

## Traffic Conditions / Limitations on Kerry Run / Private Walker Dead-End Road

Meghan and Christian,

My name is Robert S. (Steve) McCulloch. My wife and I have lived at 4755 Walker on the subject dead-end road since 1994. This information is a follow up on our neighbor Judi Abbott's Jan. 2024, which is among our previously forwarded

- Our road departs paved Walker Road straight ahead East downhill about 20 yards to Kerry Run (a County maintained dirt road) and a wooden barrier beyond. This straight ahead to Kerry requires a precautionary stop on Walker for East bound traffic to clear West bound through traffic coming in at a ninety-degree angle from the right. Depending on the height of the grass on the right side of Walker, cars on the right can be below the horizon. Our residents know about this and clear before proceeding. People not aware often miss the oncoming traffic hazard. About once or twice a year we have a car miss the ninety-degree turn and crash the barrier at the end of Kerry and go down the hill into the fields and drainage below. Cars from the South (going East) wishing to turn on our roads must turn 180 degrees from main Walker to access our road. We mention this to enable your traffic engineers to envision lines traffic backed up at a ninety-degree section of a through road to drop people off for school /religious /VRBO activities.
- Kerry Run then proceeds about a quarter mile to a cul-de-sac. Our private dirt Walker Road departs North from the cul-de-sac for about 30 yards and then makes a sharp right hand turn East through a deep draw. At the intersection of the turn a private driveway intersects which services two of our residents. The road crosses a Cherry Creek tributary at a culvert and proceeds up a steep hill. In the process our road passes two resident driveways to the entrance of the 3980 Walker Road driveway where the school / religious / VRBO activities are proposed to take place. This section of our dirt road can accommodate between one or two vehicles depending on vehicle size, location, the weather, and weather-related road conditions. The current 3980 driveway to be used by the school / religious / VRBO activities can accommodate one lane traffic only.
- Our road then proceeds from there uphill for approximately a quarter mile past five intersecting driveways and a South bound Spurr road to a dead-end cul-de-sac turn-a-around. Two additional driveways intersect this cul-de-sac from the East. The Spurr road accommodates three more driveways and depending on the outcome of a pending lawsuit / negotiations may accommodate a fourth driveway and dead-end cul-de-sac. In all this dead-end are road driveway stream accommodates 22 (or 23) currently separate buildable lots; twenty-one of which have separate private addressed homes. Three also have unattached dwellings which have been continuously occupied off and on over the past thirty plus years. One of the properties is run as a VRBO and can and does accommodate up to four plus families' vehicles at a time. This is very close to the County's 25-property limit for dead-end roads based on ingress and egress emergency (fire) evacuation.
- Now picture adding to this rural (horse and utility trailers, tractors, RVs, trucks, and other machinery) traffic situation in an emergency evacuation situation such as the Black Forest fire. Add a 200 plus school/religious/VRBO occupants (w/multi-car parking lot) to this ingress/egress problem. Expected traffic probably is way beyond the basis for that of the 25 -property limit analysis for a dead-end road.
- While we recognize traffic engineering analyses cannot be targeted at 3 sigma cases to base public decisions on, we have experienced four incidences of emergency responses on this road system in our 29 years here plus the Black Forest fire evacuation. One was to a lightning strike starting a grass fire on the 3980 Walker property itself, during what would be school hours and one was a fire started by unauthorized occupants of a shed directly across our Walker Road from 3980. Luckily neither resulted in a forest fire in the nearby trees. As it is, our road system is not friendly to emergency vehicles. Our first responders did a good job, in spite of this, but it was not easy. We were just lucky. Trying to evacuate for the Black Forest fires took us hours in long lines to get to Highway 83. With church goers or school children involved the margin for safety may need to be a little greater. We currently have two additional schools on Walker within a couple of miles.
- While we may have to live with whatever your expert traffic engineers decide, we are motivated to be sure that any work on which they base their decisions is credible, and expect to review whatever they come up with. Even though we do not technically meet your 25-property limit, we would expect the County's engineering analysis would at least look at the traffic added by the school / religious / VRBO occupants to replace that of those few properties we lack to meet the limit. We have two retired engineers in our neighborhood who are experienced in reviewing Government engineering documents. If the County's analysis does not pass the common-sense test, we are prepared to hire our

own experts. We have retained legal counsel to ensure we have access to what we need to do due diligence. Please help us get access to what we need as soon as it is available.

- We as a neighborhood are paranoid that the occupants of 3980 will be allowed to move in and install their modular classrooms and start operating under the guise of some type of temporary office set up. Then they would get their cash flow up while avoiding the upfront expense of ensuring building permit standards are met, ensuring evacuation safety standards are met, and ensuring water for fire suppression sprinklers, bathrooms and septic are in place to accommodate all of those people. All this might be done without upgrading their driveways to handle two-way traffic and the major emergency ingress and egress problems on our dead-end road. Once in place they would then hand the whole thing to all of us and the County as a fiat accompli. From there they would slow roll us all and wear us down on all the rest. Can the County prevent this? If so, who can do it, how and when? If not, is some type of lawsuit / restraining order our only option?
- Finally, John Corbin and I have done the maintenance on our private road for many years. John died last year and a good portion of the routine maintenance has fallen on me as we reorganize in John's absence. This includes snow removal, box scraping the surface to remove shock absorber bumps, and running the tractor rake to bring up the buried rocks and finish the surface. The frequency of this activity will go up on order of magnitude with a school /religious / VRBO operation at 3980 Walker and we may not have sufficient resources to keep up. Our major road safety task is re-carving the ditches after major rain storms. On the West end of the road below 3980 Walker, major rain storms erode the ditches such that there are deep narrow ditch channels on the road sides that cars can fall into and damage axels and undercarriage. We carry road sediment from the ditch bottoms to refill and re-carve these ditches to eliminate this hazard. Normally this is a once or twice a year occurrence. Each ditch takes a day or two to get the sediment fill and re-carve finished. For the whole road this process takes approximately a week, start to finish. Last year after doing this five times we finally gave up, warned the residents, and waited a month and a half until fall to re-carve the ditches for winter. Unless the road is slick most of our experienced residents can avoid these hazards. This is not the case for those who do not travel our road routinely. The ditch problems will narrow the road making two way passing almost impossible and slide ins to ditches a major hazard. Accidents can and will routinely stop traffic for hours.
- In winter after snow removal, slide ins to ditches are routine, but well carved ditches mitigate most damage. Especially going West uphill four-wheel drive is mandatory on most post snow days until its warms enough to get a dirt surface after snow melt. Sometimes in Dec / Jan problem surfaces can last 14 days or more. Morning school drop offs will be cold and problematic. With our neighborhood and delivery drivers, I have personally counted 11 side ins this year to date and I do not go out but four or five times a week. Inexperienced school/religious/VRBO drivers will not be able to handle our road, even at this level of mishap.
- Please do not allow traffic impact analyses done from satellite photos to carry the day. Only engineers who have looked at the grade and conditions of our road first hand, in both winter and summer, after snow and rain, have any chance of getting an analysis for school/ religious / VRBO usage right. Can you help us work this? We are counting on your expertise and standards to keep us safe. Can you do so?

