\$800,000 will not be reimbursed by the

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Colorado Department of Transportation because it is not part of the interchange construction cost, so this \$800,000 burden was placed entirely on BRRTA's taxpay-



ers by the previous landowner, while other adjacent landowners donated right-of-way to BRRTA. He then told McPherson and Meyer that they were asking to get full access back from BRRTA for free "without any compensation to the taxpayers" when BRRTA and the county had already determined that the \$800,00 settlement was "prudent" because a full-access interchange was "unsafe."

McPherson replied that the land was "purchased out of bankruptcy by the current owner," and he was unaware of this \$800,000 BRRTA payment. See www.ocn.me/v14n12.htm#brrta1114.

At the November 14 BRRTA meeting, due to concerns about traffic safety, both County Engineer André Brackin and the BRRTA board were leaning against allowing the change from the current three-quarters access to a full-movement intersection with left-turn access to and from the site,

which Natural Grocers estimated would cost about \$125,000.

On Nov. 14, Natural Grocers' consultant traffic engineer Jeff Hodsdon of LSC Transportation Consultants Inc. stated that the median is 30 feet wide with enough room for a single vehicle to "find refuge" after waiting for a gap in westbound traffic to safely enter and wait in the median for a second gap in eastbound traffic to "finish the two-stage left turn." Hodsdon said at the Nov. 14 BRRTA meeting that when it opened, this full-motion intersection was projected to already be at Level of Service D as rated by Institute of Transportation Engineers (ITE) due entirely to Natural Grocers traffic. Any additional traffic from further new construction of additional stores on the 42-acre parcel would change this full-motion intersection's level of service rating to level F.

(Continued on page 10)

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