



SM ROCHA, LLC

TRAFFIC AND TRANSPORTATION CONSULTANTS

May 20, 2022

Jennifer Shagin
N.E.S. Inc.
619 N Cascade Avenue
Colorado Springs, CO 80903

**RE: Review Comment Responses / Venetucci Farm
El Paso County, Colorado**

Dear Jennifer,

SM ROCHA LLC is pleased to provide comment response information for the proposed Venetucci Farm. This development is located on the west side of US 85 (Canam Highway) approximately one half-mile north of Main Street in El Paso County, Colorado.

The purpose of this letter is to respond to the CDOT Staff review comments dated 12/02/2021 (1st Review). We have provided detailed responses to the review comments and made revisions to the Traffic Generation Analysis Letter as applicable. We remain available to discuss further if needed. The following is a summary of comment responses:

CDOT Traffic Comment 1: Traffic Memo, dated April 16, 2021, is marked DRAFT. A final should be provided before final approval.

Comment Response: Noted. Revised Traffic Letter is presented as a final version with PE engineer stamp as required.

CDOT Traffic Comment 2: The Traffic Memo and the Letter of Intent conflict as to the number of people per event – the Traffic Memo predicts 150 guests resulting in 75 trips generated and the Letter of Intent restricts the number of guests to 75 people.

Comment Response: Noted. Pursuant to additional coordination with the development team, it has been established that 150 guests will represent the maximum anticipated number of guests for purposes of this development application.

CDOT Traffic Comment 3: The Traffic Memo does not address the existing use of Church access by the church and any impact it may or may not have on the analysis.

Comment Response: The revised Traffic Letter has been updated to account for potential overlap between church peak hour trips and event traffic. However, note that pursuant to the latest site plan, the Church Access is no longer expected to be utilized by event trips.

CDOT Traffic Comment 4: The Letter of Intent states that the Church Access is used by Venetucci Farms via informal agreement. A formal agreement is needed and shall be provided to CDOT for the State to issue access for two adjacent properties.

Comment Response: Noted. It is understood that ongoing coordination may provide for a formal agreement for shared access use. However, pursuant to the current proposed site plan, it is expected that the use of the Church Access by Venetucci Farms will be restricted to gated emergency access only and will not be utilized by event trips.

CDOT Traffic Comment 5: The Farm Access and the Church Access do not meet the one-half mile spacing standard for NR-A Highway for full-movement accesses

Comment Response: Pursuant to discussion with CDOT Staff, comment is taken as advisory. With the proposed use of Farm Access as the only access serving the site, no restrictions are recommended in order to maintain adequate site circulation, emergency vehicle access, and to prevent the adjacent roadway being used in a manner unintended.

CDOT Traffic Comment 6: A right turn acceleration lane is required at the Farm Access due to the high traffic volume on the highway and posted speed greater than 40 MPH – as was required previously for the Church Access. This will likely overlap with the right turn deceleration lane for the Church Access making a continuous auxiliary lane.

Comment Response: Noted. Auxiliary lane analysis has been updated in the revised Traffic Letter to indicate current turn lane requirements.

CDOT Traffic Comment 7: The Two Way Left Turn Lane (TWLTL) serves no purpose along this section of highway from the Church Access to east of the Farm Access. There are currently no accesses on the north/east side of the highway in this stretch and the only accesses on the south/west side are the accesses in question. It is likely used as an ad hoc left turn acceleration lane due to the traffic volumes and speeds on the highway. The TWLTL shall be eliminated from the Church Access to east of the Farm Access by striping a double yellow median with left turn acceleration lanes for both accesses as well as a left turn deceleration for the Farm Access. Plans depicting the appropriate dimensions and pavement markings per CDOT specifications must be provided for review. If spacing requirements cannot be met due to the dimensions, movements may be restricted at the Farm Access.

Comment Response: Noted. Auxiliary lane analysis has been updated in the revised Traffic Letter to indicate current turn lane requirements. Due to left-turn deceleration lane requirements at Farm Access, a left-turn acceleration lane from the Church Access is not currently proposed. While the existing TWLTL may be used by some traffic for acceleration purposes, it is generally noted that left-turn acceleration lanes are not typically required by the CDOT Access Code and are not utilized by most drivers. Double yellow striping can be defined to provide guidance for left-turning vehicles exiting the Church Access. Site plans indicating these improvements are continuing to be developed and will be provided upon completion for review.

