reconfiguration and Frontage Road.* This improvement includes construction of a short frontage road in the Town of Sedalia. The intersection of SH 67 and US 85 is improved by extending SH 67 to the north with a full-movement signalized intersection. A frontage road is constructed in the southeast quadrant, connecting SH 67 to US 85 at the Cherokee Ranch access road. The intersections of US 85 and the frontage road as well as the frontage road and SH 67 are stop-sign controlled on the frontage road. Left turns will be prohibited when accessing SH 67 from the frontage road and when accessing the frontage road from southbound SH 67.
- *Bicycle/pedestrian facilities along US 85.* Bicycle and pedestrian facilities are provided along the US 85 Corridor. Bicycle/pedestrian facilities generally follow the US 85 alignment where possible.
- *High Line Canal Trail grade-separated crossing under US 85.* Improvements to the High Line Canal Trail are also included as part of the October 2002 Selected Alternative. The trail is realigned to the north and improved into a grade-separated crossing. The original High Line Canal Trail remains in place to provide a connection to the US 85 bicycle/pedestrian facility.
- *Enhanced wildlife crossings.* The October 2002 Selected Alternative includes improvements to two wildlife crossings along US 85. The first crossing is located on US 85 at MP 195.1. This wildlife crossing is a proposed bridge at the realignment of US 85, near the Cook Ranch property. The second crossing is an enhancement of an existing crossing located along US 85 at MP 189.7.

### 3.3 TRANSPORTATION DEMAND MANAGEMENT

*This Section Is Unchanged From The 2001 ROD*

A TDM program is included as part of the October 2002 Selected Alternative. The following strategies are planned to be implemented in coordination with local communities.

- *Smart Community Information Network.* Internet and variable message signs (VMS) that provide promotional opportunities, real-time congestion information, and other transportation services.
- *Area-wide Ridesharing Programs.* Programs and incentives that encourage commuters to use alternatives to driving single occupant vehicles (SOV), and encouraging employers to provide in-house programs that promote ridesharing among employees.
- *Commuter Education and Outreach.* Education campaign that promotes alternative transportation to commuters.
- *Pedestrian/Bicycle Facility.* Pedestrian/bicycle facility from the Castle Pines carpool lot to the west side of I-25 to provide an alternate mode of transportation to the carpool lot. This includes bridge modification to accommodate the facility.
- *Ramp Metering.* Infrastructure for ramp metering are incorporated in design elements.

In addition to these transportation demand management strategies, the US 85 traffic signals (north of Highlands Ranch Parkway) will be synchronized to improve traffic flow.