



**COLORADO**

Department of Transportation

## US 285 Safety Improvements Project

### Frequently Asked Questions

This FAQ was created to answer questions raised in the virtual public engagement event and through phone calls and emails received through the project website.

Several questions were received prior to the presentation being completed. We hope that questions relating to project details can be answered by reviewing the presentation posted on the project website. Other concerns raised during the virtual public engagement event are outside of the project limits and available funding. Examples of concerns raised were Roland Drive access, Pine Junction, King's Valley, the US 285 corridor from Fairplay to Denver. There are several planned efforts and desires by the Colorado Department of Transportation to improve the US 285 corridor that includes better access for residents and businesses, greater throughput, safer freight movements and capability to share real time road user information. The list of needed improvements is long and does not align with current available funding.

#### *Has a decision been made already?*

A safety and operational study was completed that confirmed that utilizing the interchange would improve safety and operations for Highway users within the adjacent corridor. The Executive Management Team will review the study results, concerns raised at the virtual public engagement event, survey findings and coordinate with Park County Officials to form a decision if the project gets built.

#### *When were the studies for this project completed?*

The initial document cited is an Environmental Assessment (EA) that was completed in 2004. This document indicated the proposed future improvements throughout the US 285 corridor. The EA document is referenced to ensure the proposed design is aligned with the EA's proposed recommendations. The traffic studies used to develop the design were all completed within the last year and used volume data in the months of June - August and Tuesday through Thursday as the days data was collected.

#### *Will you change the traffic signal at CR 43A to reduce the amount of wait time on CR 43A?*

The traffic signal cycle length is extended during the summer months to accommodate increased traffic volumes on US 285. Furthermore, in an effort to reduce rear-end crashes a longer cycle length reduces the number of signal cycle changes; thereby reducing the number of stops along US 285 and potential for rear-end crashes.



**COLORADO**

**Department of Transportation**

***How do you safely travel northbound or southbound out of CR 43A after the signal has been removed?***

Southbound travel on CR 43A will be able to enter and exit US 285 without having to stop by using the free right turns. Southbound vehicles exiting CR 43A will now have a continuous acceleration lane so merging with oncoming traffic will not be required. Northbound vehicles will need to utilize the interchange at CR 72 to enter and exit the area. More details on the proposed routes can be seen in the recording of the virtual public engagement event provided on the project website. <https://www.codot.gov/projects/us285-improvements>

***How will access into and out of Rosalie Rd be affected?***

Southbound US 285 traffic entering Rosalie Rd will not be affected as the existing left turn lane will remain. Northbound US 285 traffic entering and exiting Rosalie Rd will also not be affected. For traffic wanting to exit Rosalie Rd from the south will now encounter a two stage left turn. A 20 foot long resting area is provided; the turning vehicle will wait for northbound traffic to clear then proceed to the resting area in the median. The vehicle will then wait for southbound traffic to clear. Additional details can be seen in the recording of the virtual public engagement event provided on the project website. <https://www.codot.gov/projects/us285-improvements>

***Will the project include signing to direct traffic to the local businesses?***

The project will update all signing on US 285 including relocation of the existing tourist destination signs. These tourist destinations that currently exist at the traffic signal will be placed prior to the interchange at CR 72 directing traffic to use the interchange.

***Will the removal of the traffic signal reduce the gaps in US 285 traffic?***

Currently the signal creates a platoon of vehicles and the more the CR 43A has traffic demand the greater the platooning effect is. County road traffic triggers the signal to cycle creating more stops on 285. This action of continuously cycling the signal reduces available gaps in US 285 traffic. By removing the signal, traffic will no longer platoon together creating gaps for traffic to enter US 285. The traffic memo has an analysis showing what the delay of left turn vehicles from Rosalie onto US 285 during the highest traffic on US 285 during the week.

***Is CDOT concerned about the traffic flow past the fire station?***

The analysis showed that the increase in traffic resulting from the removal of the signal will not cause backups and will not create hardships on emergency vehicles responding to calls.

***Are improvements in other areas being considered? (Kings Valley, Pine Junction, widening the corridor to four lanes, etc)***

CDOT has been working closely with the US 285 Coalition to identify possible improvements throughout the US 285 corridor. Many of those improvements are very costly. Pine Junction for example would require reconfiguration of the entire intersection area. Until funding becomes



**COLORADO**

**Department of Transportation**

available for the larger improvements, CDOT has been working to identify lower cost locations that provide increased safety benefits such as the US 285 Safety Improvement Project.

***Will guardrail be installed near the curve in Bailey to protect businesses?***

CDOT is currently reviewing guardrail in the area and may include it in a future project.

***It is difficult to turn off CR 64. Will anything be done to this location to help with this?***

CDOT is currently reviewing this location for a northbound acceleration lane.