

6.0 PUBLIC INVOLVEMENT

This Section Has Minor Changes From The 2001 ROD

The ***South I-25 Corridor and US 85 Corridor*** project included an extensive public involvement program throughout the preparation of the DEIS, FEIS and August 2001 ROD. In addition to establishing a project office in the study area, the following methods were used to disseminate information and encourage public participation: newsletters, a project website, project brochures, press releases, a telephone hotline, and over 40 public meetings and individual meetings. Since the release of the August 2001 ROD, the following public meetings were held:

- *DRCOG 2025 Interim RTP Amendment Hearings.* On March 20, 2002, a public hearing was held by DRCOG to provide the public an opportunity to comment on the revisions included in their 2025 Interim RTP. One comment relating to the South I-25 Corridor and US 85 Corridor project was received. This comment applies to the Schweiger Interchange ramp removal. By removing the ramps at this location, the existing one-lane two-way underpass could experience an increase in two-way traffic during morning and evening rush hours. This increase has raised a safety concern. Under existing conditions, the underpass typically carries either northbound or southbound traffic in the morning and evening rush hours. An analysis of this condition using the DRCOG travel demand model shows that the increase in two-way traffic is not sufficient to warrant widening of the underpass to two lanes. In lieu of that, two additional traffic signals will be installed, one at each end of the underpass, for a total of four signals, in order to control two-way traffic. The RidgeGate Development plan includes one parcel from which access would be gained through the Schweiger underpass. This is the only parcel that could cause this increase in two-way traffic. The City of Lone Tree has committed that the unimproved roadway connecting this parcel to the Schweiger underpass will continue to be used for emergencies only. If this parcel is developed with primary access provided by the roadway connecting to the Schweiger underpass, the City of Lone Tree will re-analyze traffic conditions at this location.
- *RidgeGate Parkway Interchange Public Meeting.* On February 21, 2002, the City of Lone Tree and CDOT held a public meeting for the RidgeGate Parkway Interchange. Of those attending, about half took exception to the Schweiger underpass remaining a one-lane two-way roadway, while the other half were satisfied with the underpass remaining one-lane, with additional signals. There were no comments on the RidgeGate Parkway Interchange.
- *Plum Creek Parkway Interchange Public Meeting.* On April 17, 2002, the Town of Castle Rock and CDOT held a public meeting for improvements to the Plum Creek Parkway Interchange. Those present were in favor of the design changes because the standard diamond configuration will provide improved access and mobility at this interchange. No major objections to the design modification were voiced.