

LSC RESPONSES TO EPC TIS REDLINE COMMENTS

Mr. John Mick
Mayberry Phase 1

Please coordinate with the civil engineer and planner as the pre-development grading plan proposed with this application shows overlaid grading of lots and rough cut of the roadways of Filing 4 such that Village Main does not connect to Springs road.

October 22, 2021
Transportation Memorandum

STREET CLASSIFICATION

The attached Exhibit 1 shows the proposed street classifications. This exhibit is a modified version of Figure 13 from the June 2020 TIS report. The figure has been modified to illustrate the minor street network modifications. These modifications include:

- Removal of local street connections through commercial Filings 2 and 3 (except Springs Road).
- Modification to Village Main Street. The segment through the residential areas of Filings 1 and 2 is now shown as an Urban Local street segment. This PUD has been updated to include a discontinuity between New Log Road and 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. This is actually an improvement in the plan, as it would shift through traffic to the collector street – such as future commercial traffic which will need to travel east/west internally to and from New Log Road due to the left-turn restriction at SH 94/Springs Road. This would not affect the SH 94 projections and intersection analysis because a minor shift in travel route to Mayberry Drive would not likely change the turning volumes at the SH 94 intersections.

In the interim (Filings 1 and 2), prior to construction of Mayberry Drive, a temporary 24-foot-wide, gravel road segment (to be paved once ADT exceeds 200 vehicles per day) connecting Filing 1 with Springs Road via the Village Main Street connection to Springs Road (between the east edge of Filing 1 and Springs Road – as shown on the approved CDs for Filing 1) will be used until Filing 4 is developed and Mayberry Drive is installed.

- Several deviations have been approved for variations to the standard *ECM* cross sections by classification. Copies are attached for reference.

APPROVED DEVIATIONS

Attached are several approved deviations which apply to the indicated in **bold**.

- **Village Main Street** is ultimately classified as an Urban Local through the Town Center area, and an Urban Residential Collector through the residential areas. The approved deviation consists of modified cross-section elements including a 36-foot asphalt width for the Non-Residential Collector and a 30-foot asphalt width for the Residential Collector road segments, as well as an interim gravel secondary access road section during the initial phase of development.

PROPOSED CHANGES: The segment through the residential areas is no longer proposed as a Residential Collector, rather an Urban Local. The interim secondary road is planned to be gravel, initially, but must be paved once ADT exceeds 200 vehicles per day.


see above

LSC RESPONSES TO EPC TIS REDLINE COMMENTS

Page: 5

 Number: 1 Author: Daniel Torres Subject: Cloud+ Date: 11/18/2021 10:23:48 AM


Please coordinate with the civil engineer and planner as the pre-development grading plan proposed with this application shows overlot grading of lots and rough cut of the roadways of filing 4 such that Village Main does not connect to Springs road.

 Author: jchodsdon Subject: Sticky Note Date: 1/2/2022 10:12:50 PM

LSC Response: The coordination has occurred and the report has been updated accordingly.

 Number: 2 Author: Daniel Torres Subject: Callout Date: 11/23/2021 11:27:42 PM

Please identify that the ROW provided is still 60' for the segment through the residential areas (matching the previous deviation) and that the urban local roadway also identifies a 30 ft. asphalt width. If there are any differences in the proposed roadway section please identify them for review.

 Author: jchodsdon Subject: Sticky Note Date: 1/2/2022 10:14:42 PM

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

 Number: 3 Author: Daniel Torres Subject: Highlight Date: 11/18/2021 10:54:40 AM


. The interim secondary road is planned

 Number: 4 Author: Daniel Torres Subject: Highlight Date: 11/18/2021 10:54:37 AM

to gravel, initially

 Number: 5 Author: Daniel Torres Subject: Callout Date: 11/18/2021 11:02:18 AM

see above

 Author: jchodsdon Subject: Sticky Note Date: 1/3/2022 10:12:33 AM

LSC Response: The TIS has been updated and this no longer applies to Village Main Street.

Please explain the reasoning for the classification of the southerly portion of this road to urban local. Springs road is the main access for the commercial developments to eventually go west at New Log Rd. The wider pavement section of a collector road may be needed for the commercial traffic that will utilize this roadway. Per the PUD development plan submitted it appears that only the ROW width is changing from 65' to 60' but the paved width is staying the same. Please clarify if the only change proposed in terms of the roadway cross section is the ROW width. Please be aware that design attributes of this roadway will be required to meet Collector standards.

1

- **New Log Road** is ultimately classified as a Minor Collector. The approved deviation consists of:
 - Modified cross-section elements including 15-foot attached sidewalks, bike lanes as well as on-street parking allowed for the ultimate road section, as well as an interim rural arterial 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 an ultimate divided section with landscaped median and a Phase 1 half-section with a 29-foot asphalt width.

PROPOSED CHANGES: None.


- **Springs Road:** Prior PUD approvals addressed deviations for the 65' Springs Road ROW.
CURRENT NOTES (May reflect changes): The 65'-ROW segment for a Minor Collector (PUD classification) would extend from SH 94 to the south boundary of Filings 2 & 3. South of this point, the classification will be Urban Local with 60' of ROW.

CHANGES FROM THE JUNE 2020 TIS REPORT

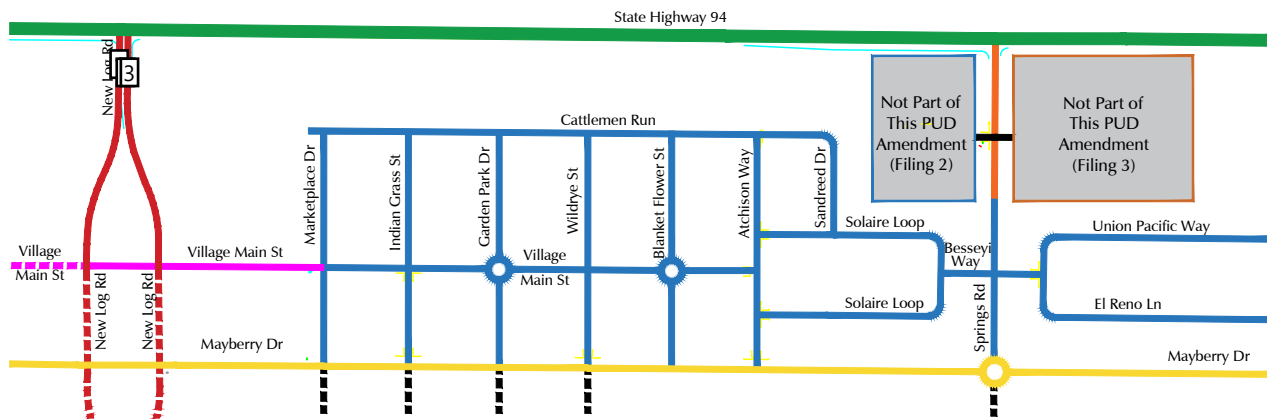
- The classification figure, Figure 13 from the June 2020 TIS Report, has been revised. The updated version is presented in this memo as "**Exhibit 1.**"
- The improvements Table, Table 12 from the June 2020 TIS Report, has been updated. The updated version is presented in this memo as "**Exhibit 2.**"
- This PUD has been updated to include a discontinuity between New Log Road and 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. This is actually an improvement in the plan, as it would shift through traffic to the Collector street – such as Filings 2 and 3 future commercial traffic which will need to travel east/west internally to and from New Log Road and the SH 94/New Log Road intersection due to the left-turn restriction at SH 94/Springs Road. This would not affect the SH 94 projections and intersection analysis because a minor shift in travel route to Mayberry Drive would not likely change the turning volumes at the SH 94 intersections.
- The June 2020 TIS report did not specifically address the traffic calming circle intersection at Springs Road/Village Center (now Besseyi Way). Since the previous PUD Amendment submittal, this circle has been removed and is now shown as a conventional two-way, stop-sign controlled intersection.

 Number: 1 Author: Daniel Torres Subject: Callout Date: 11/23/2021 11:24:17 PM

Please explain the reasoning for the classification of the southerly portion of this road to urban local. Springs road is the main access for the commercial developments to eventually go west at New Log Rd. The wider pavement section of a collector road may be needed for the commercial traffic that will utilize this roadway. Per the PUD development plan submitted it appears that only the ROW width is changing from 65' to 60' but the paved width is staying the same. Please clarify if the only change proposed in terms of the roadway cross section is the ROW width. Please be aware that design attributes of this roadway will be required to meet Collector standards.

 Author: jchodsdon Subject: Sticky Note Date: 1/2/2022 10:17:02 PM

LSC Response: This comment has been addressed in the updated report. The proposed ROW is 65'.



- Principal Arterial (CDOT NR-A)
- Urban Minor Arterial
- Urban Residential Collector
- Urban Local
- Urban Non-Residential Collector
- Minor Collector (65' ROW)
- Future Roadway (Classification TBD)

Exhibit 1

Modified version of Figure 13 from: **Ellicott Town Center Filing 2 Traffic Impact Study** dated March 31, 2020 w/minor revision 6-2-2020.
PCD File No.: CS192 & SF1910

Figure 13
Roadway Functional Classifications
Ellicott Town Center Rezone (LSC# 194060)





<input type="checkbox"/>	Number: 1 14'	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 2 13'	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 3 14	Author: AutoCAD SHX Text	Date: Indeterminate
<input type="checkbox"/>	Number: 4	Author: jchodsdon Subject: Text Box	Date: 10/22/2021 11:31:24 AM -05'00'


Exhibit 1


<input type="checkbox"/>	Number: 5	Author: jchodsdon Subject: Text Box	Date: 10/22/2021 11:36:15 AM -05'00'
	Modified version of Figure 13 from: Ellicott Town Center Filing 2 Traffic Impact Study dated March 31, 2020 w/minor revision 6-2-2020.		
	PCD File No.: CS192 & SF1910		
<input type="checkbox"/>	Number: 6	Author: jchodsdon Subject: Polygon	Date: 10/22/2021 11:31:50 AM -05'00'


Exhibit 2 ¹ : Roadway Improvements			
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	Springs Road (Highway 94 south into the project) construct as a gravel, secondary access road	With Filing No. 1	Applicant
3	Springs Road (Highway 94 south into the project to Cattlemen Run) construct as an Urban Non-Residential Collector	With Filing No. 2 - The north segment of Springs Road is shown as a Minor Collector (PUD-specific classification) with 65' of ROW. The Minor Collector segment will extend south to south boundary of the Filings 2 & 3. With Filing No. 1 - A paved street connection will be provided with Filing No. 1	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	Springs Road south of Cattlemen Run Road into Filing 3 as an Urban Residential Collector	With Filing No. 3 or With Filing No. 4 - The south segment of Springs Road is shown as an Urban Local. The Urban Local segment will extend from south boundary of the Filings 2 & 3 to Mayberry Drive.	Applicant
7	Mayberry Drive & Springs Road	With Filing No. 4 - Construct as a one-lane, mini-roundabout Urban Local/Collector intersection	Applicant
8	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 Filing No. 4 - Construct as a four-leg, conventional, Urban Local/Collector TWSC intersection	Applicant
CDOT - New Log Road/SH 94 Intersection Improvements			
9	Eastbound Right Turn Deceleration Lane	As per the approved Access Permits	Applicant
10	Westbound Left Turn Deceleration Lane - 525' - to accommodate Filings 1,2 and 3		Applicant
11	A left-turn acceleration lane will be required for the northbound to westbound movement.		Applicant
12	Lengthening of the above westbound left turn deceleration lane lengthening to accommodate additional stacking for future development - length TBD with future TIS reports		Applicant
13	Eastbound Right Turn Acceleration Lane		Applicant
CDOT - Springs Road/SH 94 Intersection Improvements			
14	Eastbound Right Turn Deceleration Lane	As per the approved Access Permits	Applicant
15	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
16	Eastbound Right Turn Acceleration Lane		Applicant
CDOT - Peyton Highway/SH 94 Intersection Improvements			
17	Westbound Left Turn Deceleration Lane - 525' plus taper	As per the approved Access Permits	Applicant
18	Eastbound Left Turn Deceleration Lane		To be constructed by Applicant
19	Westbound Right Turn Acceleration Lane (for southbound to westbound right turning traffic)		To be constructed by Applicant
20	Westbound Right Turn Deceleration Lane - 500' plus taper		Applicant
21	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
22	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			
23	Eastbound Right Turn Deceleration Lane and Taper	As per the approved Access Permits	Applicant
24	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
25	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			
26	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	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. ¹ 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			


 Number: 1 Author: jchodsdon Subject: Oval Date: 1/2/2022 10:24:45 PM
LSC NOTE (1/3/2022): This Exhibit 2 has been changed to "Tables 12 and 12a" in the updated TIS report.


 Number: 2 Author: Daniel Torres Subject: Cloud+ Date: 11/22/2021 5:55:38 PM
[Please clarify as the above states a gravel road.](#)


 Author: jchodsdon Subject: Sticky Note Date: 1/2/2022 10:18:12 PM
LSC Response: This has been corrected in the updated TIS report.


 Number: 3 Author: Daniel Torres Subject: Callout Date: 11/22/2021 5:57:35 PM
[Please clarify, collector or local?](#)


 Author: jchodsdon Subject: Sticky Note Date: 1/2/2022 10:19:25 PM
LSC Response: The Table has been updated to clarify.


 Number: 4 Author: Daniel Torres Subject: Highlight Date: 11/22/2021 5:58:18 PM
Load/C


 Number: 5 Author: Daniel Torres Subject: Cloud+ Date: 11/22/2021 6:01:33 PM
[please clarify as this does not seem to correlate with the improvement listed in #8](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/2/2022 10:19:49 PM
LSC Response: This has been corrected in the updated TIS report.

 Number: 6 Author: Daniel Torres Subject: Callout Date: 11/22/2021 6:04:03 PM
[this is a repeat of #26. revise accordingly.](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/2/2022 10:19:59 PM
LSC Response: This has been corrected in the updated TIS report.

 Number: 7 Author: Daniel Torres Subject: Cloud+ Date: 11/22/2021 6:03:15 PM
[it appears that text has been cut-off. please fix.](#)

 Author: jchodsdon Subject: Sticky Note Date: 1/2/2022 10:20:19 PM
LSC Response: This has been corrected in the updated TIS report.