

ENG-PUDSP21005-R1-TIS.pdf Markup Summary

1 (2)



Subject: EPC ENG Review
Page Index: 1
Date: 6/14/2021 1:27:29 PM
Author: dsdrice
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See comment letter also.

Developer's Statement
I, the Developer, have read and will c

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See comment letter also.

6 (3)

vs sight-di
ok Drive).
rsection si

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Driv

the turn a



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Date: 6/14/2021 1:25:30 PM
Author: dsdrice
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preliminary plan traffic impact analysis, August 5, 2017
the Preliminary Plan Phase 1 reports.
s in the area of study completed within the past five years
reference study accounts for the land use, trip generat
in these studies
Not found?
s of the entire Waterbury PUD development as well as the
ing Nos. 1 and 2. The currently proposed fillings are planned

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Not found?

7 (1)

the section, Eastonville Road is currently unpaved north of
of Transportation Authority (PMTA) funded improvements are
the Road. Potentially, as part of the PMTA project, combined
the width of the intersection of Eastonville Road and Eastonville
to Eastonville Drive is 48' wide.
the draft Eastonville corridor study
shows upgrades to an urban 48'
paved section in the site vicinity.

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Author: dsdrice
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The draft Eastonville corridor study shows
upgrades to an urban 48' paved section in the site
vicinity.

12 (2)

platoon Drive (Signalized Drive) is projected to operate at a
ing the peak hours as a single controlled "T" intersection
all traffic volumes. By 2040, it was assumed that Signalized
full cross section, a south leg would be added to the
future commercial development. Based on the 2040 total
y shown in Figure 12 the most approach movements are
the afternoon peak hour from intersection remains stop-
controlled to traffic signal control all movements at this
at US 24 or later during the peak hours.

Road or Drive?

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Road or Drive?

based on the proposed short term total traffic volumes. By 2040
Drive would be constructed as a full cross section, a south
leg would be added to the intersection. Based on the 2040 total
traffic volumes and the lane geometry shown in Figure 12 this is
projected to operate at 2040. During the afternoon peak hour, it
age controlled. If this intersection is converted to traffic signal
intersections are projected to operate at 2040 or later during the
peak hours.

(It might not be likely that a full-movement
intersection is allowed here if Dumont to the east is
constructed.)

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(It might not be likely that a full-movement
intersection is allowed here if Dumont to the east is
constructed.)

14 (1)

ided intersection. All movements at this intersection
y level of service, if it is reconstructed as a mod-
d. By 2040, it will likely be necessary to provide 1
lanes to achieve an acceptable level of service.
if not constructed
as a roundabout?
t a new section of Rex Road would be constructed fr-
e Reserve sketch plan area to US Hwy 24. It was assum-
ed of Eastonville Road through the Meridian Ra-
The intersection of Rex/Eastonville is projected to open
y during the peak hours as a stop-controlled

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if not constructed as a roundabout?

22 (1)

Most likely also a fee program eligible signal	
Improvement/Location	Type of Improve-
US Hwy 24 & Signalized Dr.	Signal
US 24 & Signal Dr Intersection	Intersection Improvement
Eastonville Road & Signalized Dr	Signal

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Most likely also a fee program eligible signal

23 (3)

de to 4-Lane

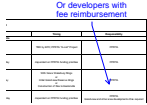
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4-Lane

upgrade to 4-Lane

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Or developers with fee reimbursement

30 (1)



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32 (1)



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33 (1)



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34 (1)



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35 (1)



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Collector or local?



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Author: dsdrice
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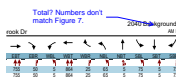


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show anticipated future connections and classifications on this or another exhibit



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Total? Numbers don't match Figure 7.