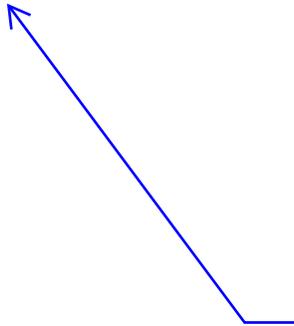


Figure 5 is the Directional Distribution. Figure 3 shows Existing traffic. Revise accordingly.



The figure indicates 2018 CDOT AADT. Revise accordingly.



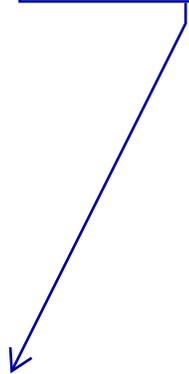
Expand narrative to explain which developments were accounted for on the Springs East at Waterview TIS and what type of land use they are.

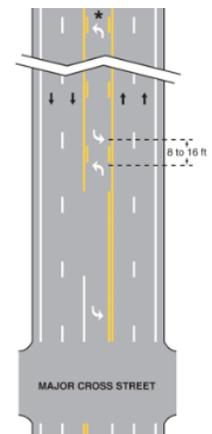
FYI: A developer has recently submitted an Early Assistance (EA1933) to amend the sketch plan/zoning to the north.

Ridge



Revise. See
comment on Table 4



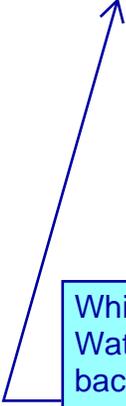


1. Identify the required left-turn lane length along Legacy Drive.
1. North of Moose Meadow the median turns to the splitter island TWLT is not appropriate.
2. The distance between Gulch Dr and Big Johnson Drive is only 450'. Required deceleration for a non-residential (40mph) is 315 plus required storage length. Analyze and provide a specific bullet item recommendation for this section. Is there potential conflict whereby a back to back left turn should be installed instead. If the TWLT is sufficient, it seems a channelizing white stripe should be used at the intersection. Per the snippet above what is the appropriate length for the channelizing line and the gap.



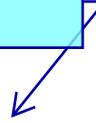
Recommendation is missing the storage length.

On Table 4 Legacy/Bradley access, identify the ECM criteria for the NBLT and NBRT lanes, and the required/provided NBLT and NBRT lanes. Is the proposed layout sufficient for the buildout condition?



While you have identified in the "Background Traffic" section of the narrative that the commercial lots within Springs at Waterview East is accounted for in the 2040 background traffic model, include the trip generation estimate used for the background traffic model for reference.

add the street name (Legacy Drive)



Per the County Attorney (Lori) and Transportation Planner (Victoria) this signal is not an eligible intersection improvement by virtue of Appendix 2 paragraph 3 of the Fee Program Implementation Document, which reads as follows:

A signal or roundabout will not qualify as eligible if a new development is the primary trigger for the signal or roundabout warrant and the primary purpose of the signal or roundabout is to control access to and from that development.

Condition of approval number 5 for the approved Springs East at Waterview (SP-17-010) remains which states:

Each final plat shall deposit into an escrow account its fair share contribution toward the construction of a traffic signal at the intersection of Bradley Road / "A" Street. FYI: "A" Street is now identified as Legacy Drive in the final plat.

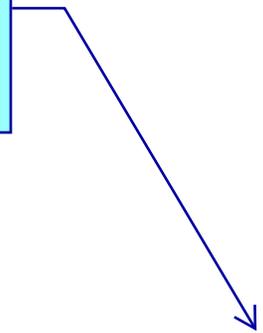
Provide the prorated escrow amount for the Legacy/Bradley signal and the Powers/Bradley existing signal.

Identify the required right turn and left turn lane lengths.

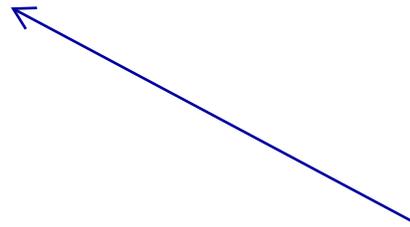
The applicant is including these improvement with filing 1. Update the narrative to identify whether or not there is a safety concern with installing the turn lane prior to the 50 vph trigger.

Striping plans shows edge striping for the continuous accel/decel and directional pavement marking. Provide recommendation for striping and length of striping types. The solid line seems to discourage lane changing.

See ECM B.2.3 for the limits of the study area. Extend the study area to Marksheffel if it meets the threshold. If not, provide a statement justifying why offsite intersection was not included in the study. Reference the relevant criteria and identify the percent impact the project contributes to the intersection as part of the justification.



Explain why roughly a quarter of the traffic would head east. What is or are the destination(s) that would result in this percentage heading east.

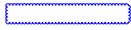


Update the trip distribution narrative to explain why 24.5% is assumed. This seems high. It seems more convenient to use Powers to go south.



Markup Summary

Daniel Torres (3)

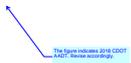


Subject: Cloud
Page Label: 13
Author: Daniel Torres
Date: 8/6/2019 8:38:46 AM
Color: ■



Subject: Callout
Page Label: 4
Author: Daniel Torres
Date: 8/6/2019 9:01:12 AM
Color: ■

Figure 5 is the Directional Distribution. Figure 3 shows Existing traffic. Revise accordingly.



Subject: Callout
Page Label: 4
Author: Daniel Torres
Date: 8/6/2019 9:02:50 AM
Color: ■

The figure indicates 2018 CDOT AADT. Revise accordingly.

dsdlaforce (15)



Subject: Callout
Page Label: 5
Author: dsdlaforce
Date: 8/7/2019 10:02:10 AM
Color: ■

Ridge



Subject: Callout
Page Label: 12
Author: dsdlaforce
Date: 8/7/2019 2:48:23 PM
Color: ■

add the street name (Legacy Drive)



Subject: Callout
Page Label: 5
Author: dsdlaforce
Date: 8/7/2019 2:57:07 PM
Color: ■

Expand narrative to explain which developments were accounted for on the Springs East at Waterview TIS and what type of land use they are.

FYI: A developer has recently submitted an Early Assistance (EA1933) to amend the sketch plan/zoning to the north.



Subject: Callout
Page Label: 11
Author: dsdlaforce
Date: 8/7/2019 2:57:54 PM
Color: ■

While you have identified in the "Background Traffic" section of the narrative that the commercial lots within Springs at Waterview East is accounted for in the 2040 background traffic model, include the trip generation estimate used for the background traffic model for reference.



Subject: Callout
Page Label: 8
Author: dsdlaforce
Date: 8/7/2019 3:18:31 PM
Color: ■

Revise. See comment on Table 4



Subject: Image
Page Label: 9
Author: dsdlaforce
Date: 8/7/2019 4:07:36 PM
Color: ■



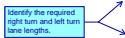
Subject: Callout
Page Label: 9
Author: dsdlaforce
Date: 8/7/2019 4:08:44 PM
Color: ■

1. Identify the required left-turn lane length along Legacy Drive.
1. North of Moose Meadow the median turns to the splitter island TWLT is not appropriate.
2. The distance between Gulch Dr and Big Johnson Drive is only 450' Required deceleration for a non-residential (40mph) is 315 plus required storage length. Analyze and provide a specific bullet item recommendation for this section. Is there potential conflict whereby a back to back left turn should be installed instead. If the TWLT is sufficient, it seems a channelizing white stripe should be used at the intersection. Per the snippet above what is the appropriate length for the channelizing line and the gap.



Subject: Callout
Page Label: 10
Author: dsdlaforce
Date: 8/7/2019 4:18:19 PM
Color: ■

Recommendation is missing the storage length.



Subject: Callout
Page Label: 13
Author: dsdlaforce
Date: 8/7/2019 4:34:12 PM
Color: ■

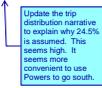
Identify the required right turn and left turn lane lengths.



Subject: Callout
Page Label: 13
Author: dsdlaforce
Date: 8/7/2019 4:35:25 PM
Color: ■

The applicant is including these improvement with filing 1. Update the narrative to identify whether or not there is a safety concern with installing the turn lane prior to the 50 vph trigger.

Striping plans shows edge striping for the continuous accel/decel and directional pavement marking. Provide recommendation for striping and length of striping types. The solid line seems to discourage lane changing.



Subject: Callout
Page Label: 18
Author: dsdlaforce
Date: 8/7/2019 4:53:19 PM
Color: ■

Update the trip distribution narrative to explain why 24.5% is assumed. This seems high. It seems more convenient to use Powers to go south.



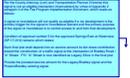
Subject: Callout
Page Label: 18
Author: dsdlaforce
Date: 8/7/2019 4:56:39 PM
Color: ■

Explain why roughly a quarter of the traffic would head east. What is or are the destination(s) that would result in this percentage heading east.



Subject: Callout
Page Label: 18
Author: dsdlaforce
Date: 8/7/2019 5:05:45 PM
Color: ■

See ECM B.2.3 for the limits of the study area. Extend the study area to Marksheffel if it meets the threshold. If not, provide a statement justifying why offsite intersection was not included in the study. Reference the relevant criteria and identify the percent impact the project contributes to the intersection as part of the justification.



Subject: Callout
Page Label: 13
Author: dsdlaforce
Date: 8/7/2019 5:07:28 PM
Color: ■

Per the County Attorney (Lori) and Transportation Planner (Victoria) this signal is not an eligible intersection improvement by virtue of Appendix 2 paragraph 3 of the Fee Program Implementation Document, which reads as follows:

A signal or roundabout will not qualify as eligible if a nw development is the primary trigger for the signal or roundabout warrant and the primary purpose of the signal or roundabout is to control access to and from that development.

Condition of approval number 5 for the approved Springs East at Waterview (SP-17-010) remains which states:

Each final plat shall deposit into an escrow account its fair share contribution toward the construction of a traffic signal at the intersection of Bradley Road / "A" Street. FYI: "A" Street is now identified as Legacy Drive in the final plat.

Provide the prorated escrow amount for the Legacy/Bradley signal and the Powers/Bradley existing signal.



Subject: Text Box
Page Label: 10
Author: dsdlaforce
Date: 8/7/2019 5:14:04 PM
Color: ■

On Table 4 Legacy/Bradley access, identify the ECM criteria for the NBLT and NBRT lanes, and the required/provided NBLT and NBRT lanes. Is the proposed layout sufficient for the buildout condition?