

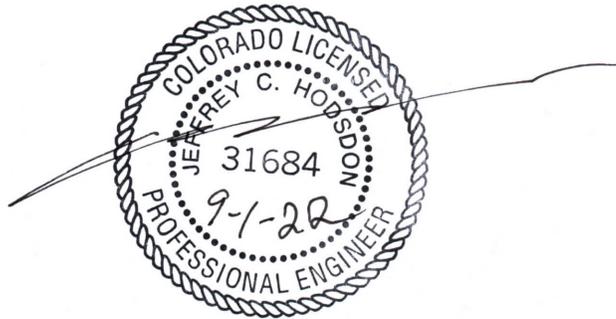


LSC TRANSPORTATION CONSULTANTS, INC.
2504 East Pikes Peak Avenue, Suite 304
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Mayberry Filing No. 3
Traffic Technical Memorandum
PCD File No. SF2219
(LSC #S224210)
September 1, 2022

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

I, the Developer, have read and will comply with all commitments made on my behalf within this report.





Date



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September 1, 2022

John Mick
Mayberry Communities
3296 Divine Heights #208
Colorado Springs, CO 80922

RE: Mayberry Filing No. 3
Traffic Technical Memorandum
El Paso County, CO
PCD File No. SF221
LSC #S224210

Dear Mr. Mick:

LSC Transportation Consultants, Inc. has prepared this traffic technical memorandum for the Mayberry Filing No. 3 residential development. The site is located generally south of State Highway (SH) 94 and west of Log Road in the Ellicott area of El Paso County, Colorado. LSC recently prepared a traffic impact study (TIS) for the PUD dated February 17, 2022, which included trips by the currently-proposed filing. This memorandum is intended as a site-specific, final plat traffic report.

Important Note: This current Filing No. 3 was previously referred to as “Filing No. 4” in recent TIS reports.

RECENT TRAFFIC REPORTS

- The traffic impacts of this subdivision filing were addressed within the *Mayberry Phase 1 PUD Amendment Transportation Memorandum* dated February 17, 2022 (EPC PCD File No.: PUDSP219). This document referenced the study prepared for the 2020 rezone.
- Traffic analysis of this subdivision filing was included in the June 2020 TIS report entitled *Ellicott Town Center Filing 2 [and 3] Traffic Impact Study March 31, 2020* (*Note: Minor Revision June 2, 2020)*.
- This current plat submittal for Filing No. 3 is in conformance with the plan upon which the February 2022 study was based. The number of lots has not changed, nor has the proposed internal street network, access points, or proposed functional classifications of streets.
- Note: this current Filing No. 3 was previously referred to as “Filing No. 4” in recent TIS reports for the PUD/Preliminary Plan Amendment and the Rezone TIS Report.

LAND USE AND ACCESS

Filing No. 3 includes 142 lots for single family homes. Access to Highway 94 for this filing will be at New Log Road (full movement) and Springs Road (right-in/right-out) via the interim street connections internal to the Mayberry development.

The Filing No. 3 plat is consistent with the Phase 1 PUD/Preliminary Plan Amendment studied in the February 2022 TIS. A copy of that TIS is attached for reference. Note: this current Filing No. 3 was previously referred to as “Filing No. 4” in recent TIS reports for the PUD/Preliminary Plan Amendment and the June 2020 Rezone TIS Report. A copy of the subdivision plat is attached for reference.

FYI: this is no longer
attached to this
document



TRIP GENERATION

Filing No. 3 includes 142 lots for single-family homes. Neither the ITE Land Use code nor the number of dwelling units has changed from the above-referenced prior TIS reports.

Estimates of the vehicle trips projected to be generated by Filing 3 have been made using the nationally published trip-generation rates from Trip Generation, 11th Edition, 2021 by the Institute of Transportation Engineers (ITE). Table 1 (attached) presents the Filing 3 trip generation estimate.

Based on ITE rates, Filing No. 3 is expected to generate about 1,336 vehicle trips on the average weekday (one half entering and one half exiting in a 24-hour period) following expansion. During the morning peak hour, 25 vehicles are projected to enter the site and 72 are projected to exit. Approximately 84 vehicles would enter and 50 vehicles would exit the site during the evening peak.

Table 1 also presents the estimated “cumulative” trip-generation through the current Filing 3 development. This cumulative trip-generation estimate includes trips estimated for the previously approved Filings 1 and 2 plus the currently-proposed Filing No. 3.

TRAFFIC IMPACT ANALYSIS AND ROADWAY IMPROVEMENTS

Overall

Please refer to the *Mayberry Phase 1 PUD Amendment Transportation Memorandum* dated February 17, 2022, which references (and identifies some specific updates to) the **June 2020** TIS report entitled *Ellicott Town Center Filing 2 Traffic Impact Study March 31, 2020** (*Note: *Minor Revision June 2, 2020*). The El Paso County reference numbers are PCD File Nos. CS192 and SF 1910. These documents addressed the impacts and improvements associated with this filing, as well as all of “Mayberry Phase 1.” **Table 12a**, which address El Paso County road improvements, has been updated with the new plat filing numbers and is attached to this report.

Also, regarding CDOT improvements, please refer to the separate “Mayberry Filing No. 3 CDOT Access Permit Memo” included with this submittal. This memo has been prepared to accompany the CDOT access permit application for Filing 3 and is essentially an “addendum” to the **June 2020** TIS report entitled *Ellicott Town Center Filings 2 and 3 Traffic Impact Study March 31, 2020** (*Note: *Minor Revision June 2, 2020*). That report addressed the traffic impacts of Mayberry Phase 1 (Filings 1 through 4). As part of this CDOT memo, Improvements Table 12 has been updated/revised and a copy of that table has been attached to this report.

New Log Road Phasing

Following with review of the PUD/Preliminary Plan TIS, the PCD Engineering Manager requested that the phasing of the one-way, New Log Road couplet south of SH 94 be addressed in this report.

The ultimate northbound-only portion of the one-way couplet has been and is proposed for interim use for **both** directions of travel and the separate, southbound-only portion of the couplet would be constructed later as future development occurs.

The trips on New Log Road would not exceed 3,000 vehicles per day (vpd) ADT with the buildout of Filings 1, 2, and 3. Given the northbound “half couplet” would have a similar cross section to an Urban Local roadway, and the design ADT of an Urban Local is 3,000 ADT, staff has indicated this volume as an approximate trigger for construction and use of the southbound lanes of the couplet. As shown in Table 1 the total trip generation for Filings 1-3 (including trips projected to use Springs Road instead of New Log Road) would be below 3,000 ADT.

SUBDIVISION STREET CLASSIFICATIONS

Please refer to the *Mayberry Phase 1 PUD Amendment Transportation Memorandum* dated February 17, 2022, which contains a “Street Classifications” section and an associated exhibit.

ROADWAY IMPROVEMENT FEE PROGRAM

This project will be required to participate in the El Paso County Road Improvement Fee Program. Mayberry Filing 3 will join the ten-mil PID. The ten-mil PID building permit fee portion associated with this option is \$1,221 per single-family dwelling unit. The total building permit fee would be \$172,382 for the 142 dwelling units. Note: This is based on the current rate, which is subject to change. El Paso County updates this rate periodically.

DEVIATIONS

Please refer to the *Mayberry Phase 1 PUD Amendment Transportation Memorandum* dated February 17, 2022, which contains an “Approved Deviations” section.

An additional deviation (PUD Modification) was submitted with the PUD, which modifies the corner clearance across lots on the inside of and adjacent to ninety-degree “knuckles.”

ROUNABOUT ANALYSIS & DESIGN

A modern roundabout with a 120-foot inscribed circle diameter is proposed as the traffic control for the intersection of Mayberry Drive/Springs Road. Exhibits containing roundabout technical analysis are attached, along with a roundabout parameters table.

The horizontal layout, analysis, and roundabout report have been completed using the criteria contained in the Wisconsin DOT roundabout design manual (as required by El Paso County). The attached exhibits and roundabout parameters table contain all the details for the currently-proposed roundabout. The inscribed circle diameter is 120-feet and the design vehicle is a WB-50 truck (per the *ECM*). However, the roundabout has also been designed to accommodate a larger WB-67 truck. The roundabout will also accommodate the standard county snowplow vehicle. The design accommodates pedestrians. Please refer to the attached roundabout parameters table and exhibits for details. Also, please refer to the roundabout design report, which is included with the CD submittal.

CDOT ACCESS PERMITS

The CDOT access permits for New Log Road and Springs Road public street connections (access points) to SH 94 are 218053 and 218054. Both permits have been finalized. These permits were issued for Filings 1 and 2. A new “change of use” access-permit application is being submitted for Filing No. 3. This application has been submitted to CDOT, along with the **addendum memo** to the June 2020 TIS report, which addressed the impacts of the Phase 1 development, including the currently-proposed Filing No. 3. Please refer to the “Filing No. 3 CDOT Access Permits Memo,” which is a separate document included with this submittal.

The number of lots (142) in Filing 3 is the same number as studied in the June 2020 comprehensive TIS report for the commercial rezone submitted to and accepted by CDOT. The Filing No. 3 site circulation and connections to Highway 94 also remain consistent with the 2020 study. The primary change is that Filing No. 3 is being developed ahead of the commercial Filing No. 4 (previously called Filing No. 3 in that 2020 TIS report). The addendum memo addresses this change in development order.

Note: The Improvements Table in the February 2022 PUD TIS report references these approved access permits for all CDOT-facility improvements. This improvements table (Table 12 – CDOT Improvements) has been updated as requested by County staff. Note: Table 12a, which addresses El Paso County road improvements, has also been updated (and is also attached). Table 12 (attached) has been updated with the new plat numbers and contains revisions to address the

improvements associated with this current Filing No. 3, as Filing 3 is proceeding ahead of commercial Filing No. 4.

CDOT has indicated that a new access permit application(s) and accompanying "memo" will be required to process the access permit(s) for the Filing No. 3 development. CDOT acknowledged that this Filing 3 was included in the 2020 TIS report as a basis for the current access permits in-place for New Log Road and Springs Road connections to SH 94. This plat is in conformance with the 2020 TIS report. Phasing of access permits was anticipated. Updates to these permits, in the form of a change-of-use permit(s), to include the 142 lots in this subdivision filing, should not be problematic or difficult as the permits addressed phasing of highway improvements for all of Phase 1, including this filing.

* * * * *

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JCH:jas

Enclosures: Table 1
Roundabout Design Parameters Table and Roundabout Design Exhibits
Revised versions of Tables 12 and 12a from *Ellicott Town Center Fil 1-4 PUD
Amendment Transportation Memo (2-17-2022)*

Table 1: Trip Generation Estimate

Mayberry Filing Nos. 1 - 3

ITE				Trip Generation Rates ²				Total Trips Generated					
Code	Description	Quantity	Units ¹	Average	A.M.		P.M.		Average	A.M.		P.M.	
				Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
Currently Proposed													
<u>Filing No. 3 (142 Lots)</u>													
210	Single Family Detached Housing	142	DU	9.41	0.18	0.51	0.59	0.35	1,336	25	72	84	50
Previously Approved													
<u>Filing No. 1 (98 Lots)</u>													
210	Single Family Detached Housing	98	DU	9.41	0.18	0.51	0.59	0.35	922	18	50	58	34
<u>Filing Nos. 2 and 2A (First 3 Non-Residential Lots)</u>													
110	General Light Industrial	30.0	KSF	4.96	0.62	0.08	0.08	0.55	146	19	3	3	17
Total of Filings 1-3									2,404	62	125	145	101
¹ DU=dwelling units; KSF = 1,000 square feet													
² Source: "Trip Generation, 11th Edition, 2021" by the Institute of Transportation Engineers (ITE)													
Source: LSC Transportation Consultants, Inc. - August 2022													

Additional Attachments

Design Parameters Table and Roundabout Design Exhibits



**PCD File No. SF2219
 Mayberry Filing No. 3
 (LSC#224210)
 Mayberry Drive & Springs Road Roundabout
 County: El Paso**

The drawing shows an entry width of 16 for each of the legs. Please clarify.

ROUNDAABOUT CRITICAL DESIGN PARAMETERS

DESIGN PARAMETERS	LEG 1	LEG 2	LEG 3	LEG 4	LEG 5	LEG 6
Approach Width, FT	20.0	21.0	20.0	21.0		
Entry Width, FT	22.1	22.1	22.1	22.1		
Entry Angle, PHI Φ , DEG	24.0	24.5	24.0	24.5		
Inscribed Circle Diameter, FT	120.0	120.0	120.0	120.0		
Exit Width, FT	18.0	18.0	18.0	18.0		
Circulating Roadway Width Upstream of Entry, FT	20.0	20.0	20.0	20.0		

FASTEST SPEED PATH

R_1 , Radius/Speed, FT/MPH	140	23	150	23	140	23	155	23		
R_2 , Radius/Speed, FT/MPH	100	20	100	20	100	20	100	20		
R_3 , Radius/Speed, FT/MPH	380	32	600	39	350	31	540	37		
R_4 , Radius/Speed, FT/MPH	50	16	50	16	50	16	50	16		
R_5 , Radius/Speed, FT/MPH	92	20	97	20	95	20	96	20		
Bypass R_5 , Radius/Speed, FT/MPH										

MINIMUM SIGHT PARAMETERS

Approach Design Speed, MPH	30.0	35.0	35.0	35.0		
Horizontal Stopping Sight Distance, FT	221.0	257.0	257.0	257.0		
Circulating Intersection Sight Distance, FT/MPH	117	16	117	16	117	16
Entering Intersection Sight Distance, FT/MPH	158	22	156	22	158	22

Design Vehicle: WB-50, WB-67, EPC snowplow

Truck Apron Width: 20'

OSOW Accommodations: N/A

Circulating Roadway Cross-Slope: 2% or less

Access Control: N/A

Parking Control: No Parking

Bicycle & Pedestrian Accommodations: Ped ramps and sidewalks

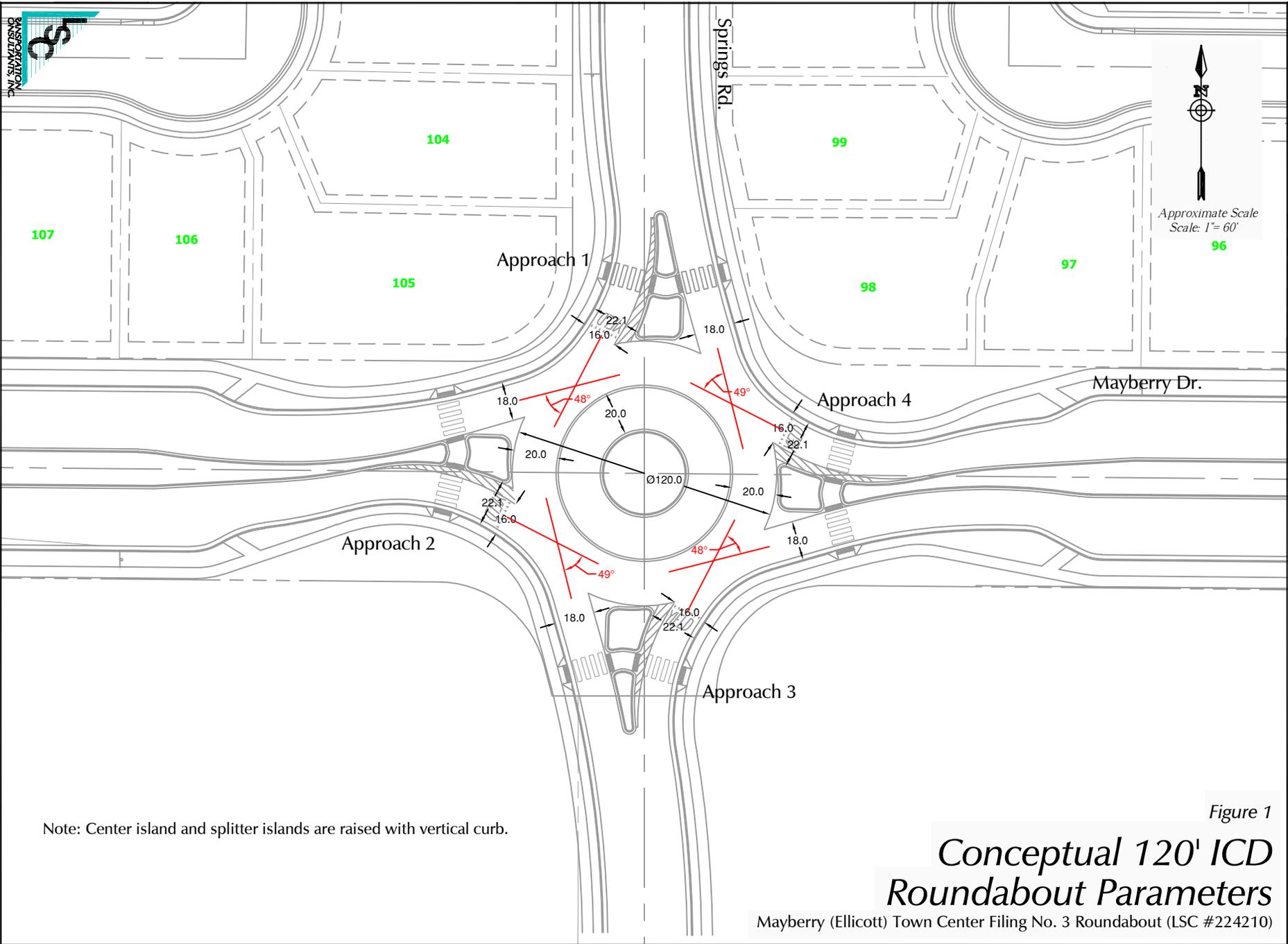
Designer: *Matt Romero*
 Reviewer: *Chris McGranahan, P.E., PTOE*

SIGNATURE: _____

DATE: 9/1/2022

NAME: Christopher S. McGranahan, P.E., PTOE

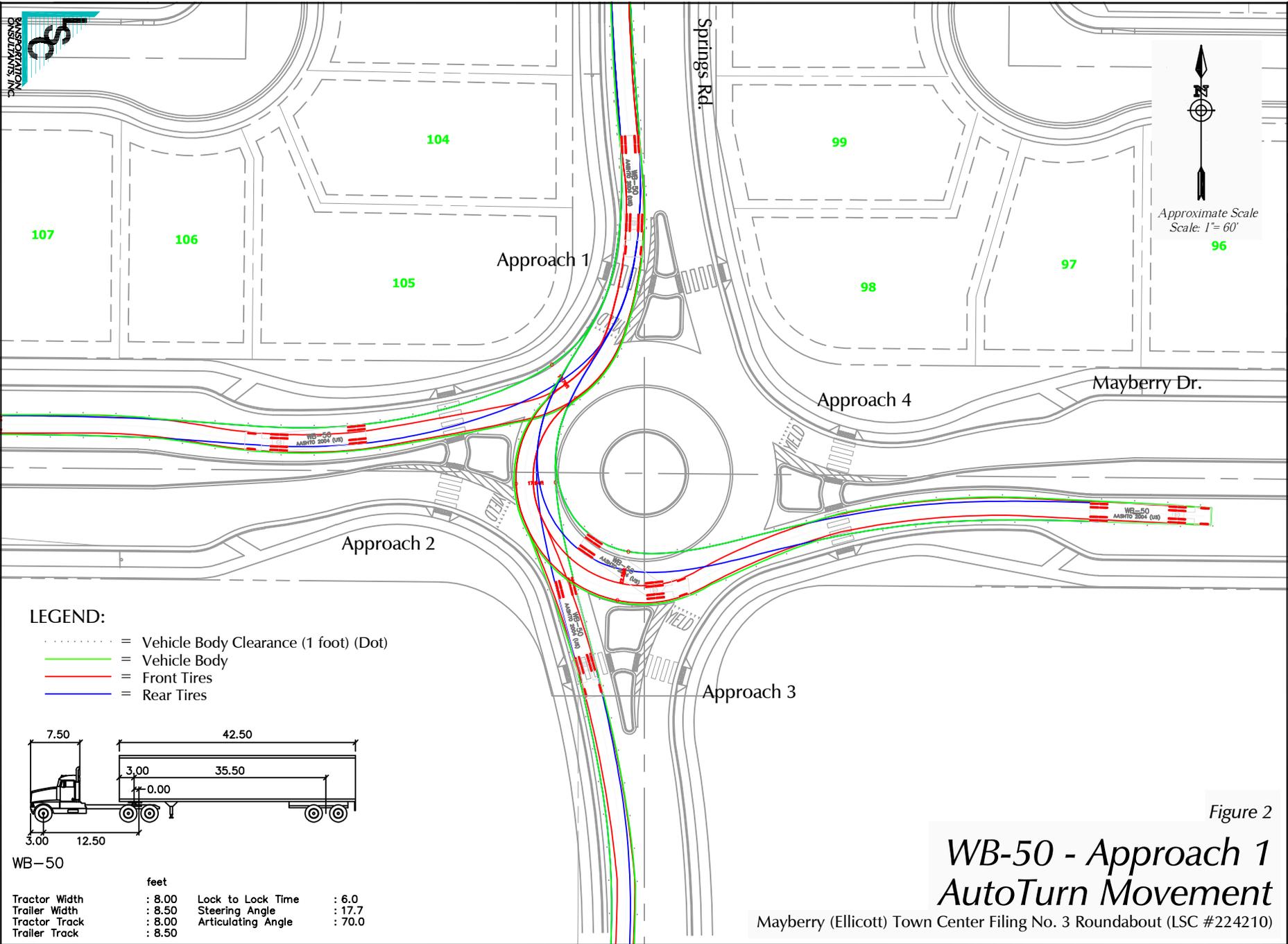
The reviewer's signature on this document indicates that the design has been reviewed and is in general compliance with good roundabout principals. The critical design elements have been addressed. The project design engineer in responsible charge of final plan development will stamp the plans when applicable.



Note: Center island and splitter islands are raised with vertical curb.

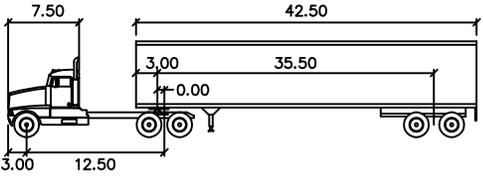
Figure 1
**Conceptual 120' ICD
Roundabout Parameters**

Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



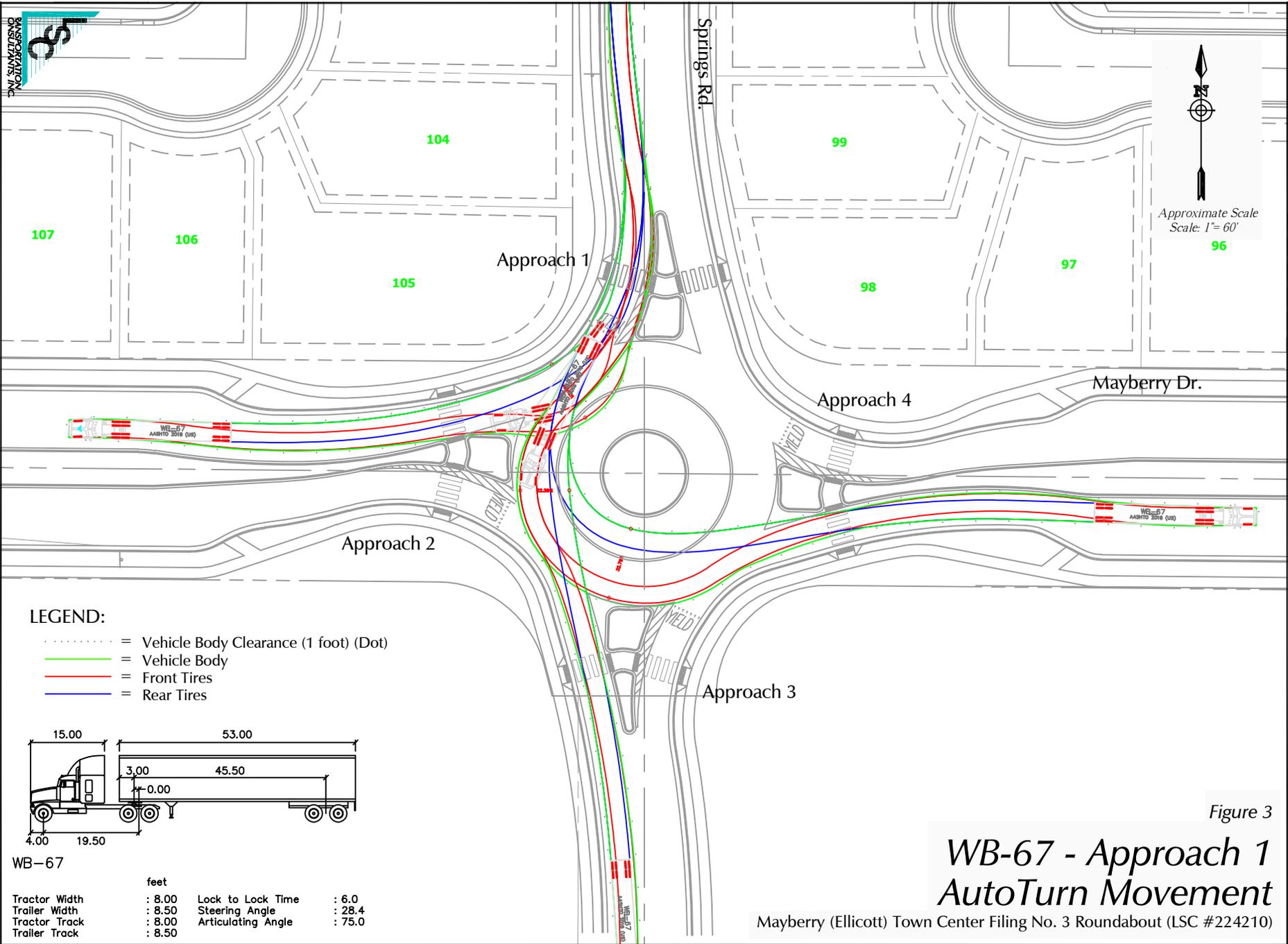
WB-50

feet	
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 17.7
Articulating Angle	: 70.0

Figure 2

WB-50 - Approach 1 AutoTurn Movement

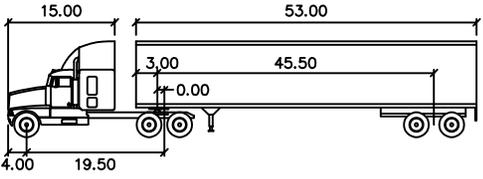
Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



Approximate Scale
Scale: 1" = 60'

LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



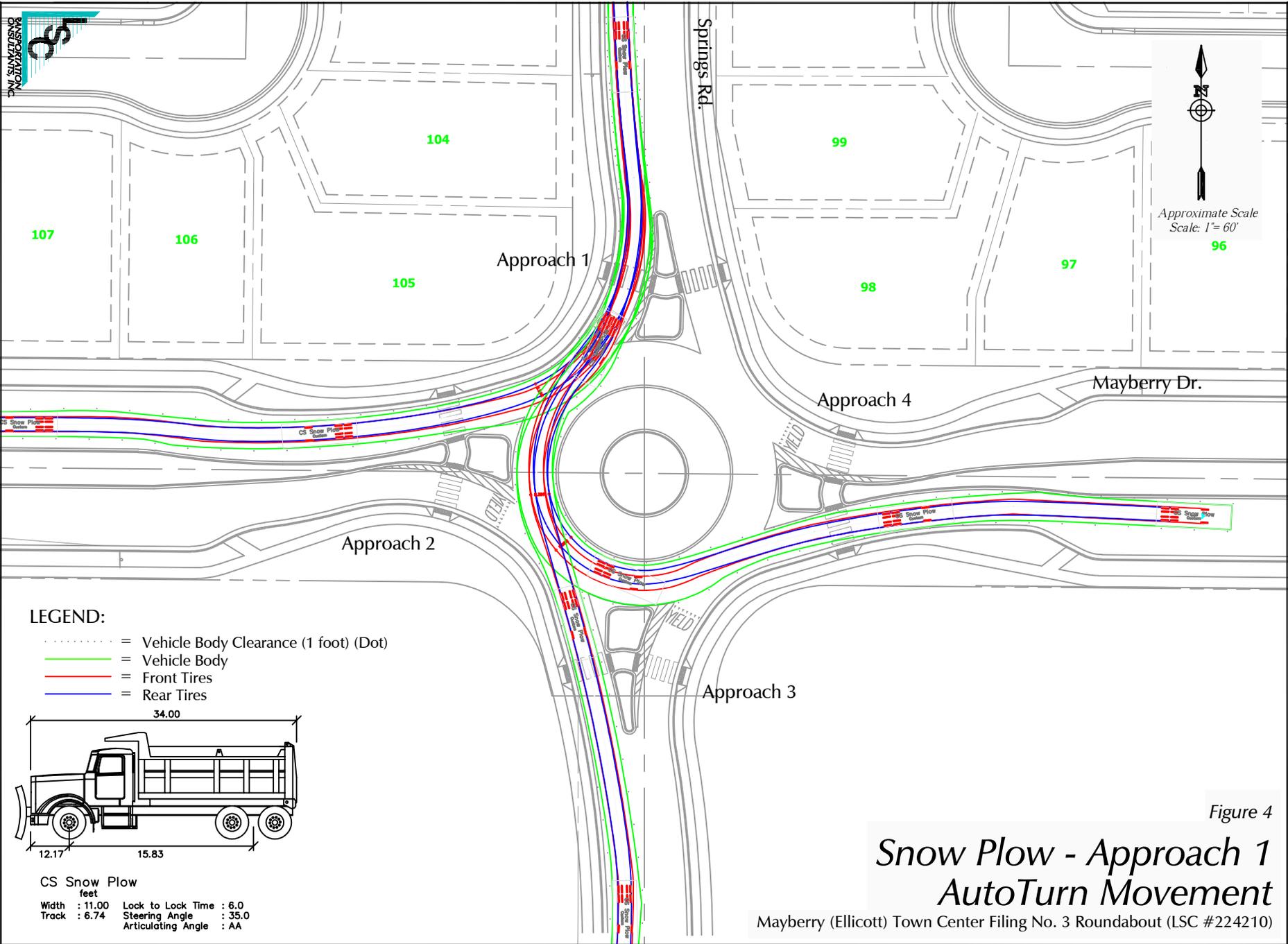
WB-67

feet			
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

Figure 3

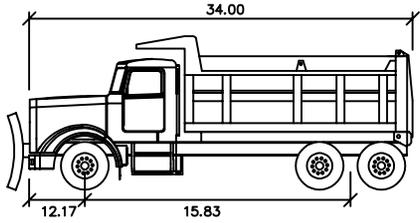
WB-67 - Approach 1 AutoTurn Movement

Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



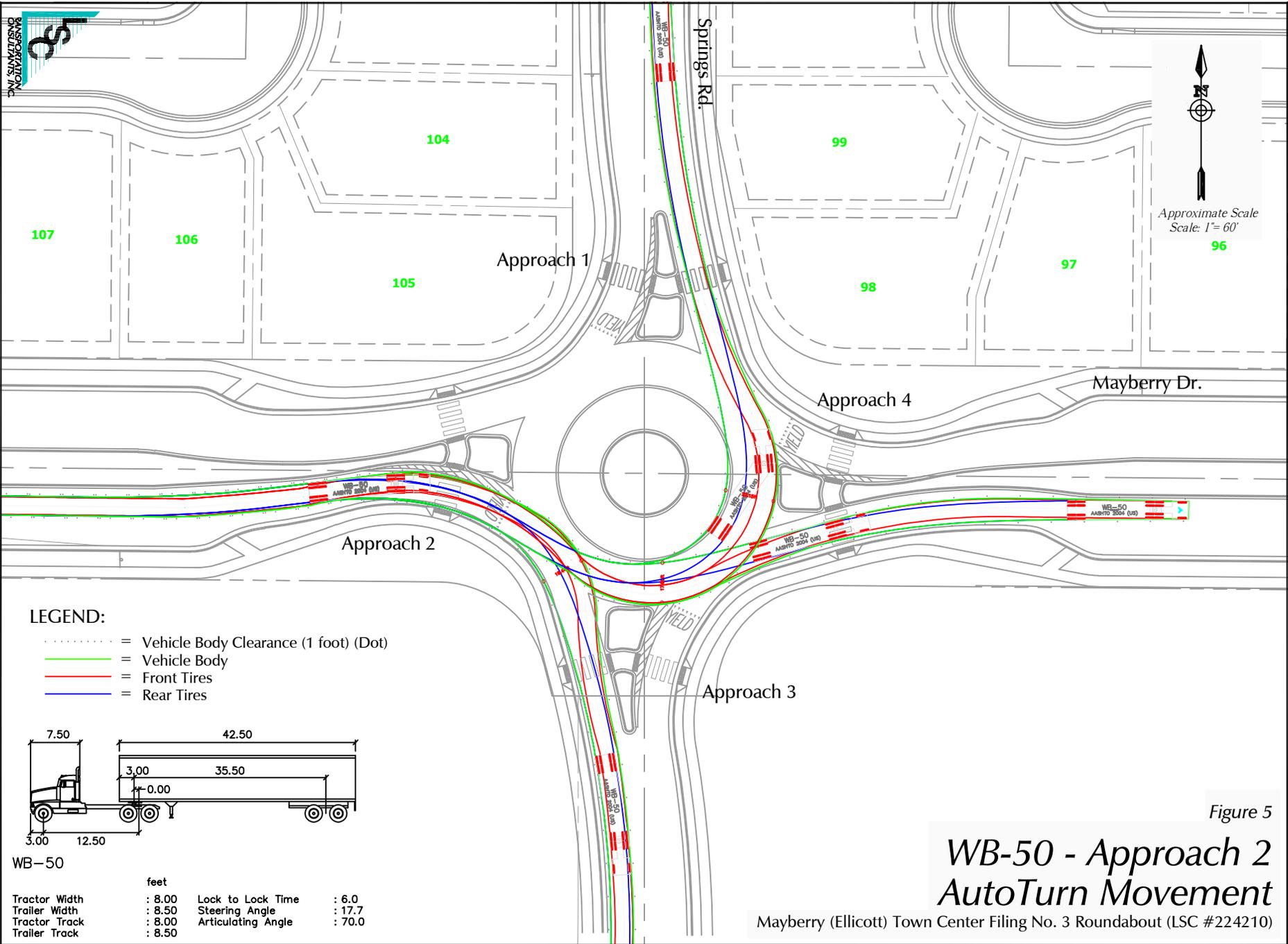
LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



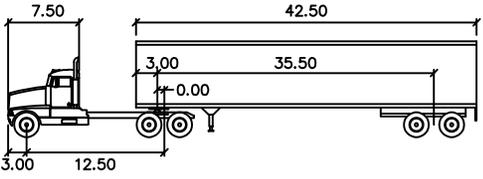
CS Snow Plow
 feet
 Width : 11.00 Lock to Lock Time : 6.0
 Track : 6.74 Steering Angle : 35.0
 Articulating Angle : AA

Figure 4
**Snow Plow - Approach 1
 AutoTurn Movement**
 Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



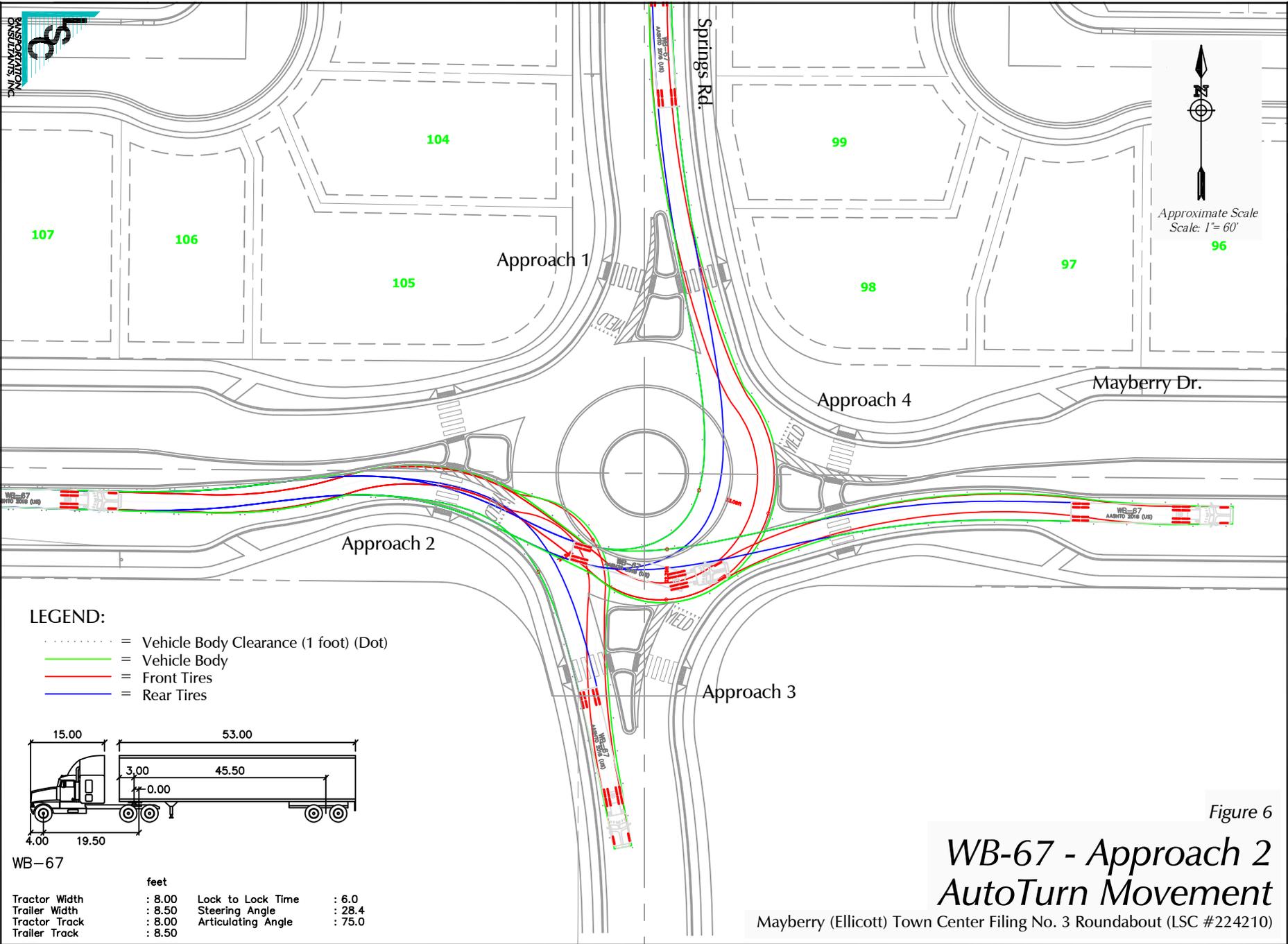
WB-50

feet	
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 17.7
Articulating Angle	: 70.0

Figure 5

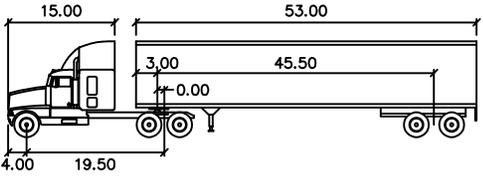
WB-50 - Approach 2 AutoTurn Movement

Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



Approximate Scale
Scale: 1" = 60'

- LEGEND:**
- = Vehicle Body Clearance (1 foot) (Dot)
 - = Vehicle Body
 - = Front Tires
 - = Rear Tires



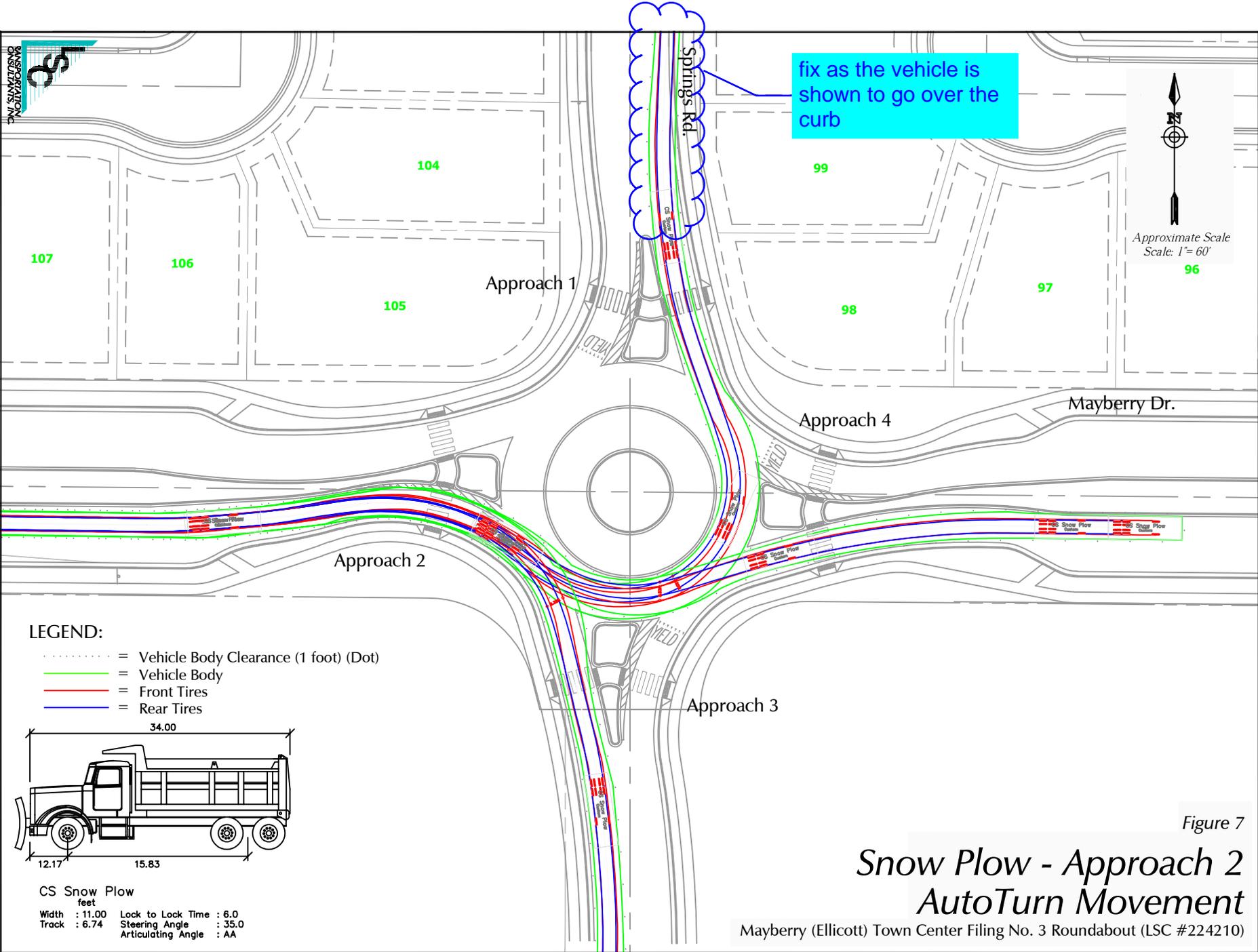
WB-67

feet			
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

Figure 6

WB-67 - Approach 2 AutoTurn Movement

Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)

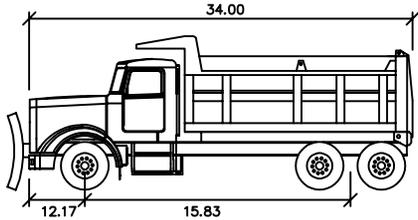


fix as the vehicle is shown to go over the curb

Approximate Scale
Scale: 1" = 60'

LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



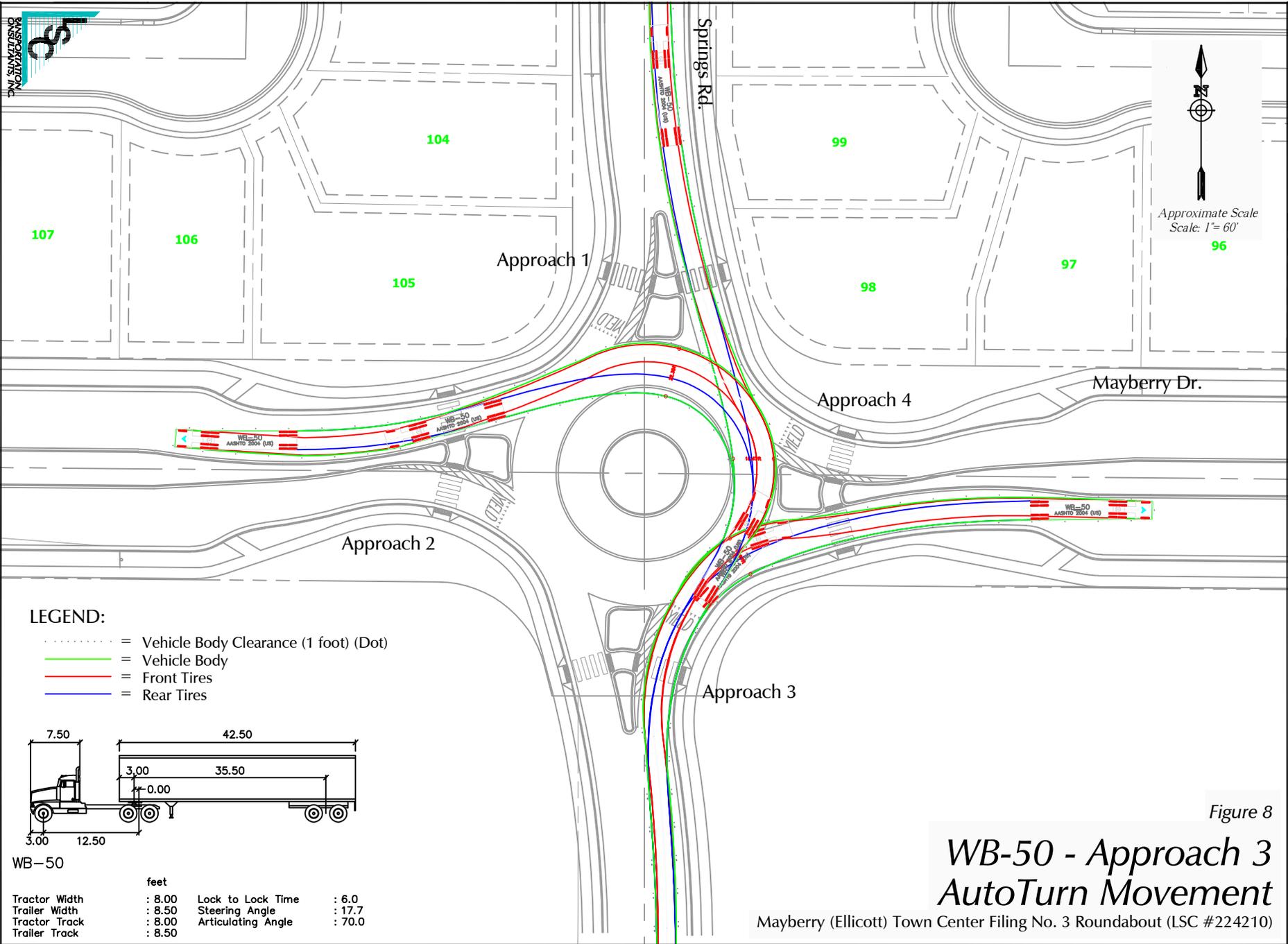
CS Snow Plow

Width : 11.00 feet
 Lock to Lock Time : 6.0
 Track : 6.74 Steering Angle : 35.0
 Articulating Angle : AA

Figure 7

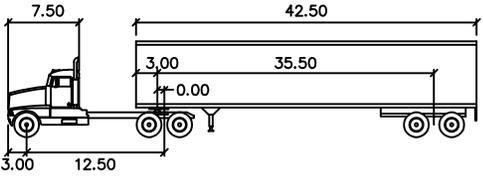
Snow Plow - Approach 2 AutoTurn Movement

Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



WB-50

feet			
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

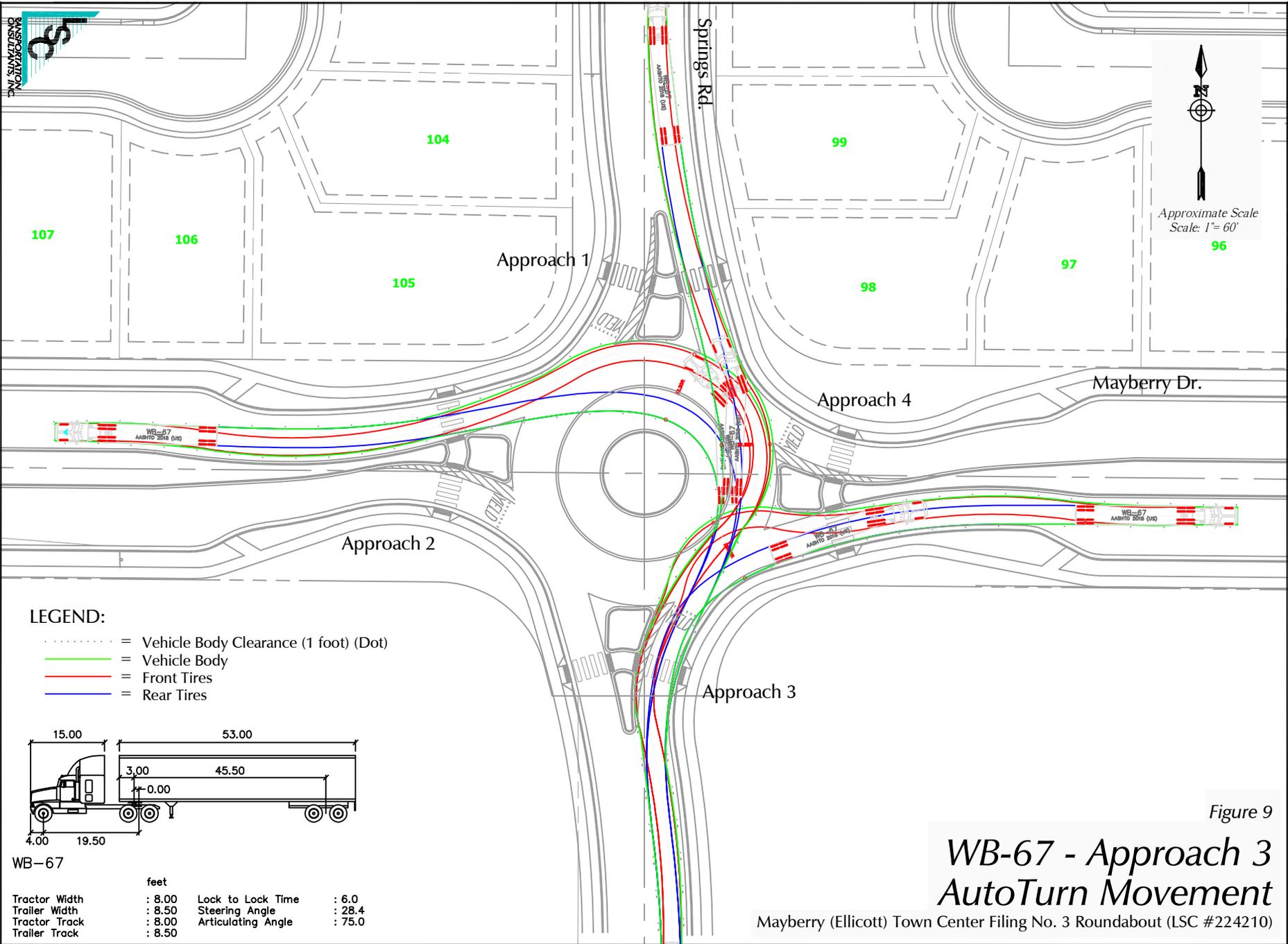
Figure 8

WB-50 - Approach 3 AutoTurn Movement

Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)

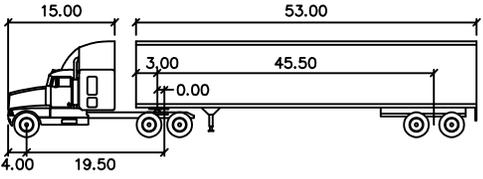


Approximate Scale
Scale: 1" = 60'



LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



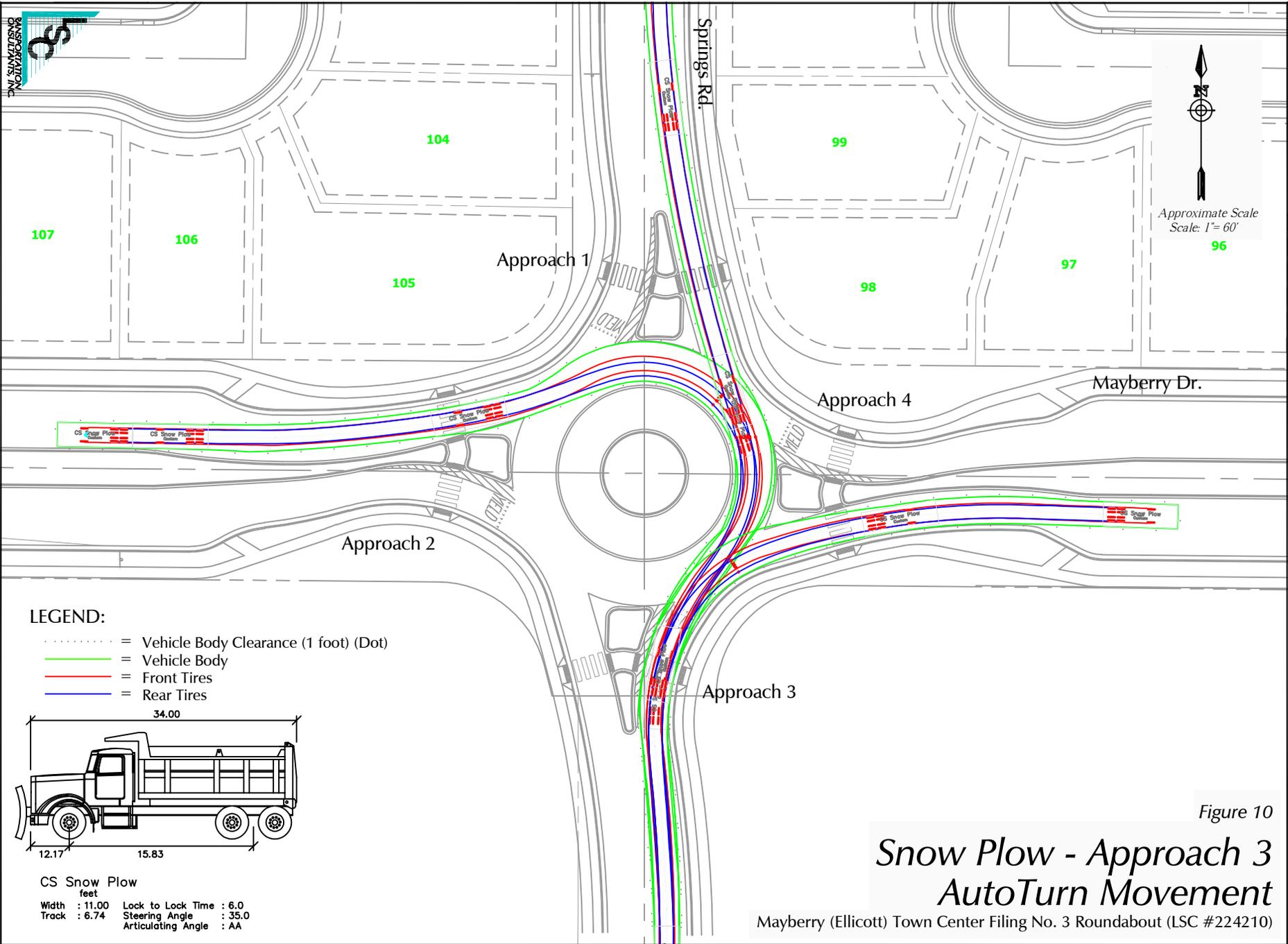
WB-67

feet			
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 19.50	Articulating Angle	: 75.0
Trailer Track	: 8.50		

Figure 9

WB-67 - Approach 3 AutoTurn Movement

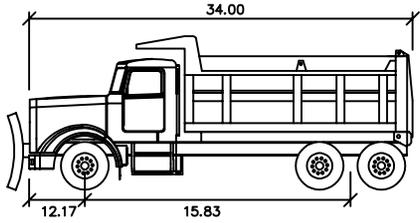
Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



Approximate Scale
Scale: 1" = 60'

LEGEND:

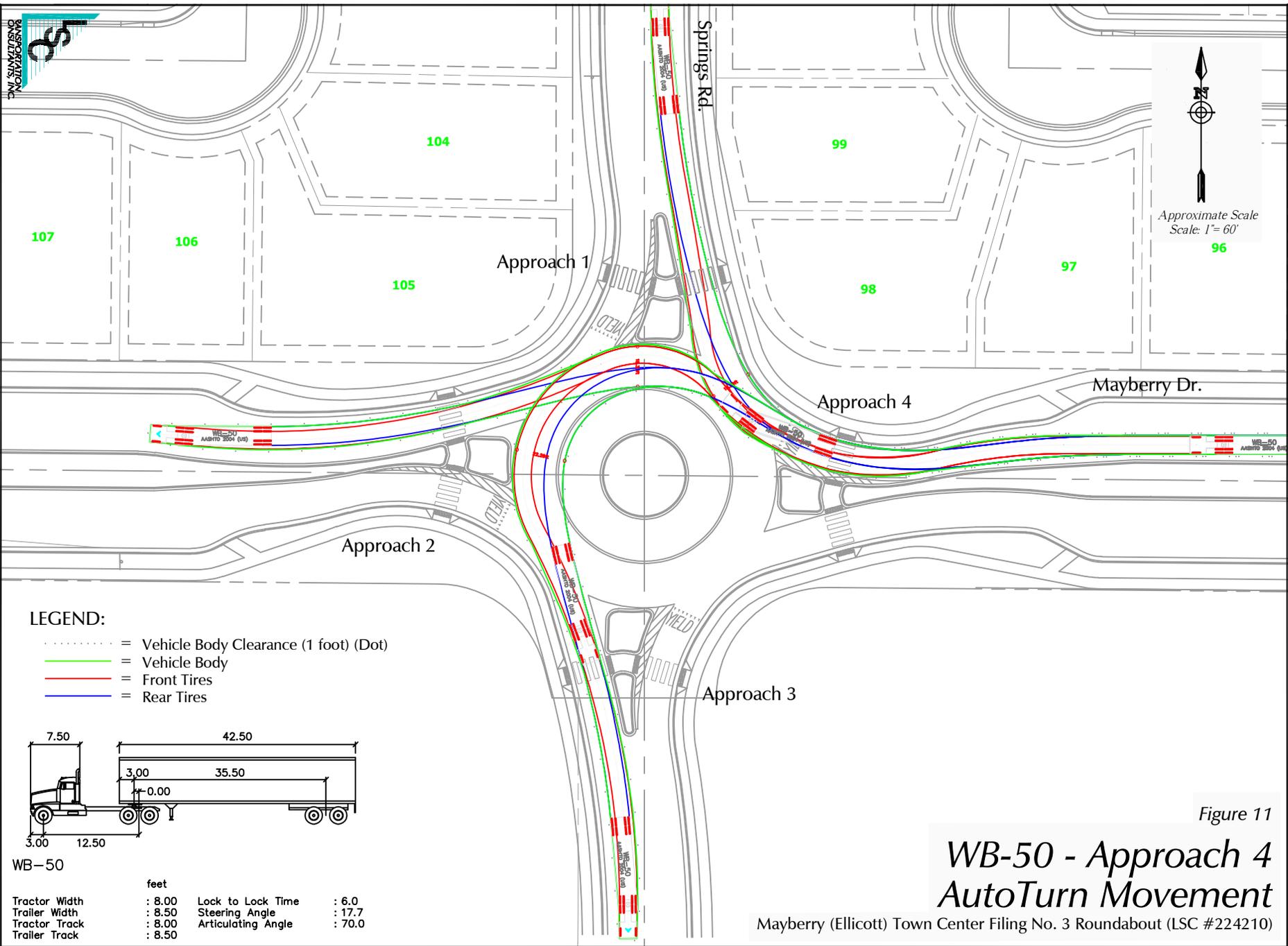
- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



CS Snow Plow
feet
Width : 11.00 Lock to Lock Time : 6.0
Track : 6.74 Steering Angle : 35.0
Articulating Angle : AA

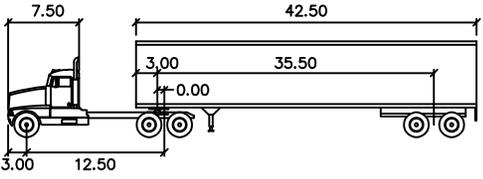
Figure 10
*Snow Plow - Approach 3
AutoTurn Movement*

Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- (Green) = Vehicle Body
- (Red) = Front Tires
- (Blue) = Rear Tires



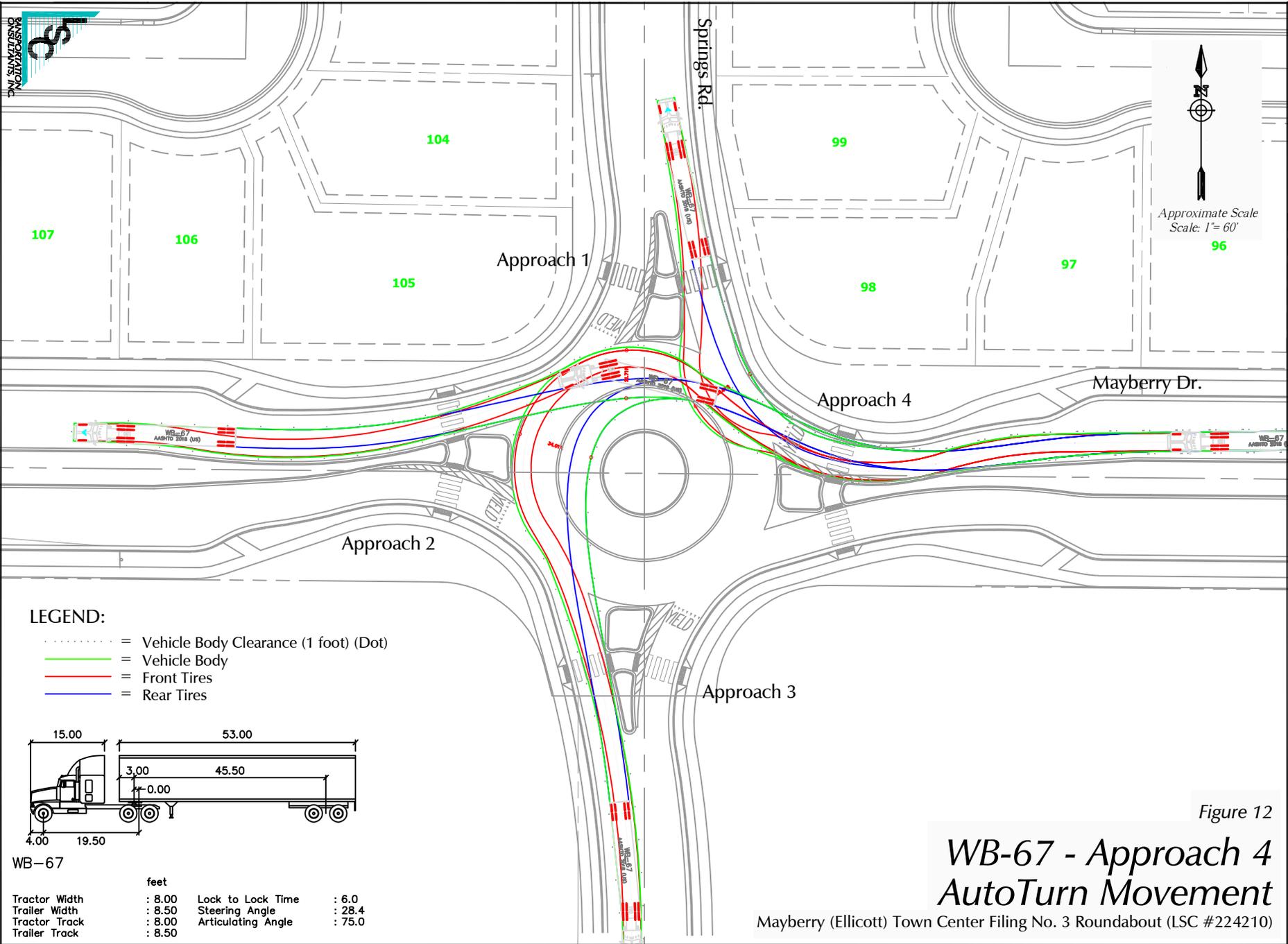
WB-50

feet			
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

Figure 11

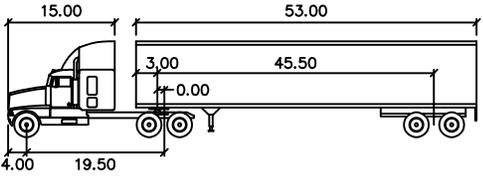
WB-50 - Approach 4 AutoTurn Movement

Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



LEGEND:

- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



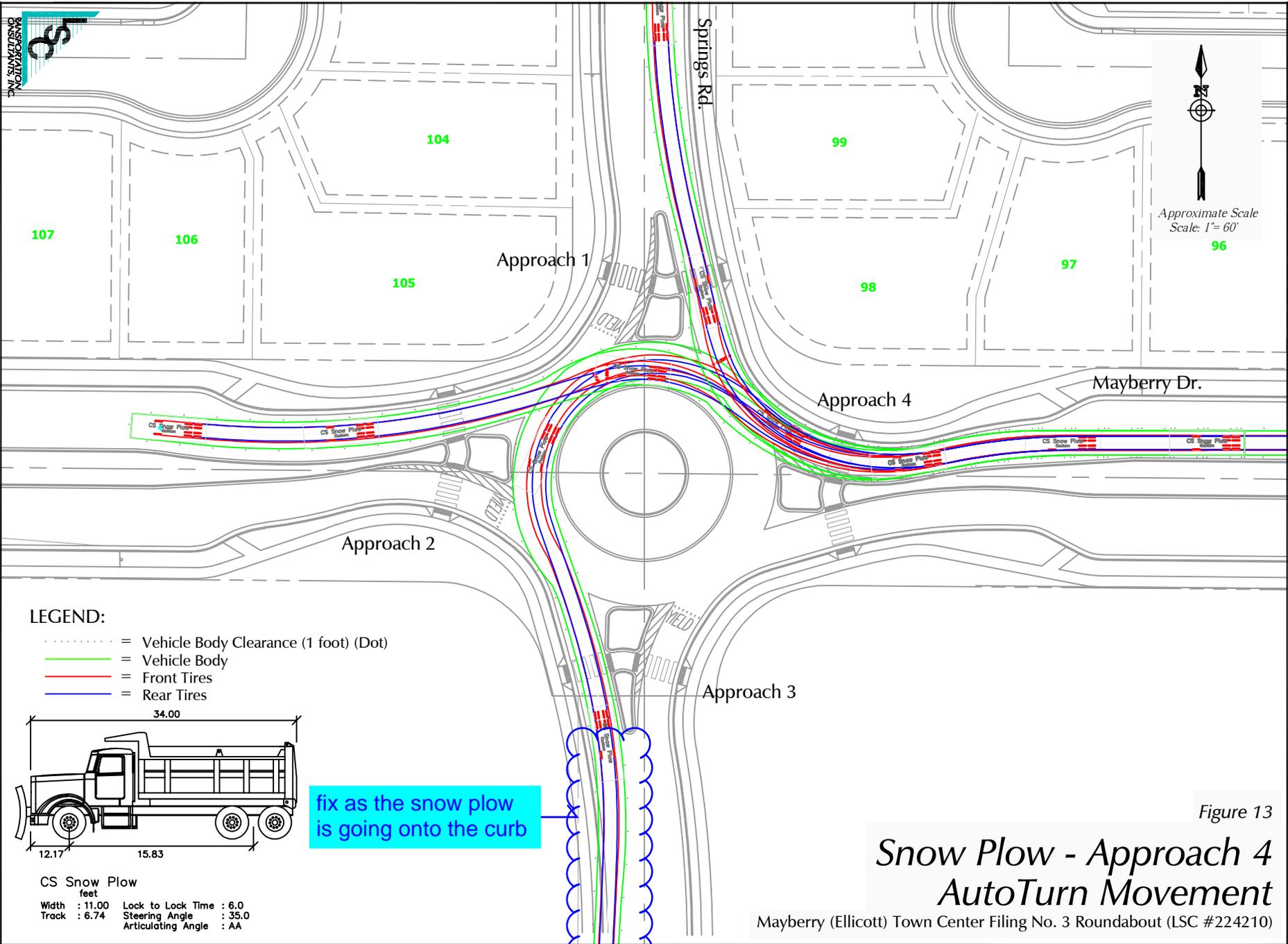
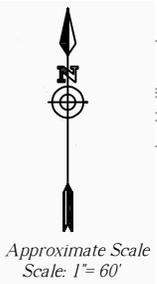
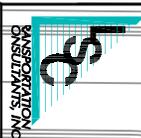
WB-67

feet	
Tractor Width	: 8.00
Trailer Width	: 8.50
Tractor Track	: 8.00
Trailer Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 28.4
Articulating Angle	: 75.0

Figure 12

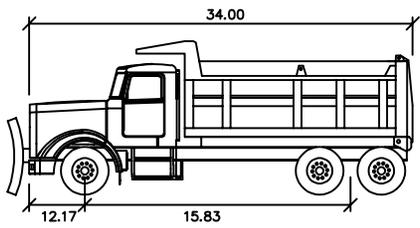
WB-67 - Approach 4 AutoTurn Movement

Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



LEGEND:

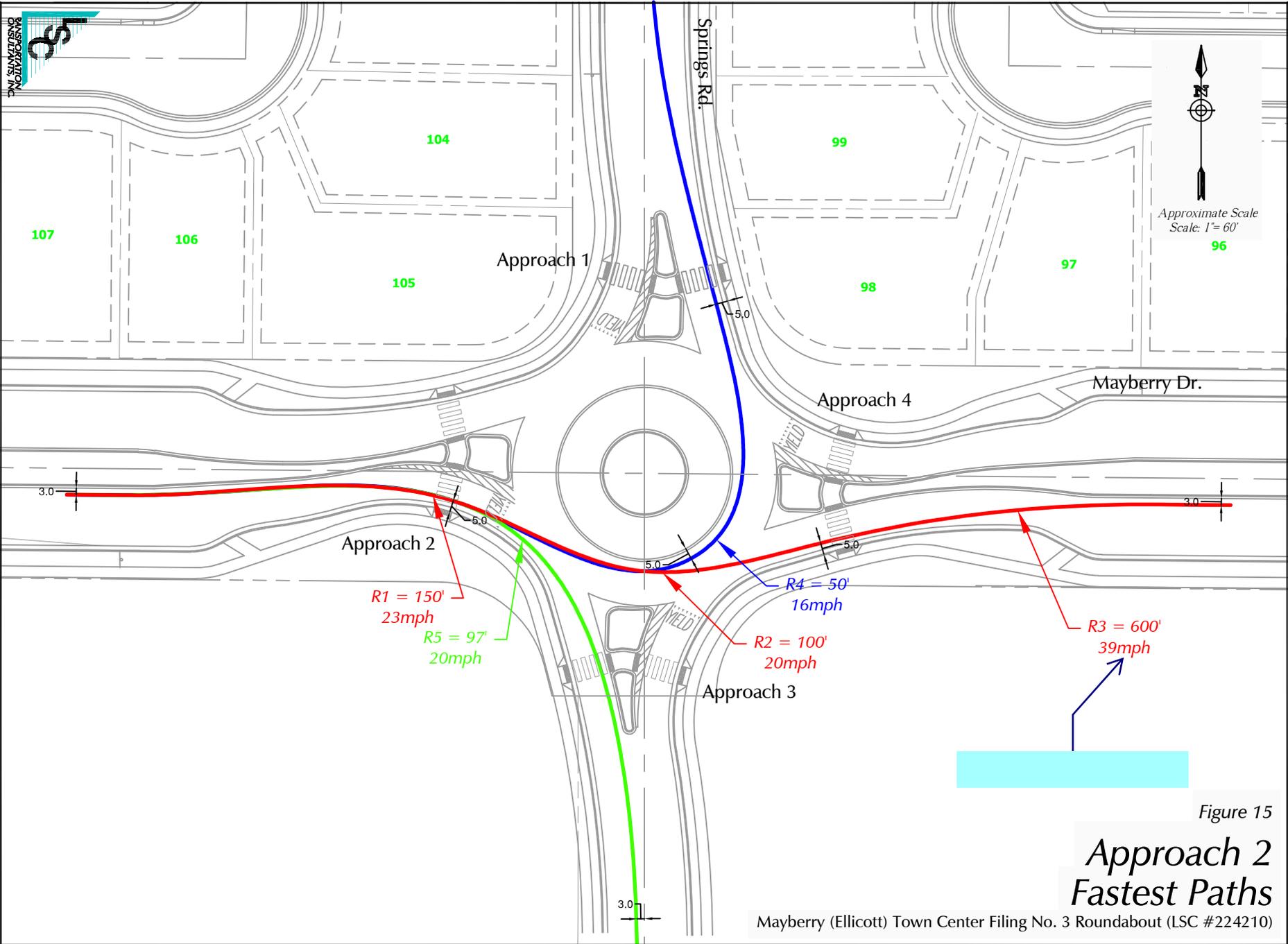
- = Vehicle Body Clearance (1 foot) (Dot)
- = Vehicle Body
- = Front Tires
- = Rear Tires



fix as the snow plow is going onto the curb

CS Snow Plow
 feet
 Width : 11.00 Lock to Lock Time : 6.0
 Track : 6.74 Steering Angle : 35.0
 Articulating Angle : AA

Figure 13
**Snow Plow - Approach 4
 AutoTurn Movement**
 Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



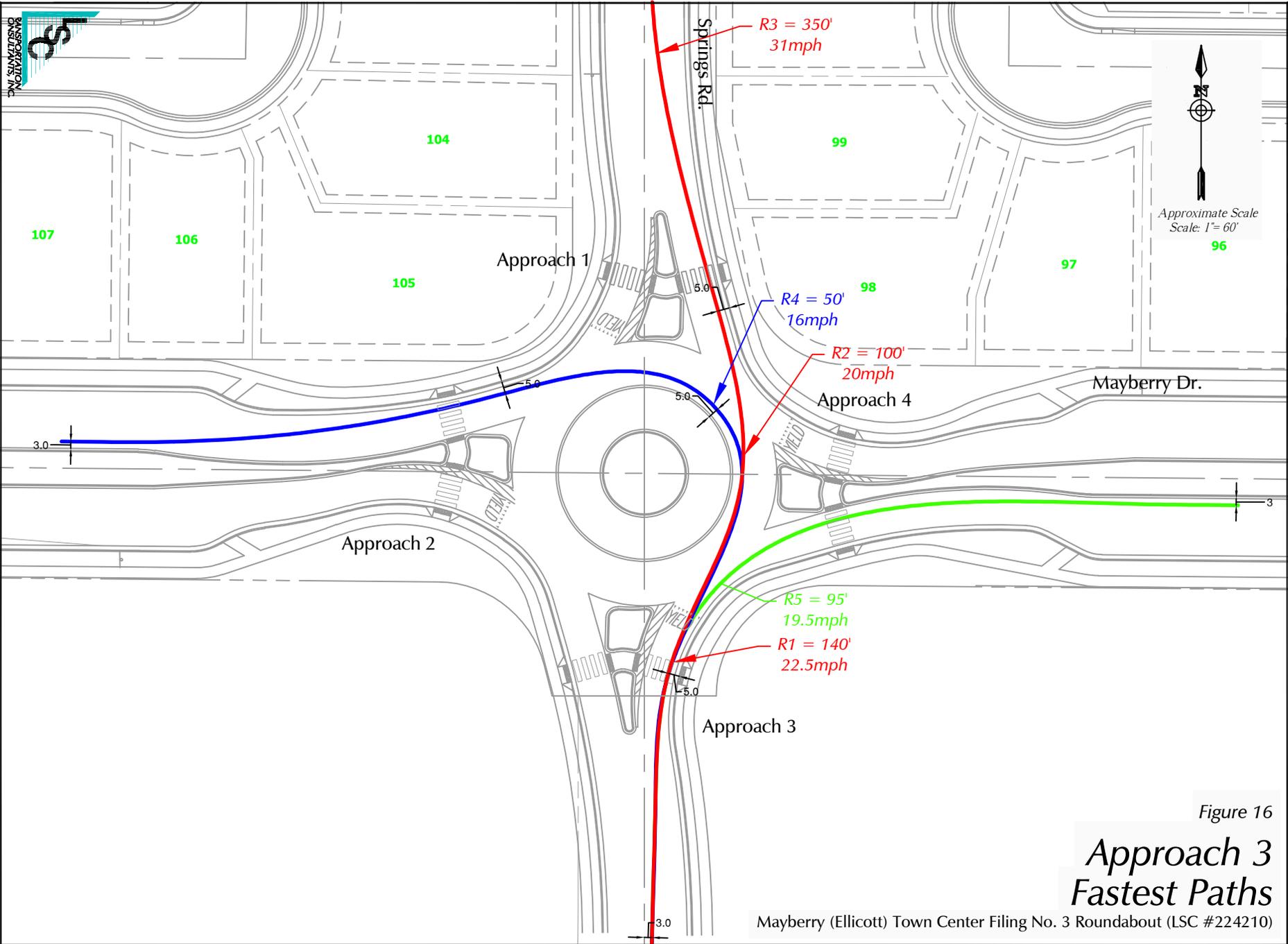
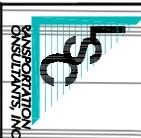


Figure 16

Approach 3 Fastest Paths

Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)

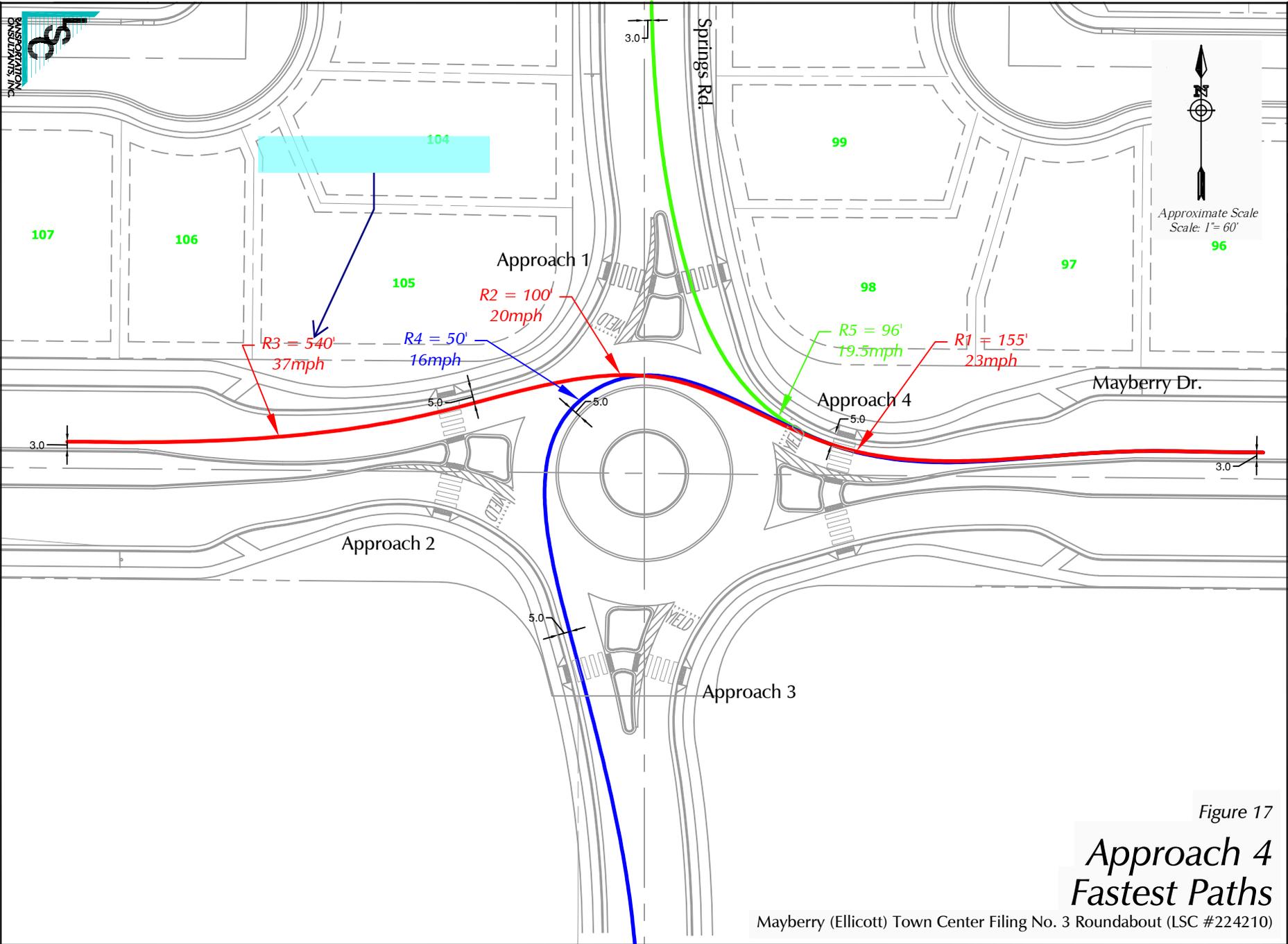
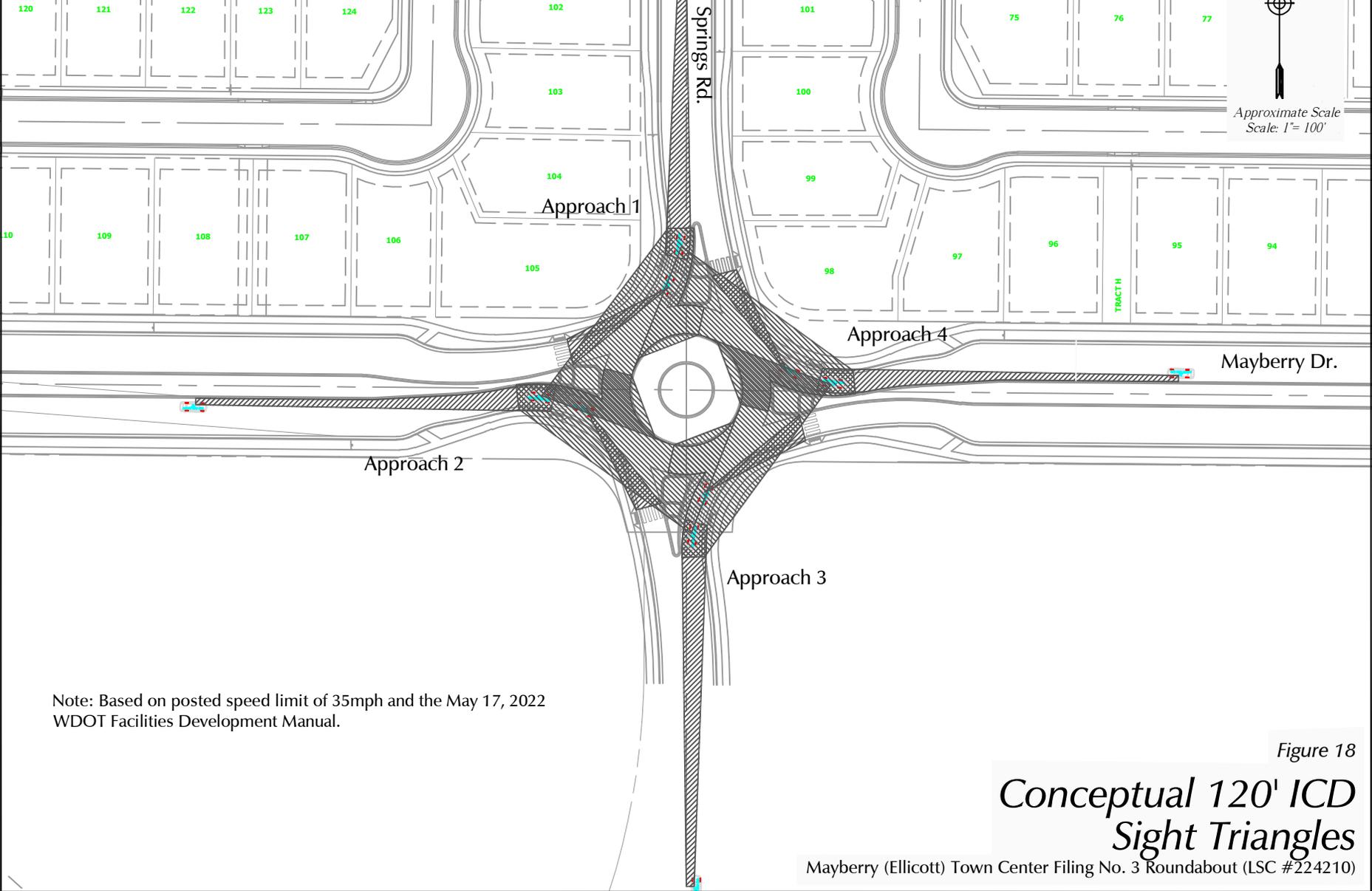


Figure 17

Approach 4 Fastest Paths

Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)



Note: Based on posted speed limit of 35mph and the May 17, 2022 WDOT Facilities Development Manual.

Figure 18
**Conceptual 120' ICD
Sight Triangles**
Mayberry (Ellicott) Town Center Filing No. 3 Roundabout (LSC #224210)

Additional Attachments

Revised versions of Tables 12 and 12a from *Ellicott Town Center Fil 1-4 PUD Amendment Transportation Memo (2-17-2022)*



Table 12: CDOT Roadway Improvements			
Item #	Improvement	Timing	Responsibility
Roadway Segment Improvements			
1-6	El Paso County Improvements - Please refer to Table 12a		
CDOT - New Log Road/SH 94 Intersection Improvements			
7	Eastbound Right-Turn Deceleration Lane	With Filing No. 1. Construction nearing completion.	Applicant
8 UPDATED w/Filing 3	Westbound Left-Turn Deceleration Lane - 525' - to accommodate Filings 1,2,2A and 3.	This improvement would be triggered after 65 lots are developed in Filing No. 3	Applicant
9 UPDATED w/Filing 3	A left-turn acceleration lane will be required for the northbound to westbound movement.	With the installation of the westbound left-turn deceleration lane - Item No. 8 (after 65 lots are developed in Filing No. 3)	Applicant
10	Lengthening of the above westbound left turn deceleration lane lengthening to accommodate additional stacking for future development - length TBD with future TIS reports	Future Development*	Applicant
11	Eastbound Right Turn Acceleration Lane	With Future PUD development - TBD.	Applicant
CDOT - Springs Road/SH 94 Intersection Improvements			
12	Eastbound Right Turn Deceleration Lane	With access construction/Filing No. 2. Access construction nearing completion.	Applicant
13	Construct a raised right turn channelizing island between the eastbound through lane on SH 94 and the eastbound right turn decel. and accel. lane to prohibit westbound and northbound left-turns at the SH 94/Springs Road intersection required with construction of the access.	With access construction/Filing No. 2. Access construction nearing completion.	Applicant
14	Eastbound Right Turn Acceleration Lane	With access construction/Filing No. 2. Access construction nearing completion.	Applicant
CDOT - Peyton Highway/SH 94 Intersection Improvements			
15	Westbound Left Turn Deceleration Lane - 525' plus taper	Escrow Fair Share Amount toward future construction (See Item #19 below for details) UPDATE: This improvement has been completed by CDOT.	Applicant
16	Eastbound Left Turn Deceleration Lane	Upcoming CDOT project UPDATE: This improvement has been completed by CDOT.	To be constructed by CDOT
17	Westbound Right Turn Acceleration Lane (for southbound to westbound right turning traffic)	Upcoming CDOT project UPDATE: It appears that this improvement was omitted from the CDOT project.	To be constructed by CDOT
18	Westbound Right Turn Deceleration Lane - 500' plus taper	Escrow Fair Share Amount toward future construction (See Item #19 below for details)	Applicant
19	Escrow fair share percentage of the cost of future westbound right turn and left turn deceleration lanes; estimated cost: \$125,000 (allocated \$75,000 to left and \$50,000 to right). Please refer to separate Escrow Tables 8 and 9** for details.	- Filing 1 amount can be deferred and paid with Filing 2. - Filing 2, 3, and 4 Escrows due with corresponding access permits (Notice-to-proceed stage). Please refer to separate Escrow Tables 8 and 9** for details. UPDATE: The left-turn lanes have been completed by CDOT.	Applicant
20	Escrow fair share percentage of the cost of a future traffic signal; current signal cost are about \$500,000. Please refer to separate Escrow Table 7** for details.	- Filing 1 amount can be deferred and paid with Filing 2. - Filing 2, 3 and 4 Escrows due with corresponding access permits (Notice-to-proceed stage). Please refer to separate Escrow Table 7** for details.	Applicant
CDOT - Ellicott Highway/SH 94 Intersection Improvements			
21	Eastbound Right Turn Deceleration Lane and Taper	Fair Share Escrow Amount (deferred) toward future construction (See Item #22 below for details)	Applicant
22	Escrow fair share percentage of the cost of a 273-ft eastbound right turn lane. Please refer to separate Escrow Table 11** for details.	- Filing 1, Filing 2 and Filing 2A amounts can be deferred and paid with either - Filing 3 (or potentially Filing 4) or future filings beyond Filing 4. This would be determined with the Filing 3 (or potentially Filing 4) access permit application process. - Filing 4: Determination of the requirement to escrow or allow further deferral would be made with the Filing 3 (or potentially Filing 4) access permit application. Please refer to separate Escrow Table 11** for details. ***	Applicant
23	Escrow fair share percentage of the cost of a future traffic signal; current signal cost are about \$500,000. Please refer to separate escrow Table 10 for details)	- Filing 1, Filing 2 and Filing 3 (or potentially Filing 4) amounts can be deferred and paid with either Filing 3 (or potentially Filing 4) or future filings beyond Filing 4. This would be determined with the Filing 3 (or potentially Filing 4) access permit application process. - Filing 3: Determination of the requirement to escrow or allow further deferral would be made with the Filing 3 (or potentially Filing 4) access permit application. Please refer to separate Escrow Table 10 for details.***	Applicant
CDOT - Future ROW Preservation for SH 94			
24	Per CDOT: It is requested that 80-foot pavement section with 4-foot shoulders on EB/WB travel lanes along the property frontage to Hwy 94 be preserved for future highway expansion in accordance with the El Paso County 2060 Corridor Preservation Plan.	With Each Plat	Applicant
*Prior CDOT comments from 2006 indicate that the left-turn deceleration lane should be designed to accommodate future year left-turn volume. However, the applicant would prefer to phase the lane length with development phasing.			
** These tables are contained in the June 2020 TIS Report for the Ellicott Town Center Rezone (Note: The access permits for Filings 1 and 2 were prepared and issued after the original tables in the June 2020 TIS report).			
*** This was from the original table in the June 2020 TIS for the commercial rezone. Filing 3 is now out in front of Filing 4 and a site specific development plan for Filing 4 is not being submitted at this time.			
Source: LSC Transportation Consultants, Inc. (3/31/2020) REVISIONS AUG 2020, 12/10/2021 (separated County items - see Table 12), August 31, 2022			

Please indicate the limits of Filing 3 construction (Atchison Way to Springs Road).

Table 12a
El Paso County Roadway Improvements
 Revised August 2022

Item #	Improvement	Timing	Responsibility
El Paso County Roadway Segment Improvements			
1	New Log Road (Highway 94 south into the project) construct as an Urban Minor Arterial per the PUD	With Filing No. 1: Note: Phased half-section (northbound couplet) for Filing 1 and full couplet segments beyond Filing 1 per the PUD plans.	Applicant
2a	Mayberry Drive (Garden Park Avenue to Springs Road) construct as a gravel, secondary access road	With Filing No. 1: Note: An interim gravel street connection (to be paved once ADT exceeds 200 vpd) will be provided with Filing No. 1	Applicant
2b	Mayberry Drive - construct half-section	With Filing No. 3	Applicant
2c	Mayberry Drive - Complete Full section (IE construct the remaining half-section)	Future - To be determined w/Future PUD's beyond Phase 1	Applicant
3	Springs Road (Highway 94 south into the project) construct street with 65' ROW; design attributes to meet Urban Collector standards.	With Filing No. 1: The classification of Springs Road is: Urban Minor Collector with 65' of ROW adjacent to Filings 2 and an Urban Local with 65' of ROW south of that point adjacent to Filing No. 3. Design attributes will meet Collector standards.	Applicant
4	Cattlemen Run west of Springs Road into Filing Nos. 2 and 2A as a Local Street	With Filing Nos. 2 and 2a [For reference only - not part of the phase 1 PUD Amendment or the Filing 3 Plat application]	Applicant
5	Cattlemen Run east of Springs Road (into future Filing No. 4 commercial development east of Springs Road) as a Local Street	With future Filing No. 4 commercial development east of Springs Road [For reference only - not part of the phase 1 PUD Amendment or the Filing 3 Plat application]	Applicant
6	Mayberry Drive & Springs Road Intersection	With Filing No. 3. - Construct as a one-lane roundabout intersection	Applicant
7	Besseyi & Springs Road Intersection	With Filing No. 3. Construct as four leg, conventional, two-way, stop-sign controlled (TWSC) intersection.	Applicant

shouldn't this be beyond Filing 3 with >3000 ADT threshold

i believe this road is now called positive place. Please verify with developer.