

ENG-PUDSP21010-R3-TIS.pdf Markup Summary

6 (3)

the other previous studies also assumed fewer dwelling units on this site.
Topic: updated Eastonville Road Project Conceptual Design Report with
the Eastonville Road by Wilson & Company (Inc. of Pass County)
AND ACCESS
For clarity, it should be mentioned
that the church site includes both
a church and a daycare center.
has the proposed site plan for Phase 1 of Grandview Reserve. This is
clearly a 1/4 acre and is currently covered with a single tree
which is an "existing center" that is planned to include a 1/2
recreation center. At this time, there is no plan to phase construction
along with the land uses assumed for this later area in the Master Plan.

Subject: Callout
Page Index: 6
Date: 3/28/2022 10:02:26 AM
Author: Paul Brown
Color: ■
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Page Label: 6

For clarity, it should be mentioned that the church site includes both a church and a daycare center.

the church site. The north access point is
and right turn. The south access point is
by access from northeast Eastonville road
west entrance.
is the applicant asking for this
access? If so, include it in
project analyses. Otherwise,
delete this reference.
west intersection of Row Road/ bridge
and spacing is part of this application. The
desired a public street south from Row Road
to this relatively large development. Given
a back-to-back left turn lanes between this

Subject: Text Box
Page Index: 6
Date: 3/28/2022 10:03:31 AM
Author: Paul Brown
Color: ■
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Page Label: 6

There are existing access points to Falcon Regional Park along Eastonville Road (refer to the ballparks shown on TIS Figure 2a). The TIS should consider how the proposed Grandview Reserve accesses interact with the existing park access (spacing, operations, etc.).

part of Phase 1. The
intersections.
is
ward proposed as a
perpetuity. If future

Subject: Callout
Page Index: 6
Date: 3/28/2022 10:07:45 AM
Author: Paul Brown
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Page Label: 6

is

7 (3)

the church site. The north access point is
and right turn. The south access point is
by access from northeast Eastonville road
west entrance.
is the applicant asking for this
access? If so, include it in
project analyses. Otherwise,
delete this reference.
west intersection of Row Road/ bridge
and spacing is part of this application. The
desired a public street south from Row Road
to this relatively large development. Given
a back-to-back left turn lanes between this

Subject: Callout
Page Index: 7
Date: 3/28/2022 10:04:40 AM
Author: Paul Brown
Color: ■
Layer:
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Page Label: 7

Is the applicant asking for this access? If so, include it in project analyses. Otherwise, delete this reference.

the church site. The north access point is
and right turn. The south access point is
by access from northeast Eastonville road
west entrance.
is the applicant asking for this
access? If so, include it in
project analyses. Otherwise,
delete this reference.
west intersection of Row Road/ bridge
and spacing is part of this application. The
desired a public street south from Row Road
to this relatively large development. Given
a back-to-back left turn lanes between this

Subject: Callout
Page Index: 7
Date: 3/28/2022 10:05:54 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 7

It is not clear who is constructing the regional trail. Since it is along the site frontage, should the developer be building it?

The daily pedestrian path to the school and park site is a
There are currently several access points along the
sidewalk on Eastonville Road however, the 2012 Major
access is proposed along the site frontage
with the Grandview Reserve development. All of these
will have sidewalks.
The 2012 Major Access is proposed for the
pedestrian and bicycle amenities per the Eastonville
Road Project Conceptual Design Report

Subject: Text Box
Page Index: 7
Date: 3/28/2022 10:06:53 AM
Author: Paul Brown
Color: ■
Layer:
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Page Label: 7

The TIS should mention Eastonville Road pedestrian and bicycle amenities per the Eastonville Road Project Conceptual Design Report.

8 (1)

contained in Table Z-21 of
oints 445 feet. Based on t
sight distance approach
CM criteria can be met at:
is

DAY AND TRAFFIC CONDITII

Subject: Callout
Page Index: 8
Date: 3/28/2022 10:08:37 AM
Author: Paul Brown
Color: ■
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Page Label: 8

is

9 (2)

Section 1004. The project speed limit is 45 mph. The design speed for the
roadway is 45 mph. The design speed for the roadway is 45 mph. The
design speed for the roadway is 45 mph. The design speed for the
roadway is 45 mph. The design speed for the roadway is 45 mph.

Subject: Callout
Page Index: 9
Date: 3/28/2022 10:09:27 AM
Author: Paul Brown
Color: ■
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Page Label: 9

The attached counts show differing peak hours for various intersections. Please clarify which peak hours have been used for analysis.

Section 1004. The project speed limit is 45 mph. The design speed for the
roadway is 45 mph. The design speed for the roadway is 45 mph. The
design speed for the roadway is 45 mph. The design speed for the
roadway is 45 mph. The design speed for the roadway is 45 mph.

Subject: Callout
Page Index: 9
Date: 3/28/2022 10:10:29 AM
Author: Paul Brown
Color: ■
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Page Label: 9

CDOT maintains a continuous count station on Highway 24 about 10 miles southwest of the project site. Data from this station could be used to seasonally adjust April / October counts to a consistent baseline and to adjust for COVID impacts (if needed). Based on the outcome of this process, study volumes and related analyses may need to be updated.

12 (1)

Section 1004. The project speed limit is 45 mph. The design speed for the
roadway is 45 mph. The design speed for the roadway is 45 mph. The
design speed for the roadway is 45 mph. The design speed for the
roadway is 45 mph. The design speed for the roadway is 45 mph.

Subject: Callout
Page Index: 12
Date: 3/28/2022 10:11:31 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 12

11th

13 (2)

Section 1004. The project speed limit is 45 mph. The design speed for the
roadway is 45 mph. The design speed for the roadway is 45 mph. The
design speed for the roadway is 45 mph. The design speed for the
roadway is 45 mph. The design speed for the roadway is 45 mph.

Subject: Callout
Page Index: 13
Date: 3/28/2022 10:13:04 AM
Author: Paul Brown
Color: ■
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Page Label: 13

Please clarify which peak hours have been used for analysis.

and 330 vehicles would exit 1
or one hour between 4:15 a
ld exit the site.

IT
ted traffic volumes on the :

Subject: Arrow
Page Index: 13
Date: 3/28/2022 10:13:11 AM
Author: Paul Brown
Color: ■
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Page Label: 13

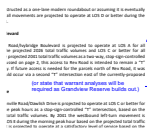


Subject: Callout
Page Index: 15
Date: 3/28/2022 10:14:34 AM
Author: Paul Brown
Color: ■
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Page Label: 15

Make recommendation for intersection control type at this intersection. If a signal is recommended, include warrant evaluation.

a one-lane modern roundabouts are projected to c

Subject: Arrow
Page Index: 15
Date: 3/28/2022 10:14:49 AM
Author: Paul Brown
Color: ■
Layer:
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Page Label: 15



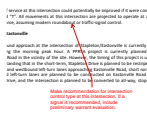
Subject: Callout
Page Index: 15
Date: 4/20/2022 3:36:42 PM
Author: dsdrice
Color: ■
Layer:
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Page Label: 15

(or state that warrant analyses will be required as Grandview Reserve builds out.)



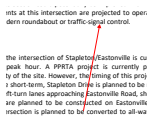
Subject: Cloud+
Page Index: 26
Date: 3/28/2022 10:16:07 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 16

Text is duplicative and confusing. Rewrite / simplify.



Subject: Callout
Page Index: 16
Date: 3/28/2022 10:17:34 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 16

Make recommendation for intersection control type at this intersection. If a signal is recommended, include preliminary warrant evaluation.



Subject: Arrow
Page Index: 16
Date: 3/28/2022 10:17:26 AM
Author: Paul Brown
Color: ■
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Page Label: 16



Timing of this project is unknown. It is planned to be installed to provide...
state that this study will be required as Grandview Reserve builds out (if not installed with the County project)

Subject: Callout
Page Index: 16
Date: 4/20/2022 3:40:10 PM
Author: dsdrice
Color: [Red]
Layer:
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Page Label: 16

state that this study will be required as Grandview Reserve builds out (if not installed with the County project)

17 (2)

Based on the intersection study...
The intersection of US Hwy 24/Stapleton is currently operating at LOS F during the peak hours. This is potentially a near-term future. Once signalized, a or better during the peak hours, based on the pin 20417

Subject: Callout
Page Index: 17
Date: 3/28/2022 10:19:32 AM
Author: Paul Brown
Color: [Red]
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Page Label: 17

No previous discussion of progression analysis. Need to define the progression analysis before it is used to explain LOS results.

By 2046, all of the left-turn movements at this intersection during the morning and afternoon peak hours maintain an overall LOS D or better as a "convenient necessary to provide three approach through I options were presented in the US Hwy 24 PEL 5 associated intersection study conducted in a "convenient"

Subject: Callout
Page Index: 17
Date: 3/28/2022 10:19:56 AM
Author: Paul Brown
Color: [Red]
Layer:
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Page Label: 17

2041?

18 (1)

Figure 12 shows the recommended functional classification for the roadways in the vicinity of the site. The intersection consists of the vicinity and surrounding El Paso County MFCP and the Grandview R

Subject: Callout
Page Index: 18
Date: 3/28/2022 10:20:30 AM
Author: Paul Brown
Color: [Red]
Layer:
Space:
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13

20 (2)

Based on the 2046 land use plan...
Based on the 2046 land use plan, the intersection shown in Figure 22 is not a signalized intersection. Based on the 2046 land use plan, the intersection shown in Figure 22 is not a signalized intersection. Based on the 2046 land use plan, the intersection shown in Figure 22 is not a signalized intersection.

Subject: Callout
Page Index: 20
Date: 3/28/2022 10:21:23 AM
Author: Paul Brown
Color: [Red]
Layer:
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Page Label: 20

Not possible to recommend this as there is no documentation whether this will be a signal or a roundabout.

Arrow

Based on the 2046 land use plan...
Based on the 2046 land use plan, the intersection shown in Figure 22 is not a signalized intersection. Based on the 2046 land use plan, the intersection shown in Figure 22 is not a signalized intersection. Based on the 2046 land use plan, the intersection shown in Figure 22 is not a signalized intersection.

Subject: Arrow
Page Index: 20
Date: 3/28/2022 10:21:47 AM
Author: Paul Brown
Color: [Red]
Layer:
Space:
Page Label: 20



Subject: Cloud+
Page Index: 21
Date: 3/28/2022 10:23:22 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 21

Evaluate this based on available roadway length between the northerly church access and Rex Road

It is a northbound right-turn distribution area and should not be a permeable or permeable right-turn only church access. The permeable right-turn lane for the Sunday peak hour right-of-way should be evaluated later more detailed plans should not show the church parking to be located or designed through traffic from using the church parking lot to travel eastward.

Subject: Callout
Page Index: 21
Date: 3/28/2022 10:24:03 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 21

No traffic analysis has been presented showing that there is a need for this access. Provide analysis demonstrating need or delete this section.



Subject: Cloud+
Page Index: 21
Date: 4/20/2022 3:44:46 PM
Author: dsdrice
Color: ■
Layer:
Space:
Page Label: 21

Delete this or reword to state that if another access is requested from Eastonville Road it will be based on a project-specific TIS submittal.

Time	Background Traffic	2040 Total Traffic
8:00 AM	100	100
9:00 AM	100	100
10:00 AM	100	100
11:00 AM	100	100
12:00 PM	100	100
1:00 PM	100	100
2:00 PM	100	100
3:00 PM	100	100
4:00 PM	100	100
5:00 PM	100	100
6:00 PM	100	100
7:00 PM	100	100
8:00 PM	100	100
9:00 PM	100	100
10:00 PM	100	100
11:00 PM	100	100
12:00 AM	100	100

Subject: Text Box
Page Index: 24
Date: 3/28/2022 10:24:42 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 24

Clarify if peak hour of generator or peak hour of adjacent street traffic was used.

Time	Background Traffic	2040 Total Traffic
8:00 AM	100	100
9:00 AM	100	100
10:00 AM	100	100
11:00 AM	100	100
12:00 PM	100	100
1:00 PM	100	100
2:00 PM	100	100
3:00 PM	100	100
4:00 PM	100	100
5:00 PM	100	100
6:00 PM	100	100
7:00 PM	100	100
8:00 PM	100	100
9:00 PM	100	100
10:00 PM	100	100
11:00 PM	100	100
12:00 AM	100	100

Subject: Callout
Page Index: 26
Date: 3/28/2022 10:25:50 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 26

2041? (both sheets)

Time	Background Traffic	2040 Total Traffic
8:00 AM	100	100
9:00 AM	100	100
10:00 AM	100	100
11:00 AM	100	100
12:00 PM	100	100
1:00 PM	100	100
2:00 PM	100	100
3:00 PM	100	100
4:00 PM	100	100
5:00 PM	100	100
6:00 PM	100	100
7:00 PM	100	100
8:00 PM	100	100
9:00 PM	100	100
10:00 PM	100	100
11:00 PM	100	100
12:00 AM	100	100

Subject: Arrow
Page Index: 26
Date: 3/28/2022 10:25:24 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 26

Including trail?

Item #	Improvement
1	Remove Signal to Roundabout Conversion
2	Remove Signal to Roundabout Conversion
3	Remove Signal to Roundabout Conversion
4	Remove Signal to Roundabout Conversion
5	Remove Signal to Roundabout Conversion
6	Remove Signal to Roundabout Conversion
7	Remove Signal to Roundabout Conversion
8	Remove Signal to Roundabout Conversion
9	Remove Signal to Roundabout Conversion
10	Remove Signal to Roundabout Conversion

Subject: Callout
Page Index: 28
Date: 3/28/2022 10:27:23 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 28

Including trail?

Item #	Improvement
1	Remove Signal to Roundabout Conversion
2	Remove Signal to Roundabout Conversion
3	Remove Signal to Roundabout Conversion
4	Remove Signal to Roundabout Conversion
5	Remove Signal to Roundabout Conversion
6	Remove Signal to Roundabout Conversion
7	Remove Signal to Roundabout Conversion
8	Remove Signal to Roundabout Conversion
9	Remove Signal to Roundabout Conversion
10	Remove Signal to Roundabout Conversion

Subject: Cloud+
Page Index: 28
Date: 3/28/2022 10:33:00 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 28

Bullet list on page 16 assumes this is a signal - be consistent

fee

Item #	Improvement
1	Remove Signal to Roundabout Conversion
2	Remove Signal to Roundabout Conversion
3	Remove Signal to Roundabout Conversion
4	Remove Signal to Roundabout Conversion
5	Remove Signal to Roundabout Conversion
6	Remove Signal to Roundabout Conversion
7	Remove Signal to Roundabout Conversion
8	Remove Signal to Roundabout Conversion
9	Remove Signal to Roundabout Conversion
10	Remove Signal to Roundabout Conversion

Subject: Callout
Page Index: 28
Date: 3/28/2022 10:29:27 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 28

fee

Item #	Improvement
1	Remove Signal to Roundabout Conversion
2	Remove Signal to Roundabout Conversion
3	Remove Signal to Roundabout Conversion
4	Remove Signal to Roundabout Conversion
5	Remove Signal to Roundabout Conversion
6	Remove Signal to Roundabout Conversion
7	Remove Signal to Roundabout Conversion
8	Remove Signal to Roundabout Conversion
9	Remove Signal to Roundabout Conversion
10	Remove Signal to Roundabout Conversion

Subject: Cloud+
Page Index: 28
Date: 3/28/2022 10:33:09 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 28

Roundabout not considered due to topographic constraints. Remove roundabout references

Item #	Improvement
1	Remove Signal to Roundabout Conversion
2	Remove Signal to Roundabout Conversion
3	Remove Signal to Roundabout Conversion
4	Remove Signal to Roundabout Conversion
5	Remove Signal to Roundabout Conversion
6	Remove Signal to Roundabout Conversion
7	Remove Signal to Roundabout Conversion
8	Remove Signal to Roundabout Conversion
9	Remove Signal to Roundabout Conversion
10	Remove Signal to Roundabout Conversion

Subject: Cloud+
Page Index: 28
Date: 3/28/2022 10:34:26 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 28

Need to select either roundabout or signal to define commitments (ROW for roundabout or turn lanes).

Item #	Improvement
1	Remove Signal to Roundabout Conversion
2	Remove Signal to Roundabout Conversion
3	Remove Signal to Roundabout Conversion
4	Remove Signal to Roundabout Conversion
5	Remove Signal to Roundabout Conversion
6	Remove Signal to Roundabout Conversion
7	Remove Signal to Roundabout Conversion
8	Remove Signal to Roundabout Conversion
9	Remove Signal to Roundabout Conversion
10	Remove Signal to Roundabout Conversion

Subject: Text Box
Page Index: 28
Date: 3/28/2022 10:35:31 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 28

No traffic analysis has been presented showing that there is a need for this access. Provide analysis demonstrating need or delete this row.



Subject: Callout
Page Index: 28
Date: 4/20/2022 3:51:46 PM
Author: dsdrice
Color: ■
Layer:
Space:
Page Label: 28

(Determination of roundabouts or signals with final plat)



Subject: Text Box
Page Index: 28
Date: 4/20/2022 3:52:10 PM
Author: dsdrice
Color: ■
Layer:
Space:
Page Label: 28

Delete



Subject: Callout
Page Index: 28
Date: 4/20/2022 3:52:31 PM
Author: dsdrice
Color: ■
Layer:
Space:
Page Label: 28

delete



Subject:
Page Index: 28
Date: 4/20/2022 3:52:40 PM
Author: dsdrice
Color: ■
Layer:
Space:
Page Label: 28

) The design of Eastonville Road will be performed by the Meridian Ranch developer

31 (3)



Subject: Callout
Page Index: 31
Date: 3/28/2022 10:36:46 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 31

Text on page 16 describes a trail connection to Waterbury. Where will that occur, or will there be two?



Subject: Arrow
Page Index: 31
Date: 3/28/2022 10:36:59 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 31



Subject: Callout
Page Index: 31
Date: 4/20/2022 3:53:51 PM
Author: dsdrice
Color: ■
Layer:
Space:
Page Label: 31

Label regional trail

32 (1)



Subject: Callout
Page Index: 32
Date: 4/20/2022 4:01:06 PM
Author: dsdrice
Color: ■
Layer:
Space:
Page Label: 32

show park access drives

36 (1)



Subject: Callout
Page Index: 36
Date: 3/28/2022 10:38:33 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 36

See comments in text. Need to explicitly consider COVID impacts on volumes.

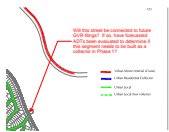
57 (1)



Subject: Callout
Page Index: 57
Date: 3/28/2022 10:39:30 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 57

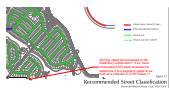
Preferred options are not described in text. See related comments.

60 (3)



Subject: Callout
Page Index: 60
Date: 3/28/2022 10:41:51 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 60

Will this street be connected to future GVR filings? If so, have forecasted ADTs been evaluated to determine if this segment needs to be built as a collector in Phase 1?



Subject: Callout
Page Index: 60
Date: 3/28/2022 10:42:34 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 60

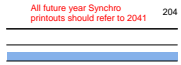
Will this street be connected to the Waterbury subdivision? If so, have forecasted ADTs been evaluated to determine if this segment needs to be built as a collector in GVR Phase 1?



Subject: Cloud+
Page Index: 60
Date: 3/28/2022 10:44:29 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 60

Is a second access to this area required for fire / life safety?

114 (3)



Subject: Text Box
Page Index: 114
Date: 3/28/2022 10:45:32 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 114

All future year Synchro printouts should refer to 2041

2040 Back

Subject: Highlight
Page Index: 114
Date: 3/28/2022 10:46:33 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 114

2040

2040 Back
AM Peak

Subject: Highlight
Page Index: 114
Date: 3/28/2022 10:46:35 AM
Author: Paul Brown
Color: ■
Layer:
Space:
Page Label: 114

2040