



LSC TRANSPORTATION CONSULTANTS, INC.
2504 East Pikes Peak Avenue, Suite 304
Colorado Springs, CO 80909
(719) 633-2868
FAX (719) 633-5430
E-mail: lsc@lscstrans.com
Website: <http://www.lscstrans.com>

MEMORANDUM

DATE: April 1, 2020

TO: Arthur Gonzales – Access Manager
Nina Ruiz, Project Manager / Planner II

FROM: Jeffrey C. Hodsdon - LSC Transportation Consultants, Inc.

SUBJECT: Ellicott Town Center
RE: Traffic Impact Study
Response to Comments Memorandum
LSC #194060

Following are the LSC Transportation consultants, Inc. responses to the January 23, 2020 Comment Letter prepared by CDOT – Region 2 – Traffic & Safety – Permits regarding CS192_SF1910_SF1825.

Access comments:

- a. *An updated Application for Access to SH94 will be required for Filing No 1. And Filing No. 2. All other additional filings 3- will be revisited and the Access Permit will be expanded upon in these future phases in reference to additional roadway improvements, warrants and escrows. **Please resubmit two applications one an application for the Filing No. 1 and the other for the RI/RO Commercial Filing No. 2.***

LSC Response: Filing 1 applications (one for New Log Road and one for Springs Road) were submitted last year. Please send permit offers as soon as possible. Note: Filing 2 applications (one for New Log Road and one for Springs Road) will be submitted later following the approval of the rezone application and in conjunction with the submittal of the Filing 2 three-lot, non-residential subdivision (west of Springs Road).

- b. *Revisions to the Traffic Impact Study will be required with the recommended changes mentioned within the Traffic Operations comments below. **Please Update.***

LSC Response: The TIS has been updated (Report date: March 31, 2020).

- c. *None of the drawings provided depict the proposed lanage to SH94 in the Traffic Impact Study or submittal drawings. **Please provide.***

LSC Response: The updated TIS includes exhibits showing proposed laneage concepts (in stages/phases) as requested.

- d. *It is understood that Access Permits will be granted in phase as additional warrants and submittals are required by EPC and CDOT. Phase one will be for 98 single family lots Filing No. 1, phase two will consist of Filing No. 2 (9) commercial lots, Phase three will be Filing No. 3 (148 residential lots and son on until phase seven is achieved.*

LSC Response: LSC Response: This **was** correct. However, the phasing has since changed. The current phasing reflected in the updated TIS dated March 31, 2020 is as follows:

- Phase one will be for 98 single family lots - Filing No. 1
- Phase two will consist of Filing 2 - the first 3 commercial/industrial lots west of Springs Road
- Phase three will be Filing No. 3 - the remaining 6 commercial/industrial lots east of Springs Road
- Phase four will be Filing No. 4 (148 residential lots); and so on until phase seven (now shifted to "eight") is achieved.

- e. *The State Highway Access Code allows for one access to be granted for this development, due to the category of roadway (RA) and the Access Management Plan. The primary access is for west access to the development and shall be a full movement access. Auxiliary (accel/decel) lanes will be required for this access and shall be designed with the State highway Access Code design standards. An additional access will be allowed as a Right In/ Right Out (RI/RO) for Filing No. 2 the second point of access is to be known as Springs Road. This access will be phased out as other development phases are implemented and an access road to the east is developed to connect with existing S. Log Rd.*

LSC Response: Note- a gravel, secondary access to Phase 1/Filing 1 is proposed via Springs Road. A permit application form was submitted last year for Filing 1 for Springs Road.

- f. *Future modification to all access egress/ingress may be required if negative traffic impacts occur and or other warrants are met.*

LSC Response: Noted.

Right of Way comments:

- a. *A fee-simple deed with copy of recorded plat, site plan, exhibit sketches and legal description will be required for the Right of Way donation for "CDOT Future Public ROW". **Please provide.***

LSC Response: Noted.

- b. *Plat comments for the Commercial Rezone will be forthcoming.*

Hydraulics comments:

- a. *Flows from the site are away from the State Highway System with no impacts and no new comments. All previous comments have been fulfilled.*

Traffic Operations comments:

- a. ***Please revise and resubmit items listed below:***

- b. *The proposed re-zone Filing No. 2 (9 commercial lots) would likely trigger modification of the county access permit (SHAC 2.6(3)) for the intersection of Hwy 94 & Peyton Hwy. The applicant would be responsible to meet the SHAC requirements and provide escrows at the time of Applications for Access under Filing No. 2.*

LSC Response: Noted.

- c. *The deferment of access permit and associated requirements for the intersection of Hwy 94 & Ellicott Hwy until future phases of the PUD cumulatively reach the 20 percent threshold (per SHAC 2.6(3)) is agreeable and will be addressed under Filing No.3.*

LSC Response: Noted.

- d. *Tables 9-11: Average (AM+PM) are not computing correctly; percent doesn't seem to compute correctly either. Denominator is spelled incorrectly. Please address and correct.*

LSC Response: The escrow tables have been revised in the updated TIS dated March 31, 2020.

- e. *At Hwy 94 & New Log Rd, the northbound-to-westbound acceleration lane would be required at 50 vehicles per hour. The timing on this improvement appears to line up with the requirement for installation of the westbound left turn deceleration lane at 10 vehicles per hour. These improvements are expected to occur simultaneously as shown in Table 12 of the study under Filing No. 1 and 2.*

LSC Response: The updated report reflects this for buildout of Filing 1 plus the buildout of the 9-lot rezone (now split into Filings 2 and 3); The report adds analysis and evaluation for Filings 1 + 2 (only the first 3 commercial/industrial lots). The findings and recommendations for this new intermediate second phase are included in the updated report. The request is to allow the left-turn lanes at New Log Road to be installed with what is now called Filing 3 (buildout of the 9 commercial lots).

- f. *A median to prohibit the westbound left-turn at Springs East Road is required with construction of the eastbound right turn deceleration lane as shown in Table 12 of the study under Filing No. 1 and 2.*

LSC Response: The updated study shows the timing of the requirement for the eastbound right-turn lane.

- g. *It appears that New Log Road is planned to have one-way configuration (north/south) with median between. Per the State Highway Access Code 4.5(4), the SB and NB shall be divided by a non-traversable median of at least four feet but no more than 25 feet wide and treated as one access.*

LSC Response: Noted.

- h. It is anticipated that future highway expansion, four 12' travel lanes, 50' barrier-less median, outside shoulders, drainage channels, side slopes, and clear zones can be obtained within a 180-foot right-of-way due to the flat terrain. Current right-of-way is 100'; additional 40' of right-of-way from both sides will be required to obtain 180'.*

LSC Response: Noted.

- i. CDOT Design Guide recommends an additional 10'-20' beyond slopes for maintenance access.*

LSC Response: Noted.

- j. The proposed re-plat includes an additional 25' trail easement behind highway right-of-way. It is requested that this trail easement permit be recorded for such use. A trail license agreement will be required and will need to contact CDOT ROW.*

LSC Response: Noted.

- k. The baseline Synchro reports for Hwy 94 & Peyton Highway intersection has incorrect lane geometry, please adjust.*

LSC Response: These reports have been corrected in the updated report.

- l. The developer escrow charts Table 9, 10, 11 are a bit confusing due to some errors within or understanding of detailed information. Resubmit with updates of the TBD should be Filing 2 as a whole and at Hwy 94 & Ellicott Hwy, the developer would be required an escrow amount for the 273-ft eastbound right turn lane of future traffic signal. Please adjust explain and break down will be required as part of revised TIS.*

LSC Response: The escrow tables have been completely revised into a format that has been routinely used for several past projects. Hopefully, the updated versions are easier to follow. Escrow requirements by phase have also been included within the improvements table.

- m. Temporary consolidation of access will be required as Springs Rd. replaces existing access at this location.*

LSC Response: Noted.

Additionally,

- a. On-premise and off-premise signing shall comply with the current Colorado Outdoor Advertising Act, sections 43-1-401, 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.*
- b. 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.*