



COLORADO

Department of Transportation

Region 2

Traffic, Safety & Permits
5615 Wills Blvd.
Pueblo, CO 81008

June 20, 2019

SH 94
El Paso County

Mike Garrett
El Paso County Development Services
2880 International Circle, Suite 110
Colorado Springs, CO 80910

RE: Ellicott Town Center 2019 - Final Plat Extension SF1825
Ellicott Town Center 2019 - Commercial Rezone CS192
Ellicott Town Center 2019 - Commercial Replat SF1910

Dear Mike:

The Colorado Department of Transportation has reviewed for the above mentioned Filing No. 1. Of the 98 residential lots on 288-acres of parks, open spaces, commercial and industrial for the Ellicott Town Center, Final Plat Extension SF1825, Rezone CS192 and Commercial Replat SF1910 of this development located south of SH 94 and west of the existing Log Road in El Paso County. Comments are as follows:

Current comments: All comments are subject to change with the various revisions and updates submitted for review.

- **Access comments:**
 - a. A new Traffic Impact Study will be required with the recommended changes mentioned within the comments.
 - b. An Escrow break down will be required for future roadway improvements.
 - c. Updated Access Permit Applications will be required for this development.
 - d. No comments to the rezone of the of filing no.2 parcel.
 - e. Replat will need to depict the 80-foot dedication for CDOT public ROW.
- **Right of Way comments:**
 - a. We'll need a fee-simple deed with an exhibit sketch of the portion needing to be donated to CDOT.
 - b. A sketch transferred onto the appropriate ROW Plans sheets showing the donated parcel (see attached ROW Plan Sheets for transfer) - Contact, Tom Adams, Plan Sheet SR_0094(23)
- **Hydraulics comments:**
 - a. Flows from the site are away from the State Highway System with no impacts and no comments.
- **Traffic Operations comments in regard to Traffic Impact Study dated March 29, 2019:**
 - a. At the intersection of State Hwy 94 & Peyton Hwy, the developer will be required to fund the 500-ft westbound right & 525-ft left turn deceleration lane on SH94. A CDOT project will construct the deceleration lanes. The eastbound left-turn deceleration lane is to be funded with current CDOT funding.
 - b. The developer should escrow approximately 16.25% of future traffic signal. Detail break down will be required as part of revised TIS.
 - c. At Hwy 94 & Ellicott Hwy, the developer would be required to escrow 44% of the 273-ft eastbound right turn lane and 18.2% of future traffic signal.
 - d. At Hwy 94 & New Log Rd, the northbound to westbound movement an acceleration lane will be required with the installation of the westbound left turn deceleration lane by the developer.
 - e. A median to prohibit the westbound left-turn at Springs East Road is required with construction of the eastbound right turn deceleration lane. Funding to be by the developer.



- f. It is requested that 80-foot pavement section with 4-foot shoulders on EB/WB travel lanes along the property frontage to Hwy 94 be preserved for future highway expansion in accordance with the El Paso County 2060 Corridor Preservation Plan.
- g. All escrow percentages and dollars amount details in breakdown will be required as part of the revised traffic impact study.

First Preliminary Plan Comments (February 17, 2006) STILL APPLY:

- ◇ *The report shows very little background traffic volume along SH94 and at the intersections (Figure 9 and 10). The background traffic volume should include trips that would be generated by all known future developments. The Sketch Plan/Overall PUD plan's TIA presented the future development (well known to CDOT and the County). Therefore, the trips would be generated by those developments cannot be ignored.*
- ◇ *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. Since the intersection of New Log Road and SH94 would meet signal warrant, the median shall be kept to minimum (4'). We have repeated the same comment four or five times. The comment has been ignored by the engineer every single time.*
- ◇ *Based on the traffic volumes presented in the Overall PUD TIA and the first phase TIA, the following are the required improvements for the first phase.*
 - *Construct an EB right-turn deceleration lane (800' plus 300' taper) and a WB left-turn deceleration at SH94 and New Log Road. The left-turn deceleration lane should be designed to accommodate future year left-turn volume (12' wide with 4' paved median, 1200' deceleration/storage and 300' taper).*
 - *Construct a continuous right turn acceleration/deceleration lane between New Log Road and the right in/right out access.*
 - *A right turn EB acceleration lane on SH94 at the intersection of Sh94 and the right in/right out access (1380' plus 300' taper).*
- ◇ *Adequate right of way along Sh94 needs to be preserved to accommodate the future lane configuration at the intersection. Based on the traffic volume presented in the report, two WB through lanes (to receive the NB double left-turn lane), one WB right-turn acceleration lane, one EB left-turn deceleration lane, one EB through lane, and one EB right turn deceleration lane, 4' shoulder on both sides would be needed. Overall, 80' wide pavement would be needed. Adequate right of way along New Log road at the intersection should be preserved too. At least two receiving lanes just south of the intersection are needed to accommodate two WB left-turn lanes (the report shows one EB left-turn lane, however, the projected peak hour volume is 412VPH).*
- ◇ *Should the developer plan to have all construction completed in one phase, all highway improvements have to be completed prior to any opening with an exception of the signal. The developer is required to place \$250,000 in escrow with El Paso County for the future signal. The developer is also required to conduct signal warrant studies to determine when the signal is warranted. Should the developer plan to phase the project, then a phase plan along with traffic information, highway improvements schedule is required for CDOT to determine the terms and conditions of the access permit.*

Final Drainage Report (April 19, 2006)

- ◇ *The inserted drawing C1.02 (Filing No. 1 Grading and Erosion Control Plan) shows a 6' tall berm along SH 94 just south of CDOT ROW. The history flow pattern of the site is from NW to SE. If the developer wants to use the berm to block the flow to the south, grading work needs to be done at the east end of the berm and near the proposed ditch. Otherwise, water will pond on CDOT ROW. The existing 30" CMP culvert shall be*



extended and erosion control measures taken at the end of the culvert. The drainage plan did not show all of the abovementioned drainage items.

- ◇ *The easterly existing 30" CMP culverts need to be extended also. The report and plan did not show how to convey the water from this culvert.*
- ◇ *These items shall be addressed by the engineer prior to CDOT approval of the drainage report.*

~~*Finally, two applications for access permit have been received by this office and are currently under review for processing.*~~

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.

If you have any questions, please contact me in Pueblo at (719) 546-5732.

Sincerely,

Arthur Gonzales
Access Manager

Xc: Andrew
Bauer
Whittlef/Biren
Sword/Ausbun - File

