

STATE OF COLORADO

Traffic & Safety

Region 1

2000 South Holly Street

Denver, Colorado 80222



COLORADO
Department of Transportation

Project Name: **Larkspur Truck Stop**

Print Date:

Highway:

Mile Marker:

Drainage Comments:

I have reviewed the attached drainage report for this location and visited the site as well

I have concluded that there will be no negative drainage impact to I25 as a result of this proposed work and that drainage downstream conditions will be maintained

thanks

samer 8-4-2016

8-15-2016

9-30-2016

Environmental Comments:

****If plans change and work/staging is in our ROW Environmental review will be needed** Since there currently no no work in CDOT ROW we would like to share the following with the applicant: **Due to the presence of habitat occupied by a federally protected species we recommend that the applicant call the US Fish and Wildlife Service, Endangered Species Program (Mtn Prairie Region) at 303-236-4749 We also recommend the applicant coordinate closely with Douglas County's Environmental Resources Coordinator Andy Hough at 303-814-4342****

Traffic Comments:

8-1-16 Paul Scherner

The traffic generation analysis by SM Rocha dated 7-25-16 needs to identify the number of heavy trucks that will be using the development. The number of fuel pumps (32) suggests that this number would be significant. As stated, *"The detailed traffic study currently being prepared will analyze study intersection and roadway operations and provide recommendations to ensure adequate traffic operations."* This needs to also include accurate truck percentages and their impacts on the existing roadway infrastructure.

9-26-16 Paul Scherner

Previous comments are addressed in response letter. I have no further comments

Permits Comments:

Upper Lake Gulch Road & Spruce Mountain Road are Douglas County roadways. Douglas County is an issuing authority for access permitting. Where these two roadways connect to the State Highway -interstate system, CDOT will ask for access permits based on a 20% increase of volume, and possible upgrades warranted - TBD under the Traffic Study.

CDOT request that the traffic study follow the content-format as outlined in the State Access Code. Please examine the turn radius at the in & outbound ramp terminus at I-25 exits 172 & 173 to ensure they are sufficient for the oversize vehicles this facility will attract. (southbound I-25 ramp at 172 appears substandard and has substantial sedimentation at the inlets)

Signs oriented to the highway must adhere to the State rules for outdoor advertising.

Noted that the UPRR grade crossing is already signal-gated. CDOT ROW includes the eastern approach. Any work on the UPRR crossing should be coordinated through the State's RR coordinator, and should any of that work on the crossing approach extend into CDOT ROW, a permit would be necessary.

Noted that no bicycle or pedestrian facilities (pathways) currently exist in CDOT ROW @ exit 172. Unsure of the clearance under I-25 at exit 172. The Upper Lake Gulch Road underpass of I-25 is only 2-lanes wide and is incapable of handling center left turn lanes in either direction without substantial bridge reconstruction.

Further comments may be forthcoming upon review of the Traffic study.

- RS 08-09-16

As stated above, new access permits will be required for Upper Lake Gulch and Spruce Mountain Roads, for the increase in traffic, change in use and vehicle type. Douglas County informed CDOT, " Per subsection 2.3(12) of the State Highway Access Code, the County would ask that any access permit(s) be administered by CDOT as provided in subsection 2.3(6) and (7). The County will also designate the developer of the truck stop as the permittee on the application(s). The developer will also need to cause any needed intersection improvements related to the access permits." Chris Martin and Al Peterson with Douglas County would like to be involved in any meetings that take place related to the access permit applications. Chris Martin, Senior Traffic Engineer, Douglas County Public Works Engineering, 100 Third Street, Castle Rock, CO 80104, Office: 303-660-7490, cmartin@douglas.co.us.

-MC 8-10-16

Previous remarks geared toward the site plan & off-site improvements are still valid.

We recognize that this proposed "Travel Center" land use will generate new (tax) revenue into the Larkspur community by attracting travelers from I-25 in both directions. Signs for this land use need to be compliant with the State rules for Outdoor Advertising. The Town would be advised to investigate opportunities for TODS & LOGOS on the interstate for this travel center

CDOT would advise the Town that the TIS for this travel center is lacking and needs to be re-done. In particular:

The TIS is not sufficient to meet the minimal requirements of our State Access code which states:

(5) Traffic Impact Studies

(a) When the land use will generate a DHV of 100 vehicles or more, or when considered necessary

or desirable by the issuing authority or Department for exceptional reasons, the applicant shall provide a traffic impact study. The scope of the study shall be commensurate with the scale and scope of probable operational and safety impacts to the general street system.

(b) When a traffic impact study is required, the study shall be completed and sealed by a Colorado

registered professional engineer. Selected items from the following list may be excluded if not applicable to the situation and exclusion is specifically authorized by the issuing authority. The contents and extent of a traffic impact study depend on the location and size of the proposed development and the conditions prevailing in the surrounding area. Larger developments proposed in congested areas obviously require more extensive traffic analysis, whereas smaller sites may only require a minimal analysis of traffic on site and at immediately adjacent intersections. In determining how large a study area to include, a general guideline is to carry the analysis out at least as far as those areas where newly generated site traffic represents 5 percent or more of roadway's peak hour capacity. Where site generated traffic will be less than 5 percent of the roadway capacity, the intersections adjacent to the site should, at a minimum, be analyzed. The study area boundaries may also be influenced by impacts other than pure capacity relationships such as neighborhood short cuts, traffic noise and hours of operation.

Neither of the highway interchanges are included in the analysis. These are the "adjacent" intersections to this proposed development. Considering that minimal peak-hour traffic exist, we anticipate that both interchanges will see more than a 5% increase of peak-hour traffic. CDOT would recommend that the Town work with Douglas County, to investigate if traffic counts exist here that may be used as a baseline of traffic at the interchange ramps for opening day, for which a reasonable 20-yr growth projection may be generated and documented by submitting the appropriate access permits.

We anticipate this initial development to generate interest and activity for additional land development. It is incumbent upon the local agency to monitor the resulting traffic at the key intersections and interchanges. Land use developments (including phased developments) which increase peak hour traffic volumes by > 20% will also require access permits.

As currently configured 100% of the southbound traffic on I-25 must use Upper Lake Gulch Road to return to the interstate as there is no southbound entrance ramp at the Spruce Mountain Road interchange. We noted that this TIS shows zero left turns (east to northbound) anticipated at access A on Upper Lake Gulch Road both on opening day and the projected 20-yr horizon. Therefore, peak hour traffic (and those projected) for eastbound through traffic shown on Upper Lake Gulch Road are inaccurate. We also venture to say that the assumption of traffic distribution is flawed and much more than 20% of the total traffic will utilize Upper Lake Gulch Road.

The paragraph in the report that discusses adjustments to vehicle trip generation rates needs to include the breakdown of truck/bus –v- passenger car traffic. A truck/bus trip by our code is an equivalent of 2-3 cars, which would change all traffic numbers accordingly.

Please note that CDOT is not opposed to this land use, but rather we are concerned that the traffic figures be more accurate to account for the traffic anticipated to be generated at our highway connections. Having those (reasonable) numbers in place, will enable the State and local agencies to responsibly monitor future traffic growth in

this area and determine pro-rata share for public (highway) improvements that may be warranted.

RS- 09-29-16