



COLORADO

Department of Transportation

Region 1

Permit Unit - TSMO
2000 South Holly Street
Denver, CO 80222

MEMORANDUM

TO: Paul Workman, Senior Planner
Town of Parker Colorado

FROM: Steve Loeffler

RE: Referral review – SEC SH 83 & Stroh
Parker Point Annexation, Rezone, Site Plan, and Final Plat

DATE: December 26, 2017

Listed below are remarks CDOT internal specialty units generated upon review of the materials sent to us for review. If / as necessary, we will make ourselves available to discuss if the comments are unclear.

Hydrology / Drainage (S.A.)

Do not use special characters eg. single quotes, etc
12-13-2017

They need to provide hydraulics/hydrology analysis show any impact to SH83 as a result of the proposed development

Provide drainage map to show existing drainage patterns and the proposed patterns

Take a closer look at conditions downstream of the development and make sure that the newly concentrated surface flows will be handled properly

Environmental (C.A.)

12/11/2017 There is mapped occupied habitat for Preble's meadow jumping mouse within the portion of the CDOT ROW where the Parker Road widening would take place. Has the applicant received clearance or a permit from the USFWS?

12/18/2017 WQ comments attached

Traffic (P.S) 12-8-17

After a review of the Traffic Study, and accounting for the recent improvements to the east leg of Stroh Rd, I find the conclusions and recommendations of the Study to be acceptable.

Resident Engineer (T.M.) 12.22.2017

- For S. Parker Road, provide the below plans/details once available or once design has advanced:

- Typical Section
 - Pavement
 - Removals
 - Roadway (widening for accel/decel)
 - Intersection Details (at Stroh and planned access)
 - Signing/Striping
- Detached sidewalk is preferred as this is a 55mph zone.
 - Curb ramps within CDOT Right-of-way will be required to follow M&S Standards (M-608-1) (Revised on February 23, 2017)
 - Add notation describing curb ramp types.
 - Sheet C5.11, Curb ramp Type 4A (Directional) shall be used at proposed access point, as there is no planned sidewalk extending to the east into the development.

Permits (R.S.) 12-4-17

- Sufficient ROW needs to be reserved for SH 83. Corridor Optimization Plan calls for a 175-ft ROW of SH 83 in this segment. Plans provided to not validate that sufficient ROW is provided. Utility easements abutting CDOT ROW are problematic in the event additional ROW must be obtained. Need to see plans for the ultimate roadway profile showing 3 northbound through lanes, plus the right & left turn auxiliary lanes at Stroh. Illustrations in the TIS (figures 5-12) are unclear if all of this fits within the existing ROW.
- The Access Control Plan for SH 83 shows an A-line extending across the front of this property. The same plan shows the existing driveway serving the former Seccord farm ***"revise if property redevelops or if safety operations issues occur"*** Regardless of whether the proposed access is in the same location, a new access permit is required including a request to cross the A-line. It would appear by scaling the plan set provided, only 450-ft of spacing is planned from the proposed new access to the intersection at Stroh. I do not support offering an access with egress in the location proposed of SH 83 for the safety and operational reasons outlined below:
- This segment of SH 83 is posted at 55 mph. State Highway access code designates this segment of abutting highway as NR-A. An attached sidewalk is not prudent for such a high-speed roadway facility (snow removal alone is but one reason). A safe ADA compliant pedestrian crossing will be necessary at the proposed access point within SH 83 ROW.
- Recommendations #2 & 3 (and 4 & 5) on the TIS are confusing, have typos/omissions and need to be more specific. Is the developer committing to a right in-only access on SH 83 to avoid a substandard northbound acceleration weave approaching the intersection of Stroh Road (960-ft is required)? Recommendation #3 seems correct *"no traffic will be allowed to exit..."* - totally confusing where & how patrons leave this property. Any new access onto SH 83 for consideration, needs to be moved to the most southern portion of the site (south side of lot 8A?) to accommodate a more appropriate northbound deceleration/acceleration and weave movement and to lessen the degree of the variance. This would be more consistent with the notation on the Access Control Plan. CDOT recognizes that the 600-ft deceleration approach to a positioned southern access would extend south of the property line, which needs to fit within the ROW.

- The existing full-turn access constructed south of the property serves the Colorado Golf Property. This access was not utilized due to findings of Prebles mice along Kinney Creek + 15 years ago. Have updated studies been conducted to validate such restrictions are still in place? This proposed development & plat appears to inhibit any option or change of status that might re-open or connect to this access. Otherwise, the existing center median cut and left-turn movement on SH 83 south of Kinney Creek is anticipated to remain & accommodate U-turn movements for southbound traffic on SH 83 going to this subject property. Conversely, to allow egress at the proposed sustandard 450-ft spaced access point, would invite traffic to cross over + 4 lanes of traffic to make a U-turn on SH 83 and head south. That potential cross-over maneuver is another safety concern.
- Provide 2 cross-sections, one at the major Intersection, and one just before/upstream of the new right-in access on SH 83. Show detached sidewalks if the Town is requiring them and the edge of CDOT ROW. CDOT recommends consideration of a right-turn free flow movement and refuge island for pedestrian crossings at Stroh, consistent with the other 3 corners in the interest of shortening signal phasing for pedestrian crossings at this major intersection & improved safety.
- Whereby the Town of Parker is an issuing authority, and this property is proposed to be brought under their purview, a meeting is recommended in part to discuss the issues Identified above and the appropriate means of resolution.
- As advisory: Any work in CDOT ROW is by permit. All private commercial advertising signs oriented to SH 83 must be outside of CDOT ROW and conform to rules for Outdoor Advertising.

c. File