

page 17 indicates table 4. revise text and/or table

# LSC Responses to Improvements Table Redlines

Table 7\*: Roadway Improvements  
Esteban Rodriguez Sketch Plan

Confirm with CDOT whether escrow will be required for improvements at this intersection as their comments indicate a fair share amount for each access permit. update the responsibility as necessary.

CDOT Intersections					
Item #	Location/Roadway Segment	Improvement	Timing	Responsibility	
<b>US Highway 24/Judge Orr Intersection</b>					
1.1	Judge Orr Road at US Highway 24	Realignment of Judge Orr Road at US Highway 24 per CDOT Hwy 24 PEL Study	Future (the PEL study identified this as a high priority project with a time frame of less than 5 years)	CDOT	
1.2	US Highway 24 at Judge Orr Road	Southwest-bound right-turn deceleration lane on US Hwy 24 approaching Judge Orr Road	As required by other development(s) or with realignment of US Hwy 24/Judge Orr	CDOT or by others	
1.3	US Highway 24 at Judge Orr Road	Construct southwest-bound right-turn acceleration lane on US Hwy 24 at Judge Orr Road	As required by other development(s) or with realignment of US Hwy 24/Judge Orr	CDOT or by others	
1.4	Judge Orr Road at US Highway 24	Eastbound left-turn lane on Judge Orr Road approaching US Hwy 24	With realignment of US Hwy 24/Judge Orr	CDOT	
1.5	Judge Orr Road at US Highway 24	Westbound dual left-turn lanes on Judge Orr Road approaching US Hwy 24	With realignment of US Hwy 24/Judge Orr	CDOT	
1.6	US Highway 24 at Judge Orr Road	Northeast-bound right-turn deceleration lane on US Hwy 24 approaching Judge Orr Road	With realignment of US Hwy 24/Judge Orr	CDOT	
1.7	Judge Orr Road at US Highway 24	Eastbound right-turn deceleration lane on Judge Orr Road approaching US Hwy 24	As required by other development(s) or with realignment of US Hwy 24/Judge Orr	CDOT or by others	
<b>US Highway 24/Stapleton Intersection</b>					
2.1a	US Highway 24/Stapleton Intersection	Escrow Contribution toward traffic control upgrade - CDOT Escrow for Participation in the cost of future signalization	To be addressed with the Preliminary Plan/Plats and Future Access Permit(s)	Applicant	
2.1b	US Highway 24/Stapleton Intersection	Traffic Control Upgrade - Signalization of the intersection	CDOT - Once warrants are met	CDOT	CDOT is collecting escrow from area developments impacting this intersection.
<b>US Highway 24/Elbert Road Intersections</b>					
3.1	US Highway 24/Elbert Road Intersection (Westbound left-turn)	Lengthening of the westbound left-turn deceleration lane to CDOT standards (800-feet plus storage plus taper) - Existing deficiency.	Depending on the level of site-generated traffic added to this turning movement as development progresses, determination will be made if the project significantly impacts this intersection and this turning movement. If determined with the preliminary plan that site traffic impact is to a level that warrants the need for this project to submit an access permit and participate in some form toward this improvement, there will likely be either identification of an escrow contribution toward a future improvement or a requirement to complete this improvement (to be determined with the preliminary plan). (fee program credit per fee program provisions)	Applicant and/or other developments that may add westbound left-turning movements to this intersection	
3.1a	US Highway 24/Elbert Road Intersection	Potential Escrow Contribution toward traffic control upgrade - CDOT Escrow for Participation in the cost of future signalization	To be addressed with the Preliminary Plan/Plats and Future Access Permit(s)	Applicant	
3.1b	US Highway 24/Elbert Road Intersection	Traffic Control Upgrade - Signalization of the intersection	CDOT - Once warrants are met	CDOT	CDOT is collecting escrow from area developments impacting this intersection.
<b>US Highway 24/Rex Road (Future) Intersection</b>					
4.1	US Highway 24/Rex Road Intersection (Future)	New Intersection Construction and Future Signalization	As Per CDOT AP No. 221088	Permittee (Grandview Reserve Development)	
<b>Adjacent County Arterial Roadway ROW Requirements</b>					
5.1	Judge Orr Road Site Frontage	Right-of-Way Dedication Half of 2-Lane Rural Minor Arterial ROW (which is 100' total) Shown in 2024 DRAFT 2045 MTCP	Dedicate adjacent half ROW with plats but to be verified/detailed with the Preliminary Plan.	Applicant	
5.2	Judge Orr Road Site Frontage	Corridor Preservation for 4-Lane Minor Arterial or updated 2065 Classification to be determined in the 2045 MTCP.	ROW preservation to be indicated with plats but to be verified/detailed with the Preliminary Plan.	Applicant	
<b>El Paso County Roadway Segment Improvements</b>					
6.1	Judge Orr Road (Short Term) Site Frontage	Widening of the south half to the Rural Minor Arterial cross section as parcels develop (or provide funds toward future widening)	As development occurs - details to be determined at the Preliminary Plan stage	Applicant	Note: potential for negotiated fee program credit based on construction of the ultimate Rural Minor Arterial half section. This will be subject to submission and review and potential acceptance of a proposed fee program credit agreement by EPC and the Fee Program Committee.
6.2	Judge Orr Road (Long Term) Adjacent to the site frontage, but on the north side of the roadway	Future widening on the north side, to complete the full Rural Minor Arterial cross section.	Two-lane Rural Minor Arterial Shown in DRAFT 2045 MTCP (note: not yet adopted)	Most likely the property owner on the north side of Judge Orr, if/when that property develops.	
6.3	Judge Orr Road (Long Term) US Highway 24 to Peyton Highway	Rural county road upgrade to Rural Minor Arterial cross section, DRAFT 2045 MTCP Project No. 159	Two-lane Rural Minor Arterial Shown in DRAFT 2045 MTCP (note: not yet adopted)	Adjacent developments as they occur; any "gaps" may be projects completed by the county with fee program funds; applicant will pay fee program traffic impact fees.	
6.4	Curtis Road (Long Term) Judge Orr Road to Highway 94	Rural county road upgrade to Rural Minor Arterial cross section, DRAFT 2045 MTCP Project No. 512	Two-lane Rural Minor Arterial Shown in DRAFT 2045 MTCP (note: not yet adopted)	Adjacent developments as they occur; any "gaps" may be projects completed by the county with fee program funds; applicant will pay fee program traffic impact fees.	
6.5	Rex Road (Long Term) Elbert Road to US Highway 24	New county road connection - Rural Minor Arterial DRAFT 2045 MTCP Project No. 401	New two-lane Rural Minor Arterial Shown in DRAFT 2045 MTCP (note: not yet adopted)	Likely with development of the property through which the roadway segment is shown to connect through; any "gaps" may be projects completed by the county with fee program funds; applicant will pay fee program traffic impact fees.	
<b>Internal Development Roadways</b>					
7.1	Internal Development Roadways (shown in Figure 10)	Construct to County Standards IAW the classification map (shown in Figure 10); details to be addressed with the preliminary plan.	As development occurs; phasing/timing details to be addressed with the Preliminary Plan.	Applicant	
<b>El Paso County Intersections and Site Access Intersections</b>					
Item #	Improvement	Timing	Responsibility		
<b>Judge Orr/Curtis Road Intersection</b>					
8.1	Judge Orr/Curtis Road Intersection (westbound approach)	Westbound right-turn deceleration lane	Once peak-hour westbound right-turn volume exceeds 50 vehicles per hour. Projections indicate this threshold would be exceeded, based on the 2030 analysis.	Install lane if threshold exceeded due to this development's traffic (to be determined with the preliminary plan) or if already exceeded at the time of Preliminary Plan or escrow a pro-rata share for future construction (fee program credit per fee program provisions)	
8.2	Judge Orr/Curtis Road Intersection (eastbound approach)	Eastbound right-turn deceleration lane	Currently warranted by ECM. The Saddlehorn Filing No. 2 TIS report and Meadowlake Industrial Park Filing NO. 1 TIS reports include narrative for the provision in the "State Highway Access Code" Section 3.5 (5) for low through volumes. Please refer to those reports for details.	This project is not projected to add eastbound right turning traffic to this intersection, so the responsibility is "by others." Note: This project will add eastbound through traffic, which has the potential to affect the timing of need for the right-turn lane (by others) because the eastbound through volume is the key factor in the determination of the timing of this turn lane as described in the "timing" column.	
8.3	Judge Orr/Curtis Road Intersection (northbound approach)	Northbound Left Turn Lane - potential future lengthening (restriping)	Proposed triggers 1) If ECM thresholds for additional stacking length are exceeded AND once (and if) the intersection is signalized or if stop signs are switched to EB and WB. OR 2) while NB stop control remains, if queue reaches lengths which result in operational or safety issues.	This project is not projected to add northbound left turning traffic to this intersection, so the responsibility is "by others."	
8.4	Judge Orr/Curtis Road Intersection (Southbound approach)	Southbound Left Turn Lane = potential future lengthening for additional vehicle storage	Proposed triggers 1) If ECM thresholds for additional stacking length are exceeded AND once (and if) the intersection is signalized or if stop signs are switched to EB and WB. OR 2) while SB stop control remains, if the southbound queues reach lengths which result in operational or safety issues due to queuing - such as queues spilling into the adjacent through lane (this can be evaluated at Preliminary Plan).	Identify potentially Escrow for Plan (or possibly construction traffic AND if conditions call for this lane (fee program credit per fee program provisions)	
8.5	Judge Orr/Curtis Road Intersection (Intersection Control)	Potentially sign for all-way stop-sign control (AWSC)	Once warrants for AWSC are met (Note: The 2030 Total traffic LOS indicates an E LOS for one of the peak hours (the AM peak); however the PM peak hour shows LOS C, while the AM peak LOS may be an indicator of a possible need for traffic control change, traffic control is not typically changed based on volumes during one hour of the day. Other considerations may include the future safety record, however. This can be reevaluated with the Preliminary Plan and/or Final Plats.		
8.6	Judge Orr/Curtis Road Intersection (Intersection Control)	Long Term: Reconstruct intersection as a modern roundabout (or signalize the intersection)	Once LOS of AWSC drops below acceptable levels (roundabout); or once signal warrants are met (for conversion to a signal or roundabout)	El Paso County. This intersection will be fee-program eligible for a signal/roundabout and applicant will pay fee program traffic impact fees.	
<b>Judge Orr/Elbert Road/West Site Access</b>					
9.1	Judge Orr/Elbert Road Intersection w/ addition of south leg (west Site Access) with this development.	No Auxiliary Turn Lanes Required (to be verified with the preliminary plan); construct south leg of the intersection to County Standards IAW the classification map (shown in Figure 10); details to be addressed with the preliminary plan.	As development occurs this can be confirmed with the Preliminary Plan (if this changes phasing/timing details to be addressed at that time)	Applicant and/or other developments that may add turning movements to this intersection	
<b>Judge Orr/East Site Access</b>					
10.1	Judge Orr/East Site Access	No Auxiliary Turn Lanes Required (to be verified with the preliminary plan); construct this intersection to County Standards; south leg to be added IAW the classification map (shown in Figure 10); details to be addressed with the preliminary plan.	As development occurs (if this changes phasing/	Applicant	

please add and/or other developments as there are multiple projects in the area that may trigger the change in traffic control due to development traffic

Per the volume in figure 7, an eastbound right and northbound left would be needed. Please revise the table accordingly.

\*\* Note: CDOT Formula taken from recent nearby projects: [sample] The development is required to participate in the cost of the future development would be responsible for \$\_\_\_\_\_, (\_\_\_\_ new vehicles / 60 vehicles-to-warrant x ~\$700K/signal cost).

Source: LSC Transportation Consultants, Inc. (5/6/2024)

# LSC Responses to Improvements Table Redlines

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Page: 1

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☰ Number: 1 Author: dottorres Subject: Callout Date: 6/3/2024 9:04:44 AM

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page 17 indicates table 4. revise text and/or table

👉 Author: Jeff Hodsdon Subject: Sticky Note Date: 7/31/2024 1:04:31 PM  
LSC Response: This has been fixed in the text.

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☰ Number: 2 Author: Daniel Torres Subject: Callout Date: 6/3/2024 8:38:43 AM

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Confirm with CDOT whether escrow will be required for improvements at this intersection as their comments indicate a fair share amount for each access permit. update the responsibility as necessary.

👉 Author: Jeff Hodsdon Subject: Sticky Note Date: 7/31/2024 1:04:24 PM  
LSC Response: We will reach out to CDOT for confirmation; otherwise this could be addressed at Preliminary Plan.

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☰ Number: 3 Author: Daniel Torres Subject: Callout Date: 7/31/2024 11:51:15 AM

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please add and/or other developments as there are multiple projects in the area that may trigger the change in traffic control due to development traffic

👉 Author: Jeff Hodsdon Subject: Sticky Note Date: 7/31/2024 1:04:16 PM  
LSC Response: Added as requested.

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☰ Number: 4 Author: Daniel Torres Subject: Callout Date: 7/31/2024 11:42:14 AM

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Per the volume in figure 7, an eastbound right and northbound left would be needed. Please revise the table accordingly.

👉 Author: Jeff Hodsdon Subject: Sticky Note Date: 7/31/2024 1:04:09 PM  
LSC Response: Revised as requested. We also added the potential for a deviation for the northbound left-turn lane, if this approach is likely to remain stop-sign controlled for northbound/southbound.

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