

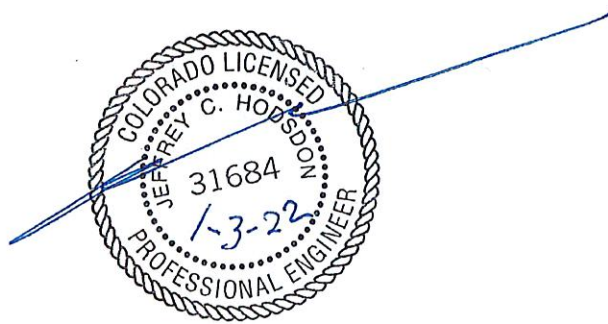


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Mayberry Phase 1
Amendment to the Ellicott Town Center
Phase 1 PUD/Preliminary Plan
Transportation Memorandum
PCD FILE NO.: PUDSP219
(LSC #S214300)
January 3, 2022

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.


A handwritten signature in blue ink, appearing to be 'J. Hopson', written over a horizontal line.

1-3-22

Date

LSC Responses to PCD-ENG Traffic Comments

Page: 1

 Number: 1 Author: jchodsdon Subject: Text Box Date: 2/17/2022 07:35:47
LSC Responses to TIS redline comments (2-17-2022)

- **New Log Road** is ultimately classified as an Urban Minor Arterial roadway. The approved deviation consists of:
 - Modified cross-section elements including 15-foot attached sidewalks, bike lanes permitted, and on-street parking allowed for the ultimate road section, as well as an interim rural-asphalt-road section during the initial phase of development.
 - The *ECM*-prescribed minimum horizontal-centerline radius for an Urban Minor Arterial is 565 feet. This approved deviation also allows for a slightly reduced minimum centerline radius of 527 feet at couplet transitions as depicted on the attached Plan & Profile Drawing.

PROPOSED CHANGES: None


- **Mayberry Boulevard** is classified as a Collector. The approved deviation consists of modified cross-section elements including a 29-foot median and a Phase 1 half-section with a 29-foot asphalt width. **PROPOSED CHANGES: The interim section will not be on the Village Main Street alignment. It is planned to be gravel, in accordance with the design attributes of this roadway will be required to meet Collector standards.**
- **Springs Road:** Prior PUD approvals addressed deviations for the 65' Springs Road ROW. **CURRENT NOTES (May reflect changes): The classification is Urban Local (Note: The original classification called for was "Minor Collector" which was renamed with the *ECM* as "Urban Local." Per the deviation, 65'-ROW is shown on the plans. With this Phase 1 development, Springs Road would extend from SH 94 to the south boundary of Filing 4. Based on projected volumes from the Filing 2 and 3 rezone report and volume information from the original Sketch Plan report, the ADT of Springs Road would be below the Urban Local threshold of 3,000 ADT (vehicles per day). Although classified as Urban Local, the cross section shown on the plans is consistent with an Urban Collector, and no lots are shown fronting Springs Road.**

CHANGES FROM THE JUNE 2020 TIS REPORT

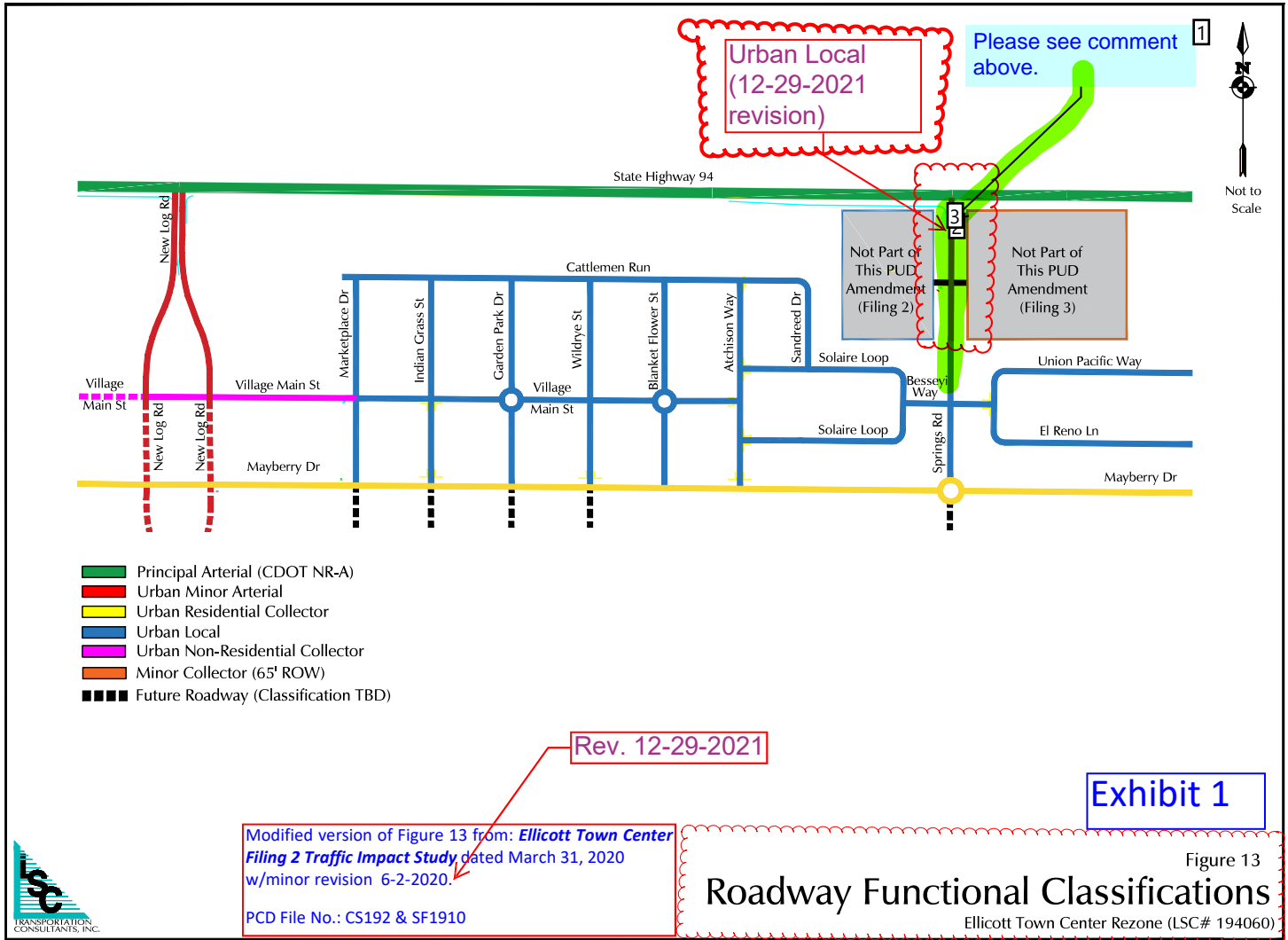
- The classification figure, Figure 13 from the June 2020 TIS Report, has been revised. The updated version is presented in this memo as "**Exhibit 1.**"
- The improvements Table, Table 12 from the June 2020 TIS Report, has been updated. The updated version is attached to this memo and has been expanded into a two-part table: Table 12 – Roadway Improvements (basically containing only the CDOT improvements) **and** a new Table 12a – El Paso County Roadway Improvements.
- This PUD has been updated to include a Village Main discontinuity west of Springs Road. The resulting short segment west of Springs Road is now shown as Besseyi Way. This change will likely result in a shift of some traffic to Mayberry Drive, a Collector Street.

 Number: 1 Author: Daniel Torres Subject: Callout Date: 2/3/2022 09:53:34

ADT is not the only metric when determining classification. This roadway links the local roads of the residential and commercial areas to Hwy 94 (arterial) as indicated in the description of residential/non-residential collector roadway in ECM 2.2.4. After internal discussion with staff, at minimum the minor collector classification should extend from hwy 94 to the south boundary of filings 2/3 as done before. Please revise accordingly. As stated in the previous review comment, the design attributes of this roadway will be required to meet Collector standards.

 Author: jchodsdon Subject: Sticky Note Date: 2/17/2022 07:30:37

LSC Response: The TIS report has been revised to address this comment




 Number: 1 Author: Daniel Torres Subject: Callout Date: 2/3/2022 10:01:25

[Please see comment above.](#)


 Author: jchodsdon Subject: Sticky Note Date: 2/17/2022 07:31:54

LSC Response: The TIS report has been revised to address this comment.


 Number: 2 Author: Daniel Torres Subject: Highlight Date: 2/3/2022 10:01:15

 Number: 3 Author: Daniel Torres Subject: Highlight Date: 2/3/2022 11:06:36

Table 12a			
El Paso County Roadway Improvements			
Potential Revisions December 29, 2021			
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
2	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
3	Spring Road (Highway 94 south into the project) construct as an Urban Local <div>Update per comment above</div>	With Filing No. 1 - Springs Road is an Urban Local with 65' of ROW.	Applicant
4	Cattlemen Run west of Springs Road into Filing 2 as a Local Street	With Filing No. 2 [For reference only - not part of this PUD Amendment]	Applicant
5	Cattlemen Run east of Springs Road into Filing 3 as a Local Street	With Filing No. 3 [For reference only - not part of this PUD Amendment]	Applicant
6	Mayberry Drive & Springs Road Intersection	With Filing No. 4. - Construct as a one-lane, mini-roundabout intersection	Applicant
7	Besseyi & Springs Road Intersection	With Filing No. 4. - Construct as four leg, conventional, Urban Local/Urban Local TWSC intersection.	Applicant
CDOT Facility Improvements (Please Refer to Table 12 for details)			
CDOT - New Log Road/SH 94 Intersection Improvements			
8	Eastbound Right Turn Deceleration Lane	As per the approved Access Permits (Please Refer to Figure 12 for details)	Applicant
9	Westbound Left Turn Deceleration Lane - 525' - to accommodate Filings 1,2 and 3		Applicant
10	A left-turn acceleration lane will be required for the northbound to westbound movement.		Applicant
11	Lengthening of the above westbound left turn deceleration lane lengthening to accommodate additional stacking for future development - length TBD with future TIS reports		Applicant
12	Eastbound Right Turn Acceleration Lane		Applicant
CDOT - Springs Road/SH 94 Intersection Improvements			
13	Eastbound Right Turn Deceleration Lane	As per the approved Access Permits (Please Refer to Figure 12 for details)	Applicant
14	Construct a raised center median on SH 94 to prohibit westbound and northbound left-turns at the SH 94/Springs Road intersection required with construction of the eastbound right turn deceleration lane.		Applicant
15	Eastbound Right Turn Acceleration Lane		Applicant
CDOT - Peyton Highway/SH 94 Intersection Improvements			
16	Westbound Left Turn Deceleration Lane - 525' plus taper	As per the approved Access Permits (Please Refer to Figure 12 for details)	Applicant
17	Eastbound Left Turn Deceleration Lane		To be constructed by CDOT
18	Westbound Right Turn Acceleration Lane (for southbound to westbound right turning traffic)		To be constructed by CDOT
19	Westbound Right Turn Deceleration Lane - 500' plus taper		Applicant
20	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.		Applicant
21	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.		Applicant
CDOT - Ellicott Highway/SH 94 Intersection Improvements			
22	Eastbound Right Turn Deceleration Lane and Taper	As per the approved Access Permits (Please Refer to Figure 12 for details)	Applicant
23	Escrow fair share percentage of the cost of a 273-ft eastbound right turn lane. Please refer to separate Escrow Table 11 for details.		Applicant
24	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)		Applicant
CDOT - Future ROW Preservation for SH 94			
25	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.	As per the approved Access Permits (Please Refer to Figure 12 for details)	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.			
†From: Ellicott Town Center Filing 2 Traffic Impact Study dated March 31, 2020 with minor revision 6-2-2020.			
PCD File Nos.: CS192 & SF1910			
Source: LSC Transportation Consultants, Inc. (3/31/2020); LSC Table Notes 10/22/2021 (Rev. 12-29-21)			

 Number: 1 Author: Daniel Torres Subject: Callout Date: 2/3/2022 10:01:43

[Update per comment above](#)

 Author: jchodsdon Subject: Sticky Note Date: 2/17/2022 07:32:28

LSC Response: The TIS report has been revised to address this comment.