

Bannockburn Homeowners Association

Board Meeting Minutes

Franktown Fire Station

June 10, 2026

7:00 PM

The June 10, 2026, HOA meeting was called to order at 7:01 with a Board quorum present. Board attendees: Jack Shuler, Cynthia Goetz, Steve Shkilevich, Michelle Roseboom, and Vickie Heydman. Board members Dave Delgado and Jason Hopfer were absent on business or vacation.

In addition to Daniel R. Roberts from Douglas County Department of Public Works, residents from Bannockburn attending the meeting were: Kimberly Adams, Rafael Roma, Brent Bowen, Carin Shuler, R. Dale Furnell, Phil Curry, Tony Westcot, Meredith Bond, Will Heydman, Jill Jameson, Carrie Monk, John Edwards, Wayne Heintz, Malcolm Bedell, Jr. Scott Krebs, Lisa Beckman, Denise Weikum, Marlin Weikum, Karen Frey, Cyndi Narro, Sarah Hooks, and Gayle Vrablik.

Before President Jack Shuler introduced Dan Roberts, he introduced Board members, welcomed the residents, and shared the meeting rules with all in attendance.

Introductions

- Jack introduced Dan Roberts and asked Dan to answer 14 questions from the HOA that had been previously submitted but unanswered. (see attached)
- Dan was also asked to restate questions and solutions as submitted by a resident (see attached)
- If time is allowed, Dan will take questions from those in attendance. Dan committed to a 30-40-minute segment of the HOA Board Meeting.

Dan Roberts summarized comments:

- Opening remark was an apology for not contacting residents or the HOA before beginning the Tanglewood Rd. project and for certain mistakes made by the initial work team. Furthermore, he thanked the residents for the questions they submitted and would answer as many at the meeting or any follow-up questions that can be sent to drroberts@douglasco.gov.
- Policies at the Department were changing to ensure residents would receive notices before projects like Tanglewood occur in the future. Surveying residents about pro/cons and concerns about applying recycled asphalt would be addressed before implementation of projects on other roads like Tanglewood Road. Message boards and mailers would also be used to ensure information was available to residents before road projects like Tanglewood would be started.
- Three years ago, a recycled asphalt mix, a new material, started being used on top of gravel roads to minimize dust on gravel roads, and prevent needing the use of magnesium chloride, which attracts moisture and reportedly makes the roads a

muddy mess when it rains. Supervisor, Billy Brewer, picked Tanglewood to receive the recycled asphalt mix, but became ill and was unable to oversee the project for a week. At first, signage was missing warning residents of road work, and the crew made the road wider with the recycled asphalt mix. Normally, roads are 24' to 26" wide.

- Certain residents became concerned about the recycled asphalt application to Tanglewood because the road was widened, and there was no gravel shoulder to ride horses, no shoulders for bikers and walkers, and environmental concerns. Dan stated that work still needed to be done on Tanglewood providing a shoulder as noted above.
- County to add dirt/gravel shoulders on Tanglewood Rd. and work on the transition from recycled asphalt mix to gravel at Bibles Hills/Tanglewood intersection.
- Maintenance of recycled asphalt roads reportedly would be less expensive than gravel roads. It will not require dust mitigation; RAP can reduce wash boarding, and a snowplow or grader will be used to maintain the road.
- Contact will be made with the department responsible for more signage for horse crossings and speed limits. If residents become aware of more speeding cars, his advice was to call Douglas County or himself. In addition, there were brief comments on 6' wide speed 'tables' that may become an option.
- The county is not running out of dirt to maintain Bannockburn roads, nor does it buy any product from Elbert County. Further, if there is 'wash boarding' present, contact the county for assistance to remedy the issue.
- RAP or paving will be approximately 24-26 ft to allow for dirt shoulders. (some discussion about 22 feet wide) □
- Culverts and grass easements: The culverts under roads are the responsibility of the County. The culverts at the end of driveways are the owner's responsibility. However, if the owners' culverts are overgrown with weeds/debris and bent down, he suggested calling Douglas County and the staff will put the culvert in question on the list and eventually take care of it. The county has the equipment to do so. It is important to keep culverts open to keep the water running. Grass easements will continue to be mowed as needed to provide sight of footing for users.
- Six-foot wide and at least two-foot dirt shoulders will be included, to provide suitable riding and walking paths on any additional road projects.
- Douglas County has a Gravel Road Pavement Program. (GRPP) Residents can nominate qualified roads for paving. A few months after nomination, the road goes through an approval process. If approved, the nominated road is placed on a wait list. There is presently no funding for regular paving. The county is going to mirror the GRPP program for the recycle asphalt program (RAP); however, it is not likely that there will be additional RAP in 2026. Any nominated roads will only be approved by section or to next intersection.
- Gravel roads get re-graveled every 8 years.
- The County is trying various materials for stabilizers for shoulders. County still needs to stabilize the shoulders on Tanglewood after the RAP was applied. A resident will provide different stabilization options now available for road shoulders that are

currently available for horse trails, arenas, and the like. Road shoulders increase workload of crews if not well stabilized from the outset.

Attendee questions/comments:

- Meredith Bond said she has lived in Bannockburn since 1983 and commented that she and her mom, Joan Bond, would love to see the recycling asphalt on the roads in Bannockburn and husband, Gary, an avid walker, had high praise for the recycling asphalt.
- Malcolm Bedell opinion was that the recycled asphalt was 'great stuff.' Additionally, he reported that he has a friend who is an equine vet, and the materials are not half as bad as one thinks. He agreed to send his friend's findings to the HOA Board.
- Jill Jameson commented about the magnesium chloride, the damaging effect on trees, and the danger of large trees dying and falling onto roads and asked if there was a budget to have dying trees cut down. Mr. Roberts responded by saying that a combination of drought, magnesium chloride, and road salt kills trees, in addition to beetle kill. The county has 7 test sites, studying the effects of stabilizers on trees & the environment that has been ongoing for approximately 3 years. Douglas County has contracts with two arborists, who are looking at trees and a subcommittee study beetle kill.
- John Edwards asked how thick the RAP is applied and was told it is a 5" cap of milling mixed with oil.
- Tony Westcot commented that he did not feel residents needed notices as we do not get notices for plowing or grading, and he felt the county was always good about signage.
- An unannounced attendee stated that there is a large pine tree at 9212 Tanglewood with only one green branch. Mr. Roberts was going to let Billy know.
- Wayne Heintz asked if Bible Hills has been nominated. And although it has been nominated for paving, it might get RAP instead but stay on the list of nominated roads for pavement. For 2026, the RAP product is complete in Bannockburn.
- On the Douglas County website, there is a map with nominated roads. He plans to update the map and agreed to send Jack Shuler the list of roads in Bannockburn that have been nominated. Once a road is on the list, it stays on the list until it is paved. Budget constraints indicate timing is likely one to three years.
- A discussion was held about the policy changes Mr. Roberts discussed at the beginning of the meeting, and if the public has input once the changes are made. Mr. Roberts stated that "no;" the public has no input.

Final comments from Dan Roberts:

- Mr. Roberts ended up stating he would answer all the submitted questions and send a copy of them to the Board. Those were received on June 18th. The questions and answers are attached to the minutes.
- The 2040 Comprehensive plan states that Franktown is a designated rural community, and that equestrian trails/pathways are to be considered when road projects are undertaken. The 2050 Transportation plan and the Bannockburn rural roads are not included in this plan.

Regular Board meeting business:

There was a 10-minute break for residents, who just came to hear Mr. Roberts speak, leave if they chose to. The meeting continued at 7:56 with residents, Scott Krebs, Phil Curry, Tony Westcot, Carin Shuler, Carrie Monk, and Kim Adams in attendance.

- Secretary's Report (Goetz)
 - May HOA Board minutes were reviewed. Motion was made and seconded to approve the minutes. Motion has passed. May minutes will be posted to the Bannockburn Website.
- Treasurer Report (Delgado)
 - Open Invoices were discussed. Dave will send out the delinquent letters when he gets home.
 - The Board reviewed the HOA Balance Sheet, the HOA Profit/Loss Details, HOA Profit/Loss YTD, and the HOA Profit/Loss Comparison. Check # 2006 in the amount of \$1935 is the HOA liability insurance. Steve stated that the high rate reflects the fire in Boulder.
 - Ella Washington Insurance Group is sending a quote to the HOA Board for liability insurance for review.
 - June invoices:
 - \$88 to Orten for a written opinion
 - \$122.90 to Bookkeeper Deb Gardner
 - \$9 to IREA
 - \$265 to Mr. Computer Pro
 - Motion was made and seconded to approve all the financial reports and to pay the invoices. Motion has passed. The May HOA Balance Sheet and the May HOA Profit/Loss Comparison report will be posted on the Website.
- Social Committee (Heydman)
 - June 13 is the S'mores Summer Kick Off at 3:00. A letter was emailed to residents inviting them, and the sandwich boards were placed at the entrances. The Board discussed liability concerns. Steve indicated that most waivers can be broken. No action was taken.
- Environmental Committee (Hopfer)
 - Scott Krebs presented plans for a variance request and a preliminary design for a detached garage at 1805 Ward Circle. The garage is approximately 30'x60' with an 8:12 pitched roof. His proposal is 1800 sq ft and exceeds the governing documents limits for outbuildings by approximately 96 sq ft allowed by the covenants. His other structures include a 36'x36' barn (1296 sq ft) and a 128 sq ft tool shed which will be removed. The garage complies with the required setbacks, including a minimum of 25' from the property line and 50' from the road frontage, and is positioned to minimize visual impact and avoid interference with neighboring views. Motion was made and seconded to approve Krebs' detached garage for a variance. Motion has passed. Jack will prepare and mail variance.
 - Jonathan Friesen's, lot 34 at 1578 Deerpath Rd. architectural plans for a home were approved in a Board action following the 'Decision Without a Meeting' via

e-mail approval because he wanted to start construction prior to the June 10th meeting. The Board approved the decision, and Jack sent the decision to Mr. Friesen.

- Keith Nielsen's reroofing plans have been tabled for the July Meeting.
 - Kasja & Ramie Larson's variance for an 8X10 greenhouse has passed with 7 yes responses, 1 no response and 2 returned.
 - Paul DeTemple questioned in his response to the Larson Variance - why not use emails in the notice to residents and resident responses to Variance request. According to the Governing Documents, variance votes must be mailed. Jack to inquire with Orten Law for a determination.
 - Barnes Performance Landscape Maintenance proposal for cleaning up the Hwy 86 Entrance from the sign to the Hwy 86 and mowing both aprons on either side of the entrances was discussed. His bid is \$300 to do the work. Discussion occurred regarding asking residents to help with mowing and trimming the lower pines. Jack volunteered to contact Mr. Roberts to fill in the road where it drops off. Motion was made and seconded to pay Barnes Performance Landscape Maintenance to clean up the entrance from the Bannockburn sign to Hwy 86 and mow the side aprons. Motion has passed.
 - Kimberly Adams proposed planting drought resistant plants in front of the junipers at the Hwy 86 entrance. The Board suggested that she provide the Board with a plan, estimate of the work involved and the cost for the July meeting.
- Old Business
 - Sundown Development has 17 lots for sale adjacent to Meadow Green Cir and Bibles Hill residential lots. Certain questions have been sent to the County for response.
 - Oak Bluff Development, adjacent to Burning Tree subdivision, is further behind Sundown and possible will become more active in the Fall.
 - New Business
 - The Board's Microsoft 365 is having problems sending emails to residents with Gmail. The Secretary will send out messages to Gmail accounts to see if we can identify the problem. If you receive a test message, please respond.
 - Olivia Beikmann requests for HOA documents have been sent. She has been made aware of the Transfer Fee of \$325 and the HOA Dues of \$25.
 - Kim Adams asked the Board what our position was on the RAP project. Jack Shuler indicated the HOA will continue to work with the County officials to seek solution(s) that work for all residents.
 - Adjournment
 - A motion to adjourn the June HOA Meeting was made and seconded. The meeting was adjourned at 9:07.

Background information prior to the Board meeting regarding recycled asphalt program (RAP) and resident inputs:

- Jack stated that neither the HOA nor Bannockburn residents heard anything from Douglas County prior to the beginning of the Tanglewood Rd. project.
- Jack and Dave Delgado were on a home site visit and noticed several dump trucks rolling through Bannockburn. There was no project or work signage on Tanglewood Rd. nor anyone on site who could explain any details of the work being performed.
- Not getting answers from Douglas County on-site personnel only led to more questions from residents. Furthermore, HOA and resident emails and phone calls to three project managers provided inconsistent answers, adding to the confusion. Numerous emailed questions to Douglas County from Jack Shuler were not responded to before the June 10 meeting, citing legal reviews were not complete.
- Residents were frustrated with the HOA and Douglas County for not providing initial answers or useful status information regarding the project.
- Two different residents contacted Channels 7 and 9 independently, resulting in Channel 7 news covering the subject on Sunday, May 31, in person at the Bannockburn Open Space. Present were approximately 15 residents, many on horseback, with their pets, walking or on horse-led riding carts. Dan Roberts also participated in the news coverage with the Channel 7 representatives later in the day answering questions and providing information for follow-up.
- Subsequently, communication opened between the County and Bannockburn HOA and residents. Dan Roberts agreed to come to the HOA Board Meeting on June 10th and encouraged residents to submit written questions to both the HOA and his email address (drroberts@douglasco.gov). Only one resident and the HOA submitted questions prior to the meeting.

First 14 questions & answers submitted by Bannockburn Residents

1. Given this is a DC project that you have completed in many other areas, why is there no information available concerning schedule and to what extent in the neighborhood the product will be applied? You're taking product out of another area and you know how much, so why don't you know how much will be completed in Bannockburn?

Response: As noted at the HOA meeting, in the past we've treated use of reclaimed / recycled asphalt similar to gravel replacement projects, with limited advance notification. As a result of feedback received during this project, we will be increasing public notification process for future reclaimed / recycled asphalt projects to align with other projects completed under our Residential Gravel Road Paving Program (website: Gravel Road Paving Program - Douglas County) including advance notice with message boards, cone zone mailers, social media posts, County website, and other communications channels that may be available. With respect to the limits of the project that was completed, the amount of material milled from the other project

was an estimate and not a precise calculation. The Operations Supervisor for the area hoped that he would be able to start the project on Tanglewood Road at the end of the paved section north of Burning Tree Drive and go as far as possible, hopefully to Deerpath Road. The actual amount of material did not extend this far.

2. Different answers from the DC road department representatives don't clarify the project parameters. Residents are asking for clarification that should already be in the planning documents. In phone calls John Lamb says all of Tanglewood and (I think) Deerpath Rd; Billy Brewer says Tanglewood up to Deerpath Rd & Kathleen Williams in an email or text says 'the rest of Tanglewood is not going to be paved.' We need consistency for the community. Given the plan you have in an adjacent community to repave certain or all streets, we would think it's an easy calculation to determine how far that product removed and recycled will go in Bannockburn. This is not the first project of this type, in fact it's been going on for years.

Response: As noted above, the amount of material milled from the other project was an estimate and not a precise calculation. The Operations Supervisor for the area hoped that he would be able to start the project on Tanglewood Road at the end of the paved section north of Burning Tree Drive and go as far as possible, hopefully to Deerpath Road. The actual amount of material did not extend this far. Also as noted above, we will be increasing public notification process for future reclaimed / recycled asphalt projects to align with other projects completed under our Residential Gravel Road Paving Program (website: Gravel Road Paving Program - Douglas County) including advance notice with message boards, cone zone mailers, social media posts, County website, and other communications channels that may be available.

We hope this will provide better clarity on future projects.

3. How was Tanglewood selected for the milling process? Why do this in a designated rural community and an equestrian area since its formation in the 1970's.

Response: Tanglewood Road was selected as a candidate for the reclaimed / recycled asphalt project by the Operations Supervisor because he felt that it was a good candidate for maintenance and because it was close to the source of the material from the nearby milling and paving project. As a result of feedback received during this project, we will be changing the process for future reclaimed / recycled asphalt projects to align with the nomination and survey process currently used for our Residential Gravel Road Paving Program (website: Gravel Road Paving Program - Douglas County). This program will be modified to include reclaimed / recycled

asphalt as an intermediate treatment on roads that are nominated and approved for paving. Also, as noted in the HOA meeting, designation as a rural community does not preclude changes in roadway surface type and many other rural communities in Douglas County have paved roadways.

4. Why weren't residents and/or the Bannockburn HOA informed before starting work?

Response: As noted at the HOA meeting and covered above, in the past we've treated use of reclaimed / recycled asphalt similar to gravel replacement projects, with limited advance notification. As a result of feedback received during this project, we will be increasing public notification process for future reclaimed / recycled asphalt projects to align with other projects completed under our Residential Gravel Road Paving Program (website: Gravel Road Paving Program - Douglas County) including advance notice with message boards, cone zone mailers, social media posts, County website, and other communications channels that may be available.

5. We DO NOT WISH the county to impede dirt road access to the Open Space at Tanglewood and Deerpath trail, so how far is this project going? Please don't shut down the safe passage to the Open Space at Tanglewood and Deerpath Trail or coming down Tanglewood from Deerpath Rd as this road product is not suitable for riders and horses.

Response: As a result of feedback received during this project, we will be changing the process for future reclaimed / recycled asphalt projects to align with the nomination and survey process currently used for our Residential Gravel Road Paving Program (website: Gravel Road Paving Program - Douglas County). This program will be modified to include reclaimed / recycled asphalt as an intermediate treatment on roads that are nominated and approved for paving. The sections of roadway referenced will follow the same eligibility and process.

6. Why wasn't a dirt shoulder allowed for in this current mill & fill work to allow equestrian access? It's easy to see the new width of Tanglewood exceeds its former width, not to mention the side slopes in areas that were flat before, now some areas have 2 ft dropoffs.

Response: This has been addressed by work performed by the crews after the reclaimed / recycled asphalt work was complete. If additional work is needed, please let me know.

7. If this is NOT considered paving as you've mentioned, why is asphalt from another community being recycled into Bannockburn? What's the difference in product?

Response: As a result of feedback received during this project, we recognize that while County staff consider the reclaimed / recycled asphalt to be different than paving, residents do not necessarily see it that way. This has changed the way we think about how we will communicate

this type of project in the future and as noted above, we are also changing the process for future reclaimed / recycled asphalt projects to align with the nomination and survey process currently used for our Residential Gravel Road Paving Program (website: Gravel Road Paving Program - Douglas County). This program will be modified to include reclaimed / recycled asphalt as an intermediate treatment on roads that are nominated and approved for paving.

8. What recourse do residents in our neighborhood have to halt this project short of Deerpath Rd where it meets Tanglewood to keep full riding access to our Open Space? Are there other roads in Bannockburn that are a part of the Tanglewood phase?

Response: This year's project ended short of Deerpath Road. Tanglewood now is wider than before after the milling process with no usable dirt paths. Concerns over speeding already have surfaced, not to mention previous close calls with equestrians, walkers and kids on bikes.

Response: As noted above, shoulders were added reclaimed / recycled asphalt work was complete. If additional work is needed, please let me know. Future projects will be limited to a maximum width of 26' to allow wider shoulders and hopefully encourage slower speeds by the residents using the roads.

10. How often and how will the new road surface be maintained?

Response: Reclaimed / recycled asphalt requires significantly less maintenance than gravel roads. Like all other roads, the Operations Supervisor for the district will monitor condition and the new surface will be maintained whenever required. We do not have a set periodic schedule for routine maintenance.

11. Signage for speed limits and horse crossing signage is needed from that Douglas County organization.

Response: we will request our traffic professionals review the neighborhood and provide signage as needed.

12. There are no homes on either side of Tanglewood Rd just past Deerpath Rd to the corner of Deerpath Trail and Tanglewood. Why mill that portion of Tanglewood? Keeping that area open preserves space for all those who enjoy getting to the open space from anywhere in Bannockburn.

Response: As a result of feedback received during this project, we will be changing the process for future reclaimed / recycled asphalt projects to align with the nomination and survey process

currently used for our Residential Gravel Road Paving Program (website: Gravel Road Paving Program - Douglas County). This program will be modified to include reclaimed / recycled asphalt as an intermediate treatment on roads that are nominated and approved for paving. The sections of roadway referenced will follow the same eligibility and process.

13. How will the milling impact the "pavement nomination" of Tanglewood to Meadow Green Cir that's on the DC road website as a nominated section?

Response: The work does not change the status of this nomination, and surveys will still be sent out for the nominated section(s) of roadway.

14. Confirm that the 'mill and fill' work underway or planned does not constitute an eligible roadway surface for the requirements in the High Priority Gravel Road Paving Program, dated April 8, 2024, specifically item 4.

Response: Reclaimed / recycled asphalt will be considered an intermediate treatment but will not be considered as a "paved road" for connectivity as stated in Item 4 of the policy for the purposes of consideration for eligibility for future paving.

Questions submitted by Carin Shuler and responses from County

- From our equestrian's residents' research on the Douglas County website and policies, it appears Public Works would not typically have unilateral authority to materially change the character of a roadway (e.g., from a dirt/gravel road to a recycled asphalt millwork) without authorization through the county's established planning, budgeting, and approval processes. We reviewed the 2050 Douglas County Transportation Plan (2050 DCTP) and do not see Tanglewood Rd listed in any of the plan's appendices. Can you please elucidate us on this and why Tanglewood Rd was selected?

- Thank you for asking this question. Typically, we've looked at this reclaimed/recycled asphalt treatment as a maintenance operation to keep dust down and adequately maintain the road for all road users. We have appreciated hearing from residents and are discussing what we can do better with respect to the Reclaimed / Recycled Asphalt Pavement (RAP) Program. We are already planning changes. For example, we will begin surveying residents in advance of any future work, following the same general guidelines of our Residential Gravel Road Paving Program, including better advance notice of planned work.

- Maintaining safe roadways is a top priority for Douglas County, so maintenance activities are planned annually based on available funds and resources. In the case of Tanglewood Road, the decision to use recycled asphalt on the road to improve its surface was made because the road is requiring increasing maintenance. In contrast, the 2050 Transportation Plan is designed as a long-range plan to guide investments in future capital projects. That's why you don't see Tanglewood Road listed specifically – the 2050 Transportation Plan, by design, does not list routine maintenance activities.

- We understand that you stated that you treated the RAP as another gravel road of like kind to our dirt/gravel roads in the interview with Tyler Melito of Denver 7 News but these are materially different and functionally different. As such, with the tar mix and the fact that this appeared to be a hot application, there are a host of issues for the safety and health of not only horses but dogs, pedestrians, wildlife, our water and even our vehicles' undercarriages as well. Because of its reported carcinogen and respiratory effects, we understand that there are other municipalities and counties in other states that have banned the milling and overlay of RAP for these reasons (references include OSHA, USGS.gov). Are these millings mixed with an oil-

based tar or a coal-based tar? Has there been any environmental or health studies done on this specifically in Douglas County? We understand that the State of Colorado has certain restrictions on coal-based tar contaminated materials in certain areas; is Douglas County one of them? We are also concerned with the risk of trace metals such as lead leaching into the soil and water table, carcinogenic polycyclic aromatic hydrocarbons (PAHs) and volatile organic compounds (VOCs) in RAP. These are more concerning to us than the magnesium chloride usage.

- The material placed on Tanglewood is reclaimed / recycled asphalt pavement (RAP). It is important to distinguish between reclaimed asphalt pavement (RAP), asphalt-based binders/sealants, and coal-tar-based sealants because they are materially different products with different risk profiles. The USGS materials cited are directed primarily at coal-tar-based pavement

sealcoat, not conventional asphalt pavement or RAP. USGS reports that coal-tar-based sealcoats contain much higher concentrations of PAHs than asphalt-based sealcoat and has been identified as a significant source of PAH contamination in urban environments. Colorado's Water Quality Control Division has similarly treated high-PAH sealants, including coal tar, as a potential stormwater concern and notes that asphalt-based substitutes have substantially lower PAH concentrations. The application was not a hot application and no additional asphalt cement or other materials other than water were added during the application.

- No matter the original design intent of the Bannockburn gravel/dirt roads, the fact is there is over 30+ years of precedent of these gravel roads being utilized by the community as multi-modal for vehicular, pedestrian, cyclist and equestrian pathways providing much used and needed accessibility to open space areas. Fundamentally changing these multi-modal pathways now to a single used asphalt-like vehicular road completely changes the use profile in a designated rural community as noted in the 2040 Comprehensive Master Plan (2040 CMP). Typically wouldn't this necessitate not only the community outreach and approval (similar to that which Douglas County Public Works site conveys as a gravel to pavement process that you mentioned) but also, and more importantly, a complete planning effort to include: traffic studies, mixed use equestrian trail system connections to open space (in lieu of the previously utilized gravel/dirt road surfaces), community review and buy-in, civil design, funding, a capital improvement plan, and finally Commissioners approval?

- Thank you for your question and thoughtfulness on this. Under Douglas County's current published processes, gravel-road maintenance and paving on an existing County-maintained road is not considered a major new capital project (like the widening of US 85 in Highlands Ranch, which required a separate traffic study, CIP listing, and Board approval). As noted above, we are changing our use of RAP to align with our Gravel Road Paving Program and will be following similar eligibility, prioritization, adjacent-owner polling, and notification requirements.

- Our understanding is that changing the materiality of a mixed-use surface and the topographical profile of bio-swails etc. generally constitutes a capital improvement, not maintenance. Categorically, maintenance would be replacing and resurfacing with like kind material (primarily dirt/gravel here in Bannockburn) and not substantively changing the use profile or topographical water shedding and bioretention features.
- This project is routine maintenance which generally preserves an existing facility in substantially the same condition and function, and not a major capital improvement (such as widening a roadway or building a new interchange) requiring the full planning, CIP, and Board approval process used for major new roadway projects.
- We are concerned that Douglas County Public works acted unilaterally on a capital improvement project and has failed to gain the community support, and follow internal planning, budgeting, design and approval process. This has created an intense divide within our once peaceful rural community between large animal keeping residents and non-animal keeping residents who have stated their concerns over dust control, road maintenance and mud on some of their local roads. None know the future plans Public Works has to further change our community, nor have we been able to find it in County sources. What are the exact plans and how will you be moving forward? None of the Bannockburn current local or connector rural roads are listed in the Douglas County 2040 CMP nor the 2050 DCTP that we have found.
- We understand the concern and the desire for clarity. As noted above, gravel-road projects are not listed as a named item in the 2040 Comprehensive Master Plan or the 2050 Douglas County Transportation Plan. Those documents are long-range planning tools. As noted above, in response to concerns raised about this project, we are changing our process for Reclaimed/Recycled Asphalt Pavement (RAP) on residential gravel roads to follow the same process as our Residential Gravel Road Paving Program.
- You mentioned in the interview with Tyler Melito that because of increased traffic as Douglas County has grown that more road maintenance and spraying for dust control has been necessary. You mentioned millions of dollars are used for water for dust control. Why, when in Bannockburn which has basically been a no- to a very low growth community with its 183 lots and no more vacant lots to build on, would there be any significantly increased traffic? Without a traffic study, how would anyone know whether this is true of Bannockburn? Also, there is much concern over the potential of increased speeding on the newly applied RAP section of Tanglewood Rd. How will this be mitigated: speed bumps? more speed limit signs? additional equestrian warning signs? caution dirt road ahead signs? According to the Roadwork Network in

the 2050 DCTP, local and collector roads in rural areas should have support to keep speeds slow and travel volume low. Regarding dust control, how many of the millions of dollars spent for road spraying throughout Douglas County that you mentioned in the interview is actually spent here in Bannockburn? It appears some residents thought you meant that these millions were spent strictly in Bannockburn; please clarify. Since the chemicals and tar dust in RAP can be tracked into garages and homes on shoes, dog paws, vehicle tires and undercarriages, carried by tar-packed horses' hooves into our barns and carried by wind and rain, how are the carcinogenic and respiratory distress this can cause be mitigated? Does it also require water to be sprayed?

- Comments to the reporter were general in nature in response to his questions. Overall, our goal in Douglas County is to maintain our roads for the safety of the traveling public. We know that traffic is increasing on a County-wide basis, including in rural areas.
- How much does Douglas County spend per year to maintain the section of Tanglewood Rd that was selected for the RAP? How much is spent for all the local and the few connector roads' annual maintenance in Bannockburn? How much are you projecting to spend maintaining the RAP portion of Tanglewood Rd? Where can we see such data? And data on RAP vs dirt/gravel road maintenance and cost comparisons for Douglas County in rural communities similar to Franktown?
- We are compiling the cost data that we have and will present it at the HOA meeting next week.
- What, if any, future plans do you have to use such a material change in road surface in Bannockburn? And if you do have these future plans, how will you work with

those of us in the community who rely on dirt/gravel roads, shoulders and grass easements where available, to ride our horses and to ensure the continued multi modal use including the equestrians of Bannockburn? We, the equestrian residents here, bought specifically in Bannockburn as a large animal keeping, equestrian community with dirt/gravel roads and grass easements to ride on and on trails in the available county floodplain/open space to enjoy. We hope to preserve and protect our rural community and the safety of not only our residents and animals but wildlife as well, working in conjunction with Douglas County (as is noted in the DC 2040 CMP under Rural Communities). We hope that all residents of Bannockburn also enjoy the

rural and large animal keeping nature of our community and would also find discussion and compromise for effective solutions in the best interest of all.

- As noted above, in response to concerns raised about this project, we are changing our process for Reclaimed/Recycled Asphalt Pavement (RAP) on residential gravel roads to follow the same process as our Residential Gravel Road Paving Program.

Hello Dan,

I wanted to thank you again for attending the Bannockburn HOA Meeting on June 10th and for covering so many of my submitted questions. I do believe we had some of the community's divisiveness quelled by having you attend the meeting. I do, however, have some additional questions since reviewing these written answers that you sent and your comments at the HOA meeting.

1. When you met with Carrie Monk and myself on June 4th, you stated you could commit to a 6 to 8ft shoulder on at least one side of any road that had a possible future change in material (whether RAP or pavement). At the HOA meeting, you commented that you could commit to a 6ft shoulder on one side and a 2 ft shoulder on the other side of the road. An 8 ft shoulder is certainly preferable but I'm just asking for clarification. Is this road and material dependent or is there a legal reason that you must have at least a 2 ft shoulder on the opposite side? A 2ft shoulder is not adequate for safe riding or pedestrian use in most cases but is of course better than nothing at all. Please clarify.

County Response

Thank you for the opportunity to clarify. The shoulder width discussed at our meetings represents a design objective rather than a fixed standard that can be applied uniformly to every roadway. The final shoulder width will depend on existing right-of-way, drainage, utilities, topography, and other engineering considerations unique to each roadway.

Where feasible, our goal is to provide the widest practical shoulder possible to accommodate pedestrians and equestrians while maintaining a safe travel lane for vehicles. In some locations that may be approximately 6 feet on one side with a narrower shoulder on the opposite side, while in other locations wider shoulders may be achievable.

There is no policy requiring a 2-foot shoulder specifically; rather, roadway design is developed based on existing site constraints and applicable engineering standards.

2) You also stated in our meeting on June 4th that you could reduce the width of the roads (that may have material changes in the future), to a width of 22-24ft. At the HOA meeting, you commented that the road width with any new material would be kept to 26 ft. Please clarify. Again, is this road and material dependent? Regarding speed control you stated at both meetings that the narrower roads would help with speed control and would allow for rideable/walkable shoulders to the Open Space. I do very much appreciate this as one of our joint solutions.

County Response

The roadway widths discussed at our meetings were conceptual examples intended to demonstrate that narrower travel lanes can help calm traffic while allowing additional room for shoulders where feasible.

The ultimate roadway width will depend on existing roadway conditions, available right-of-way, drainage, emergency vehicle access, and engineering review. In Bannockburn, our goal will be to provide approximately 22 feet which is generally consistent with maintaining two-way traffic on many local roads. Some locations will be widened to 24 feet (like curves and corners) to improve drivability. Essentially, each roadway would be evaluated individually during paving.

3) One resident made a comment at the HOA meeting that horses must legally ride facing traffic. This is, of course, true. If the county provides the 6-8ft shoulder on just one side, will there be any communication with the Sheriff Department that riding either direction on the safer, wider shoulder is allowed here in Bannockburn? Will the county provide "Bridle Trail" signage along the widened shoulders?

County Response

Douglas County recognizes that Bannockburn has an active equestrian community and appreciates the importance of providing safe accommodations for multiple users.

As projects are developed, we will evaluate whether additional equestrian warning signs or other appropriate traffic control devices are warranted based upon engineering judgment, roadway conditions, and applicable standards.

4) There was discussion about riding on grass easements where available, as long as they are mowed often by the county so that footing is visible (whether for a rider or a pedestrian). I'm wondering how often the county will mow the easements; or will residents need to call ahead for this to be done?

County Response

County-maintained rights-of-way are mowed on an as-needed basis, taking into consideration available resources, weather conditions, vegetation growth, and overall maintenance priorities throughout the County. Generally, we try to mow twice a year, between May and October.

There is not a scheduled mowing frequency specific to Bannockburn. Residents are encouraged to contact Public Works if vegetation creates a safety concern, and staff can evaluate whether additional maintenance is warranted.

5) In our June 4th meeting, we brought up that Franktown is a county designated rural community. According to the 2040 CMP the rural nature and landscape and equestrian trails should be considered and preserved as much as possible by work done by the DCPW. As such, Carrie and I stated our current dirt/gravel roads are why many equestrians moved into Bannockburn as it allows for riding to the Open Space within our community where we have access to ride and hike. At the HOA meeting you compared Bannockburn to neighboring Burning Tree which also is a large animal keeping community. It is paved throughout so you did not feel the argument would hold that Bannockburn should always retain our dirt/gravel roads. I only wish to debate this point as Burning Tree has private equestrian trails throughout their community. Therefore, they only need to occasionally cross over a paved road when riding their horses or walking their dogs. Burning Tree does not have a county designated Open Space as Bannockburn does. As we discussed at our June 4th meeting, Bannockburn has no private trails (nor any trails that were reported by historians in the neighborhood to have been former utility easements that also served as riding and hiking trails). As Carrie and I stated, Bannockburn is a unique rural community in Franktown because of the floodplain that is the Open Space. I do not believe that Bannockburn can be compared fairly to Burning Tree. Please clarify why you believe these two separate communities are comparable?

County Response

The comparison to Burning Tree was intended to illustrate that rural residential communities with horse properties can successfully function with a variety of roadway surface types.

We recognize that each community has unique characteristics. Bannockburn's proximity to County Open Space and the reliance many residents place on roadway shoulders for

equestrian access are important considerations that distinguish it from some other neighborhoods.

The changes we are making by including use of reclaimed asphalt to the existing Residential Gravel Road Paving Program is the fairest way to include the most directly impacted property owners in the decision-making process.

6) We also compared it to Daley Circle at the HOA meeting and noted that it had a recent RAP application. Although it is also an equestrian neighborhood, the residents on that road have large acreage lots compared to Bannockburn. Many have enclosed arenas on their property and likely don't ride on their road since it doesn't lead to trails nor an open space. Additionally, it is in unincorporated Parker, not Franktown. Therefore, it's not a designated rural community within the 2040 CMP. I do not believe that Bannockburn can be compared fairly to Daley Rd. either for these reasons. Please clarify, again, why you believe these two separate communities are comparable?

County Response

Similarly, the reference to Daley Circle was intended only as an example of another roadway where reclaimed asphalt pavement has been used within an equestrian area.

We recognize that Daley Circle differs from Bannockburn in several respects, including lot configuration, riding opportunities, and surrounding land uses.

As noted above, the changes we are making by including use of reclaimed asphalt to the existing Residential Gravel Road Paving Program is the fairest way to include the most directly impacted property owners in the decision-making process.

7) I know you have stated that you will be changing your policies for community notification, nominations and voting, etc. for RAP because of the Tanglewood Rd project. I do appreciate this upcoming improvement so that community members will have a voice and the divisiveness will be less within the community. However, I will argue that Bannockburn's natural, rural landscape will be significantly and forever altered if in the future, the DCPW approves every and all such local dirt/gravel roads to RAP or pavement nominations without consideration for preservation of the rural nature of Bannockburn (as per the 2040 CMP). I hope that the DCPW will continue to take our rural preservation into consideration in the future. Afterall, Franktown's community slogan is "Keep Franktown Rural"! How will DCPW work to preserve our natural landscape and rural nature in the future within Franktown and in particular, Bannockburn?

County Response

Douglas County values the rural character of Franktown and recognizes the goals identified in the 2040 Comprehensive Master Plan regarding preservation of rural landscapes and community character.

Public Works also has a responsibility to maintain safe and serviceable roadways for all users while responsibly managing taxpayer resources.

As discussed previously, we are changing our process for residential RAP projects to include improved notification, resident polling, and community engagement before work proceeds.

Our goal is to balance roadway safety and maintenance responsibilities with preservation of the qualities that make communities such as Bannockburn unique.

Thank you again Dan for your time and consideration of these follow up questions.

Sincerely,

Carin

