



COLORADO

Department of Transportation

Region 2 Permits
5615 Wills Blvd, Suite A
Pueblo, CO 81008-2349

September 19, 2022

SH 115A
El Paso County

Kari Parsons, Project Manager/Planner II
E. P. C. Planning & Community Development
2880 International Circle
Colorado Springs, CO 80910

RE: State Highway 115 Orton Borrow Pit and Steer Batch Plant_CDR-2211

Dear Kari,

I am in receipt of a referral request for comments for Castle Rock Construction Company would like to pursue a borrow pit on the southern edge of El Paso County in order to provide earthen fill for COOT Project 22903 on SH-115. The proposed pit would expand a historic pit from the original construction of SH 115 and only be permitted/used for this one Project (less than 2 years)., CDOT staff has the following comments:

Traffic:

The Traffic Impact Study date May 23 and 25, 2022 for the borrow pit and the batching plant has been reviewed by a CDOT Traffic Engineer. Their comments follow:

CRCC Orton Borrow Pit:

- Access on CO115 near Milepost 27.7 that is classified as E-X: Expressway
- The Traffic Impact Study (TIS), dated May 23, 2022, states that the proposed temporary access will be in place for 2 years but only used for 40 days. **Is it to be assumed that the 40 days of use will be spread throughout the 2 years? Additional clarification is needed.**
- A truck load every 4-5 minutes onto the highway will quickly queue at the access to enter the highway which may encourage operators to pull into heavy traffic.
- **It is assumed, based on the haul route described, that no left turns into the access will be necessary; therefore, left turns (NB) into the access should be prohibited unless a NB left turn deceleration lane is constructed per the SHAC.** Otherwise, a design waiver could be granted.
- **It is assumed, based on the haul route described, that no right turns out of the access will be necessary; therefore, right turns (SB) out of the access should be prohibited unless a SB right turn acceleration lane is constructed per the SHAC.** Unless a design waiver is approved.
- **Will there be a work zone speed reduction at this location for the duration access use?** If so, it may affect the required sight distances and design criteria. The speed limit for this segment of highway is 60 mph.



- **A right turn lane for SB trucks with deceleration and taper lengths is required since the access has a projected peak hour right turn ingress turning volume greater than 10 vph - 25:1 taper + 700 ft.**
- **A left turn acceleration lane for NB trucks is required and called for in the TIS; however, what is called for in the TIS does not meet the SHAC criteria. The lane must meet the design criteria specified - 1170 ft + 25:1 taper. Unless a design waiver is approved.**
- **The sight distance of 900 ft given in the TIS is shorter than the required 1020 ft.**
- **All speed lane changes must meet all SHAC design criteria including lane width and grade adjustment factors.**
- Radiuses of the access are required to be designed and built to allow use by multi-unit trucks without encroachment into other lanes of either roadway.
- Paving of the temporary access is recommended to prevent vehicle tracking on to the highway.

CRCC Rock Creek Canyon Plant:

- Access on CO115 near Milepost 39.0 at Red Creek Canyon Rd that is classified as E-X: Expressway
- The Traffic Impact Study, dated May 23, 2022, states that the proposed temporary access will be in place for 2 years but only used for 41 days. Is it to be assumed that the 41 days of use will be spread throughout the 2 years? **Additional clarification is needed.**
- **The intersection of CO115 and Red Creek Canyon Rd is signalized so no traffic or safety impacts are anticipated.**

Hydraulics:

The Hydraulic related information for the above-mentioned project development has been reviewed by a CDOT Hydraulics Engineer. Their comments follow:

- Is the flow to the existing infiltration basin increasing due to grading or any other reason? Section B Specific Details mentions a pre vs post flow conditions table for the design points but I don't see the comparison. Please revise.
- Is the volume of the infiltration basin being changing?

Environmental:

- No impact to CDOT Resources.
- If there are prairie dogs on the property, the prairie dogs should be managed humanely. Also, because there may be prairie dogs present, a burrowing owl survey for this state listed species of concern needs to be completed.

Materials:

- Negative impacts to roadway appear to be addressed with pre and post analysis of the roadway as described in the Traffic Impact Study. The contractor should perform repairs as determined by the post analysis. The Access Permit will also relay such language to mitigate negative impacts from heavy truck traffic.

Access:



Approval to allow the master plan amendment will impact CDOT infrastructure. My comment follows:

- Clarify that access is going to be used for 40 or 41 days for the separate operations.
- SH115A is Categorized as E-X (Expressway) the approximate mile marker for this development is at MM27.70 and no additional Access shall be granted to SH115 for the borrow pit however a CDOT Access Permit is required for the potential roadway improvements necessary detailed in the Traffic Analysis and existing connection use to SH115.
- SH115A is Categorized as E-X (Expressway) the approximate mile marker for this batch plant development is at MM38.95 and a 2-year Temporary Access Permit is required for this land use and access to SH115.
- Section 1.4(1) of the State Highway Access Code, states in part that no person, shall construct any access providing direct vehicular movement to or from any state highway from or to property in close proximity or abutting a state highway without an access permit issued by the designated issuing authority with the written approval of the Department.
- Under Section 2.6 (Change in Land Use and Access Use) of the State Highway Access Code, states the requirements of a new access permit. It states in part that if any significant changes are made or will be made in the use of the property which will affect access operation, traffic volume increases by 20% and or vehicle type, the permittee or property owner will coordinates with the local authority and the Department to determine if a new access permit and modifications to the access are required.
- Roadway improvements will be required and detailed in the terms and conditions of the access permits via submittal and possible design waivers.

Additionally,

- On-premise and off-premise signing shall comply with the current Colorado Outdoor Advertising Act, sections 43-1-401 to 421, C.R.S., and all rules and regulations pertaining to outdoor advertising. Please contact Mr. Todd Ausbun at (719) 696-1403 for any questions regarding advertising devices.
- Any utility work within the state highway right of way will require a utility permit from the CDOT. Information for obtaining a utility permit can also be obtained by contacting Mr. Ausbun.

Please contact me in Pueblo at (719) 546-5732 or by email arthur.gonzales@state.co.us with any questions.

Sincerely,



Arthur Gonzales
CDOT R2 - Access Manager

Xc: Ferguson
Bauer
Whittlef/Biren
Stecklein
Ausbun
Vigil/Regalado/Guagliardo/file

