

## CD Submittal #3 – Comment Response

### Environmental Comments:

No Planning concerns

If CDOT row is treated by post construction water quality treatment, we will need to discuss areas requiring CDOT design standards and supplemental documentation.

**Response: Comment noted, there are no water quality ponds proposed at this time. Additional coordination and plan review will be completed with construction plans.**

For ANY ground disturbance/work within CDOT ROW---  
Required:

Arch/History/Paleo:

Since this is a permit, a file search for Arch, Paleo and History is required. If the file search identifies anything, a more extensive report will be required. If nothing is identified, then the file search should be sufficient. For the file search contact:

**Response: Comment noted. The file search will be completed with construction plans. The file search request has been made, and we are awaiting the results.**

Cultural/History File Search: <https://www.historycolorado.org/file-access> Email: [hc\\_filesearch@state.co.us](mailto:hc_filesearch@state.co.us)

Paleo File Search: Colorado University Museum of Natural History - Email: [jacob.vanveldhuizen@colorado.edu](mailto:jacob.vanveldhuizen@colorado.edu) and <https://www.dmns.org/science/earth-sciences/earth-sciences-collecons/>

**Response: Comment noted. The file search will be completed with construction plans. The file search request has been made, and we are awaiting the results.**

The ECIS will be used to support HazMat requirements.

Non-historic 4f does not apply.

If any non-historic Gf properties will be impacted or disturbed applicant shall coordinate with Veronica McCall [veronica.mccall@state.co.us](mailto:veronica.mccall@state.co.us)

**Response: Comment noted.**

10/21/2025: the applicant should document that primary WQ treatment for CDOT ROW will not be provided in the drainage report or memo of some kind and submitted.

**Response: A note has been added to the drainage report and is included as the second to last page of this comment response letter.**

### Info for Applicant/Contractor:

The Permittee shall complete a stormwater management plan (SWMP) which must be prepared with good engineering, hydrologic, and pollution control practices and include at a minimum the following components: qualified stormwater manager; spill prevention and response plan; materials handling; potential sources of pollution; implementation of control measures; site description; and site map.

**Response: Comment Noted, a SWMP has been completed and approved by the Town of Castle Rock.**

In addition, the Permittee shall comply with all local/state/federal regulations and obtain all necessary permits. Permittee shall comply with CDOT's MS4 Permit. When working within a

local MS4 jurisdictional boundary, the permittee shall obtain concurrence from the local MS4 that the local MS4 will provide construction stormwater oversight. The local MS4 concurrence documentation shall be retained with the SWMP.

**Response: Comment Noted, a SWMP has been completed and approved by the Town of Castle Rock.**

Clear Zone: It is the responsibility of the engineer/architect who stamps the plans to ensure that: any new landscaping/trees are outside of the clear zones for any State Highway/CDOT ROW and that the new landscaping/trees do not interfere with site lines from any State Highway/CDOT ROW.

**Response: Comment noted, there is no landscaping proposed with this project within the clear zone.**

Landscape: Any new or changes to existing landscaping within CDOT ROW must be reviewed and approved by CDOT. Landscaping plans should be submitted and should include details of all proposed plant species and seed mixes/ratios

**Response: Comment noted, no landscaping is proposed within the CDOT ROW.**

2/8/2023: Environmental review will continue once file research results are received.

QUESTION: Will CDOT be treated by post construction water quality treatment? Is so, we need to set-up a meeting sooner than later to discuss.

**Response: Comment noted. Currently run-off from Founders Pkwy discharges to the south side of the road into an existing WQ pond that discharges north to a minor drainageway that ultimately discharges into McMurdo Gulch. At this time, there is no intent to change the routing of historic conditions. However, with this development, a full spectrum detention pond, (Pond G), will be constructed that will retreat any water received from Founders Pkwy.**

1/8/2024: From CDOT WQ Specialist: We would like the applicant to provide a statement as the drainage report indicates that OS1 and OS2 (including Founders Pkwy) will be treated by full spectrum WQ ponds. However, when we look at the plans, we do not really see delineations indicating what (if any) pavement of Founders Pkwy will be going to a WQ pond.

**Response: Currently run-off from Founders Pkwy discharges to the south side of the road into an existing WQ pond that discharges north to a minor drainageway that ultimately discharges into McMurdo Gulch. At this time, there is no intent to change the routing of historic conditions. However, with this development, a full spectrum detention pond, (Pond G), will be constructed that will retreat any water received from Founders Pkwy.**

2/18/2025: Environmental review will continue once file search results are received.

**Response: Comment noted. The file search will be provided with the construction plans.**

10/13/2025: Paleo and WQ under review. Paleontologist needs me to contact the museum regarding the file search findings.

**Response: Comment noted.**

#### **Hydraulics Comments:**

Robert Rivera 6-16-2025

No drainage concerns. The proposed development's drainage flows away from CDOT ROW.

Please provide drainage memo/report when available for review  
also available for a site visit if needed Samer 1-23-2023

**Response: Report provided and approved.**

Please provide drainage memo/report when available for review  
also available for a site visit if needed Samer 2-22-2023

**Response: Report provided and approved.**

I took a look at the report, the drainage looks fine and I have no further comments  
Samer 1-11-2024

**Response: Report provided and approved.**

The drainage is good with this location  
Samer 2-26-2025, Samer 8-28-2025, Samer 9-5-2025

**Response: Comment noted. Thank you for your review.**

Robert\_Rivera\_6-16-2025

No drainage concerns. The proposed development's drainage flows away from CDOT ROW  
(Founders Pkwy).

**Response: Comment noted. Thank you for your review.**

#### **Permits Comments:**

1-9-24

- No objection to the residential and commercial development.
- Access for this development appears to be off Founders Pkwy (SH 86) and what is currently being called Commercial Ave. Commercial Ave also connects to the Canyons South development. This access has an issued access permit #123057, however NTP has not been issued. This access permit is associated with the Canyons South development.

**Response: Comment noted. Commercial Ave has been renamed to Embark Ave.**

- Any signing for this development must be on premise and cannot be either partly or wholly in COOT Right-of-Way. Signing must be compliant with CDOT rules governing outdoor advertising per 2 CCR 601-3.

**Response: There will be a small monument located outside of the CDOT ROW on the northeast corner of Founders Pkwy/Embark Ave. The Town is reviewing the monument. It can also be provided to CDOT if necessary.**

- Working from or within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, or utility work. Application is made online at the following link: <https://cdotpermits.force.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F>

**Response: Comment noted. The necessary permits will be obtained with the construction of Founders Pkwy improvements.**

-- Aaron Eyl 1-9-24

2.21.25

- Provide a comment response letter addressing all of CDOTs comments individually with the next submittal.

**Response: Comment noted. The letter has been provided. Responses from the early comments were not provided as the developer and design team has changed and there is no record of those discussions and responses.**

- Label CDOT ROW on all plans. Example - If the ROW is currently labeled "Existing ROW" and the ROW is CDOTs, it should be labeled "CDOT ROW" or "Existing CDOT ROW"

**Response: The ROW was labeled as requested.**

- Please keep in mind that working from or within CDOT ROW will require a utility/special use permit. This includes, but is not limited to survey, landscaping, signal or utility work.

Application is made online at the following link:

<https://cdotpermits.force.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F> -- Aaron Eyl 2.21.25

**Response: Comment noted. The necessary permits will be obtained with the construction plans.**

2/24/25 - TRM - Please include 3rd party inspections. Permitted working hours for a single lane closure will be 9am to 3pm, or 6pm to 6am.

**Response: Comment noted. A note was added to the construction plans (GN1).**

3.31.25

Page 5 of the Updated Construction Plans show a driveway that is labeled "Remove Asphalt Driveway." This appears to be an existing access that will be closed. Please keep in mind that all closures require an Access Permit from our office.

**Response: This access will be converted from a full movement access for CORE to a right-in-right-out access. The access will be widened to accommodate this new movement.**

The State Highway Access Permit will cover any access work, sidewalk work, street lighting, and stormwater work. Any work outside of that including, but not limited to, landscaping, signal, survey, or utility work will require a Special Use/Utility Permit. Application is made online at the following link:

[hps://cdotpermits.force.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F](https://cdotpermits.force.com/portal/s/login/?ec=302&startURL=%2Fportal%2Fs%2F)

**Response: Comment noted.**

Provide a comment response letter addressing all of CDOTs comments individually with the next submittal.

**Response: Comment response letter provided.**

Label CDOT ROW on all plans. -- Aaron Eyl 3.31.25

**Response: The labels were updated.**

6.12.25

The comment response letter does not address CDOTs comments that were made on the last review of this development. That review ended in April of 2025. Please provide a comment response letter that addresses all of CDOTs comments individually.

**Response: A response letter has been provided to the Town with each resubmittal. There may also be some overlap between SDP submittals and CD submittals that is causing some disconnect in responses.**

CDOT has met with the developer regarding the existing access that services the Core Electric site. Currently this access operates at full movement. With the addition of the access that will service the Canyons Far South Development the median on SH 86 (Founders Parkway) will be reconstructed. This reconstruction will limit the Core Electric access to right in right out. Previous and current plans showed this access being restricted to right in right out. CDOT will not allow the Core Electric access to stay at full movement. The developer should come up with an alternative/additional way Core Electric can access their site. -- Aaron Eyl 6.12.25

**Response: We have met with CORE and they have agreed to the RIRO access. They have requested that the entrance be widened to accommodate this change. The new driveway will be detailed on the construction plans.**

#### 8.1.25

- With the next submittal it will be helpful for our reviewers to have the comment response letter updated to the most recent round of comments from CDOT. The last two reviews did include a comment response letter, but they didn't address all of CDOTs comments including the most recent comments.

- Page 5 of 37 on the Construction Plans (Demolition Plan) is still showing the access west of Embark Ave, I believe this is the access for Core Electric, being removed. According to the latest response letter this access will remain and be restricted to right in right out (RIRO).

**Response: The note has been revised to read as "remove driveway where in conflict with proposed improvements". The access will remain and be reconstructed to align with the proposed road widening.**

- Page 10 of 37 on the Construction Plans (Roadway Plan and Profile) is showing the Core Electric access being restricted to right in right out from the construction of the median and turn lane. There is a call out on this sheet that states "Existing 28' Aggregate Driveway Adjust to Meet New Walk". What adjustments will be made to this access? An access permit may be required for this adjustment.

**Response: The access location will remain and will be restricted to a right in right out as indicated. The adjustment is simply a vertical adjustment to the driveway to accommodate the sidewalk and expanded pavement section of Founders Parkway.**

- I located access permit 107036 that appears to be for the Core Electric access. Is there any other access permits associated with this access? -- Aaron Eyl 8.1.25

**Response: There are no other access permits related to this project.**

#### 9.3.25

- It appears that the comment response letters have been one review behind. This has caused some confusion with our reviewers and will delay their comments. With the next submittal please address all of CDOTs comment, included the latest comments. -- Aaron Eyl 9.3.25

**Response: The Town's review process has resulted in two plan sets that are under review at the same time. The lag time between submittals is just enough to result in repeat comments or the appearance that a comment was ignored. Comments made on the SDP and Construction Plan reviews have been combined and are included in this submittal. Most of the comments are only applicable to the construction plans.**

#### 10.13.25

- According to the comment response letter the Core access will be reconstructed. What work will be taking place during the reconstruction?

**Response: The location of the access remains the same. CORE requested that the depth of concrete be increased to 10-inches. The existing access will be removed, and the new thicker one will be constructed. The walk will also be constructed 10-inches thick where it falls within the limits of the access. There will also be some minor grading done to accommodate the new access thickness.**

There is an existing access permit for this access - #107036. If an access is permitted maintenance of an access does not require a new access permit. If the reconstruction changes the design/shape/size of the access a new access permit will be required.

- Please keep in mind that the signal is covered under a Utility/Special Use Permit and not an Access Permit. All Utility/Special Use Permit are reviewed separately from an Access Permit.  
Aaron Eyl 10.13.25

**Response: Comment understood. We do not anticipate the signal warrant being met for some time and understand that a Utility/Special use permit will be required at that time.**

#### **Residential Engineer Comments:**

10/16/2025 JB - No further comments from a roadway perspective.

**Response: Comment noted.**

9/8/2025 JB - I talked with the consultant and I am satisfied with their explanation of the concrete trail profile and aux. lane lengths and tapers. However, there are still other comments from 7/22/2025 that have not been addressed.

**Response: Agreed, the lane lengths and tapers have been resolved. Responses to the 7/22/2025 comments are provided below.**

9/2/2025 JB - The comment letter seems to be one review behind. It is still missing some of the comments made on 7/22/2025. I also responded to an email on 9/2/2025 from the consultant about sidewalk profiles and aux. lane lengths. The consultant still needs to look at the aux. lane lengths, per my email, as well as address comments from 7/22/2025.

**Response: Responses to the 7/22/2025 comments are provided below.**

7/22/2025 JB - For the median cover detail, I still see the 200' for placement of expansion joint material. Refer to my comment on 4/7/2025 about needing to change that to 50', not keeping it at 200'.

**Response: The CDOT standard detail has been revised as requested.**

- For the 10' concrete trail, I see there are areas where the profile exceeds 5%. When it does that, you have to provide landing areas every 200'. This is per the 2023 CDOT Roadway Design Guide.

**Response: As discussed, the PROWAG criteria allows for grades exceeding 5% where the sidewalk follows the street grade.**

- It looks like the overall distances for the aux. lanes are standard, but the way the tapers and aux lanes are shown are wrong. For example, the taper for a 50 MPH roadway is 15:1 (which equates to a 180' taper length), but the plan for the EB le turn decel lane shows is at 337'. Be sure to revise the design of the aux. lane to make sure the decel lane and taper are designed correctly. Same for the WB le turn lane.

**Response: As discussed, the lane lengths and tapers have been resolved.**

- Curb ramps are still shown directing peds/bikes across Founders to the south on the signal plans. Be sure to revise to match other plan sheets only showing directional ramps to cross Embark.

**Response: A directional crossing of SH86 has been added per comments from JGrilling.**

- Where is retaining wall or walls located? I couldn't find it in plans (other than the typical section), maybe I missed it. If within CDOT ROW, it will need to be reviewed by our Geotech and Structures unit.

**Response: There are no proposed retaining walls and the section has been removed.**

6/5/2025 JB - Since the April comments were not addressed in this revision and I don't see updated construction plans, I will wait until those are answered and provided for my further review.

**Response: There has been two submittals of the SDP documents between the CD submittals. At time of this comment the CDs had not been resubmitted. The CD**



**submittal had a comment response letter that should have addressed the previous comments. They have been included in this letter as well.**

4/7/2025 JB - Here are my comments:

-What is the design speed that you are using? I will need this in order to review these updated plans to make sure design standards are being met.

**Response: The design speed is 55 mph.**

-Need to see typical sections for SH-86 for lane widths, lengths, tapers, etc.

**Response: There are two small areas either side of the intersection that COULD be defined by a typical section. However, these two areas do not match each other, and the remainder of the project is some form of transition in or out of this geometry. Cross sections will be provided with Construction Plans, but there's not a whole lot of typical geometry in this project.**

-I don't see a note talking about color and pattern for the proposed median cover. Need to be sure you match both. I have uploaded a plan sheet showing the median cover detail and what we used on our CDOT project. Beware, we have since gone to placing expansion material every 50' coinciding with control joints instead of 200' to help with median cover cracking and heaving.

**Response: The median cover detail provided was added to sheet TY1.**

-It looks like you are using Type I-M curb and gutter in the median. We used Type II-M on previous project to help with drainage spread width. Be sure to use Type II-M everywhere to be consistent with curb and gutter on both ends of your project.

**Response: The curb type was revised.**

-Hard to tell, but the WB accel taper looks to be a little short. Getting the typical sections will help with this.

**Response: Striping dimensions have been added to the plans.**

-The WB le turn decel length/storage looks to be a little short while the taper looks to be a little long. There is room within the median to adjust.

**Response: Striping dimensions have been added to the plans.**

-Curb ramps should be directional. Also, you need curb ramps on southern access across from Embark Ave. since you have curb ramps directing them that way on the north side.

**Response: The ramps have been revised and a crossing to the south side of Founders has been provided.**

-Is it possible to have Storm Lateral 1 be more perpendicular instead of at a skew as it is designed today?

**Response: The storm alignment was revised.**

-Has CORE Electric been consulted on how to get into their access now that the median has been closed at their driveway? They have some big vehicles/trailers and they needed that EB le turn into their access to fit that bigger vehicle. It looks like the access has gone to a right in-right out.

**Response: This access will be converted from a full movement access for CORE to a right-in-right-out access. CORE has agreed to this condition, asking that their drive be widened to accommodate the RIRO restriction.**

2/13/2025 JB - Doesn't look like anything has changed, roadway design related, regarding Founders Parkway. I will say previous comments from 1/5/2024 still apply, especially the coordination needed with local agencies like Douglas County and Castle Pines regarding the Happy Canyon interchange project. Will wait for more detailed plans to confirm if new improvements along Founders Parkway meet standards.

**Response: Comment noted. The construction plans will provide more detail.**

1/5/2024 JB - It sounds like construction drawings are coming in the future, but wanted to make everyone aware of what my previous comments were regarding the previous permit:

- Would be good to see a typical section on Founders Parkway that shows what the work will be, as well as existing/proposed ROW lines, to make sure everything matches up with plan views.

**Response: There are two small areas either side of the intersection that COULD be defined by a typical section. However, these two areas do not match each other, and the remainder of the project is some form of transition in or out of this geometry. Cross sections will be provided with Construction Plans, but there's not a whole lot of typical geometry in this project.**

- Need to be sure to keep the raised median intact on Founders Parkway when it is revised to include auxiliary lanes. There was discussion early on from the developer to stripe it instead of keeping the raised median. CDOT wants the raised median to stay.

**Response: The raised median will remain.**

- Be sure to make sure auxiliary lanes are standard in width, length, etc. Also be aware of the clear zone as this is on the outside of a curve for westbound traffic and may need to be protected if proposed obstructions are installed within clear zone.

**Response: The construction plans will provide the requested information. Clear zone will be evaluated.**

- There is a 1601 process for the 1-25 & Happy Canyon interchange currently underway. The interchange will be upgraded in the future to include the new growth in this area as there will be new connections from Crowfoot Valley to the 1-25 & Happy Canyon interchange. Any changes to this development should be conveyed to the Town of Castle Pines as that may impact their traffic study and design for the new interchange.

**Response: Comment noted. Castle Pines is a referral agency and the Town of Castle Rock has provided submittal documents to them.**

1/20/2023 JB - There will be a future CDOT resurfacing project from Woodlands to IREA substation on SH-86. It is still being looked into, but a sidewalk may be added to the CDOT project and may need to be coordinated with this future project. Will wait to see future plans for this project to see how new intersection es into SH-86.

**Response: The resurfacing project may have been completed. A detached sidewalk will be added on the north and east side of Founders Pkwy from Crowfoot Valley Road to Crimson Sky Drive.**

#### **Right Of Way Comments:**

1/17 /23 - The CDOT ROW plans for this area of SH-86 have been uploaded. Will there be a forthcoming subdivision plat to review? Are there plans for dedicating ROW along SH-86? If so, those dedications should be made to the local agency and then will subsequently be deeded to CDOT in the future.

**Response: The final plat will be submitted with construction plans. There will be additional ROW dedicated on the north side of Founders.**

2/8/23 - No additional comments from ROW related to Rev 2.



12/19/23 - SDH - The comment response letter that was included with Rev 2 made reference to additional ROW conveyances that would be made to the Town along Founders Pkwy., but I don't see those shown on the Site Development Plan sheets that show SH-86 (Sheets 7, 9, 19 & 23). Should we expect to see a subdivision plat that will show those ROW conveyance areas?

**Response: The final plat will be submitted with construction plans. There will be additional ROW dedicated on the north side of Founders.**

2/7/25 - SDH - Rev 4 docs reviewed. The tracts along Founders Pkwy (SH-86) have already been dedicated to the Town of Castle Rock and there are no A-line issues here, so no comments / concerns from ROW.

**Response: Comment Noted**

3/17/2025 - John Olson - Plats were submitted with Rev 5 - No Dedications to CDOT all to Utilities and Town of Castle Rock. Filing 1 Tracts K M L to Town adjacent to CDOT facilities no concern. Filing No 2 Tracts A and B to town - separated from CDOT Facilities by Town of CR parcels - No concerns from ROW

**Response: Comment Noted**

6/4/2025 - SDH - No concerns from ROW related to Rev 6 - as previously noted any dedications of ROW for SH-86 should be made to the local agency and will then be deeded to CDOT in the future.

**Response: Comment noted and dedications will be made with the final plat.**

7/22/2025 - SDH - Rev 7 Plats and Plans have been reviewed - all Tract dedications have been made to the Town of Castle Rock or the Metro District - no concerns from ROW.

**Response: Comment noted.**

7/24/2025 - John Olson - There are dedications of ROW on Page 14 of 15 that appear to be for acceleration or deceleration lanes into proposed Embark Avenue. The Dedication Statement was somewhat incomplete, please confirm the dedication shown on Page 14 of 15 in tracts L and K on the north side of Founders Parkway are being dedicated to Town of Castle Rock or Douglas County.

**Response: The necessary ROW is being dedicated to the Town of Castle Rock.**

8/26/2025 - SDH - The most recent Comment Response letter only address ROW comments through June 2025, so just want to reiterate the most recent comments from John Olson about confirming dedication along the north side of Founders Pkwy near Embark Ave are being made to the Town of Castle Rock or to Douglas County.

**Response: The necessary ROW is being dedicated to the Town of Castle Rock.**

#### **Traffic Comments:**

GRilling 10/16/2025

1. Construction plans SN1:

-N leg arrow stripes are close to stop bar. This might be a jurisdictional question between CDOT and Castle Rock, but CDOT locates these markings 50 back from the stop bar in standard S-627-1. Confirm this arrow location is intentional and as desired by the local. If so, confirm that the local is maintaining those markings.

**Response: The arrows are located per Town direction. The Town will maintain striping on the north leg of the intersection.**

-Verify width of existing lane lines and match. I think they're 4 inches, but please confirm they haven't been upgraded to 6 inches wide. What's throwing me off is the shadow markings behind the skip stripes, which I typically see installed with 6 inch lane lines (though it's not improper to install them with 4 inch).

**Response: The existing lane lines are 6 inch. 6 inch lane lines are specified on the plans.**

-Include shadow markings. I have a PSP for this that can be provided to you. Contact [grant.rilling@state.co.us](mailto:grant.rilling@state.co.us)

**Response: A note has been added to sheet GN1 stating the requirement and the provided PSP will be given to the contractor.**

-W4-2R (sign 4) should not be used for auxiliary acceleration lanes, but instead reserved for drops of through lanes. Review MUTCD 2C.47.10 for explanation.

**Response: The sign has been removed.**

-Regarding delineators, review CDOT standard S-612-1 and call out the color. Currently stated as type 1 (crystal), but should also be stated to be yellow when in the median. Will these be flexible delineators or steel post?

**Response: The delineator colors have been updated. The delineators will be steel post per the detail. This has been added to the plans.**

-Stripe material should be specified. Skip stripes on concrete are typically done in inlaid preformed plastic. Hatches are often done that way as well due to the difficulty in applying them with an epoxy truck. Inlaid modified epoxy is utilized for edge lines and channelizers. Inlaid preformed thermoplastic pavement markings (the an-skid formulation is preferred. I have a PSP on this that I can provide if you reach out) are utilized for pavement marking arrows and crosswalk keys. CDOT stop bars are also usually inlaid thermo. The "cat tracks" providing guide stripes for left-turning vehicles are somewhat inconsistent in their material type. I tend to inlay and go for either modified epoxy or thermo under the assumption that it will last longer than tape. Specify inlay depths.

**Response: The striping materials have been added to the SN sheets. We will continue to finalize the PSP for striping with CDOT and provide to the contractor.**

-Verify width of entrance "throat" to the EB to NB double le turn lane. S-627-1 has this at 16 wide (not inclusive of theoretical 1 inside shoulder).

**Response: The striping was revised to accommodate a 16' wide throat.**

-Include an object marker "zebra" sign on median tips along with the R4-7 specified in these plans. This hasn't been typical on the corridor historically, so you may not see it at adjacent locations, but CDOT is trying to make the upgrade as new projects are built.

**Response: The sign was added on the median nose.**

-Sign 1 on NW corner of intersection. The leader arrow doesn't point to the sign. Reassociate.

**Response: The leader has been updated.**

-Scale bar is missing from sheet.

**Response: The bar scale is in the title block, bottom of the sheet.**

-Do not place W3-3 signs until a signal is present.

**Response: The sign has been removed from the plans.**

2. A note on the timing of signal construction- CDOT requires signal warrants to be met with existing volumes prior to a signal being constructed on a state highway. Keep this in mind for phasing of the development, as a signal won't be present on day one.

**Response: Agreed, the signal warrant will not be met for several years from approval of the plans. We understand that a special use permit will be required once the signal warrant is met. A note has been added to GN1 stating as such.**

3. Construction plans SN2:

-Right side delineators such as that shown at STA 27+50 are often different from left side delineators shown in the median. Review S-612-1 and make sure the delineators conform to standard.

**Response: The delineator colors have been updated. The delineators will be steel post per the detail. This has been added to the plans.**

-Sign 2 callout for R3-8LR at beginning of right turn lane seems improper. Wouldn't this be a "right lane must turn right" sign? Explain in comment-response what this sign is for.

**Response: The sign call-out has been updated to R3-7R**

4. I'm curious about the SB to EB left turn conflicting with a future NB to WB left turn. This intersection looks like it could force split phasing of the side streets. Have you run turning templates? Do the NB and SB left turns conflict with one another?

**Response: The left turn movements have been verified and there is a turning exhibit provided as the last page of this response letter.**

5. Include phasing diagram on signal plans.

**Response: The phasing diagram has been added to the signal plans.**

6. Provide electrical one-line diagram for the power meter of the signal.

**Response: We do not anticipate the signal warrant will be met for several years. We would propose that the one-line diagram be prepared once the signal warrant is met. The signal will require a special use permit to construct and the one-line diagram can be reviewed/approved at that time.**

7. Include CDOT Signals on future reviews regarding the signal. They may have additional comments.

**Response: The signal plans are part of the construction plan set. They could be separated out or we can add a note stating that the plans may require updates once the signal warrant is met.**

8. Project special provisions are mentioned on the signals note sheet, but I don't see them attached. Make sure these get added in prior to construction.

**Response: We do not anticipate the signal warrant will be met for several years. We would propose that the project special provisions be prepared once the signal warrant is met. It is likely that the specifications will change before the signal is constructed. The signal will require a special use permit to construct and the project special provisions can be reviewed/approved at that time.**

GRilling 8/27/2025

1. With regards to the following comment-response:

- "GRilling 6/17/2025 2. The WB to SB left turn lane is labelled as 11'; wide, but that may include the theoretical 1' shoulder/gutter, making it a 10' lane. How far is traffic from the edge of any median posted signs? Response: The widths provided are from stripe to edge of pavement. The turn lane has 11' of asphalt. The signs post will be 3.5-feet from the edge of pavement."

-I'm still a little bit fuzzy on what's being described. In the world of CDOT's highway cross-sections, the width of a left turn lane would be measured as follows: If there is no gutter pan, you would offset a theoretical shoulder inside edge line 1 from the face of the median curb. The distance between this 1' offset and the channelizer would be the lane width. If there is a gutter pan (either 1' or 2' depending on configuration), you'd take the distance from the channelizer to the joint line between gutter pan and asphalt. A cross section would help illustrate if this turn lane meets width, but I think what you're describing is too narrow. CDOT requires 11 minimum width turn lanes on this corridor, so there should be at least 12' from the face of the median curb to the channelizer stripe (13' if there's a 2' gutter pan on the median).

**Response: The cross-section meets CDOT standards across all lanes. The desired detail regarding the cross-section is not a part of the SDP but can be found in the construction document submittals.**

2. With regards to the following comment-response:

"GRilling 6/17/2025 3. A north/south crossing of SH83 should be included when the signal is built, and constructed to standard (including S side curb ramp). Response: The ramp on the side for the south crossing was added to the plans."

This crossing should not wait for the fourth leg to be added, but should be in place upon initial signalization.

Response: We understand this comment but would ask if the ramps on the south side could be delayed until the ultimate improvements are completed. The conditions shown will be interim for the curb ramps and the signal pole will be located in their ultimate location. The snippet below shows the addition of acceleration and deceleration lanes for the EB traffic. We could add the ramp and an pedestrian push buon for the interim condition but would like to delay the ramp construction until the roadway is improved to the ultimate condition."

-This is a reasonable response, but still presents ADA issues. First off, there would be no truncated domes on the south side receiving area. The second piece is that there needs to be a flat impermeable area from which a pedestrian can press the push buon to cross SH86.

-On previous projects, CDOT has created a wide shoulder where we pave up to the pole with asphalt. This at least meets "flat turning area" requirements (no cross slope over 2%) and gives a stable platform from which to hit the push buon. It doesn't solve the dome issue, but is better than just dirt/grass surrounding the button.

**Response: Understood, per this comment and the 08/01/2025 CD comment, we have added crossing ramps and a crosswalk to the east side of the intersection, as requested.**

3. With regards to the following comment-response:

"GRilling 04/03/2025 3. Construction plans- sheet 2 or 27- M&S standards plan list is out of date (there's a December 2024 version). Update this immediately before going to construction to make sure you have the latest version. Check the box for CDOT traffic control (S-630-1 and S-630-2) for use on state highways. Response: The SPL provided on the plans is Dated April 25, 2025. Is this not the current SPL?"

-The M&S standard plans list is constantly being updated by CDOT HQ. April 25, 2025 is the current version, but that will be superseded multiple times over before this project is built. Just keep updating it when submittals are sent in, with special focus on getting it right as construction approaches.

**Response: Understood, we always strive to provide current information.**

4. With regards to the following comment-response:

"GRilling 04/03/2025 6. Reach out to Grant Rilling (grant.rilling@state.co.us) to get relevant project special provisions on signal equipment (if this will be a CDOT signal) and traffic signal notes (if this will be a CDOT signal)

Response: The notes were updated as this is a CDOT signal."

-This comment will still apply. CDOT projects typically include both a plan set and a set of "project special provisions". These are for items not covered in CDOT's spec book, or for items being modified from CDOT's spec book. For instance, CDOT used the 2070LC traffic signal controller a few years ago, but this model has been discontinued by the manufacturer. The 2070LDX and 2070LX are commonly being substituted (dependent upon signal/controller configuration). There are roughly a dozen items like this for a traffic signal consisting of the controller, UPS, fiber optic configuration and labelling, conduit preferences, push buon type, controller type, etc etc.

-You will have to include these PSPs into the signal plans somehow, either as a set of project special provisions, or as plan sheet notes. Be aware that something like the fiber optic splice testing spec is 7 pages long, so it would be tricky to include on a plan sheet.

-Regardless, have the signal designer shoot me an email at grant.rilling@state.co.us and we can discuss.

**Response: The town's submittal process has been challenging to say the least on this project. While the SDP submittals do not include signal plans, they have been included with the construction document submittals. The above concerns will be addressed as appropriate on the CD signal plans. You will NOT receive a set with this SDP submittal but should find it in the previous and any future CD submittal.**

5. With regards to the following comment-response:

-GRilling 04/03/2025 8. It's noted that the signal poles will be green. If this is a Castle Rock maintained signal (and they're responsible for repainting), this may be allowable. If this is to be CDOT maintained, I don't want to have to repaint. Please clarify who will be maintaining the proposed signal. Response: The Town has confirmed that they will maintain the signal painting."

-This is acceptable. Let the town know that we'll need to add it to the Senate Bill 8 agreement or some sort of IGA so that there's no question of responsibility in a decade or two.

**Response: The town is aware.**

6. Newer sets of plans have been referenced that are said to include signal details such as caisson (drilled shaft) standards and communications connection details. I have neither seen nor reviewed these. Please provide to CDOT for review.

-The latest signal plan I've seen is dated as March 25, 2024.

**Response: The SDP submittals do not include signal plans, they have been included with the construction document submittals. Please look for these details there.**

GRilling 8/1/2025

1. Latest comment response letter did not address comments dated 6/17/2025.

**Response: The overlapping submittals of the SDP with the Construction Documents have led to significant confusion and redundant comments. We believe we have responded to all comments and will continue to do so. Below are the responses in question.**

2. I'm requiring at least 1 crosswalk (and curb ramps) going across SH86, despite there being no sidewalk on that side of the intersection at this me.

**Response: The requested crosswalk and curb ramps have been added to the east side of the intersection.**

GRilling 6/17/2025

1. Comment response leer did not address Traffic comments from 04/03/2025. Please address these in the next comment response letter (address these comments from 6/17/2025 as well).

**Response: The SDP was submitted twice between the CD submittals. The response letter to CDs was provided to the Town with the comments addressed.**

2. Site development plan sheet 12

Median width is unclear. Generally, you need a 6' envelope (1 WB inside shoulder, 4 hardscape width, 1 EB inside shoulder). Is that being achieved?

**Response: The median width is 6' as described in your comment.**

The WB to SB le turn lane is labelled as 11 wide, but that may include the theoretical 1 shoulder/gutter, making it a 10 lane. How far is traffic from the edge of any median posted signs?

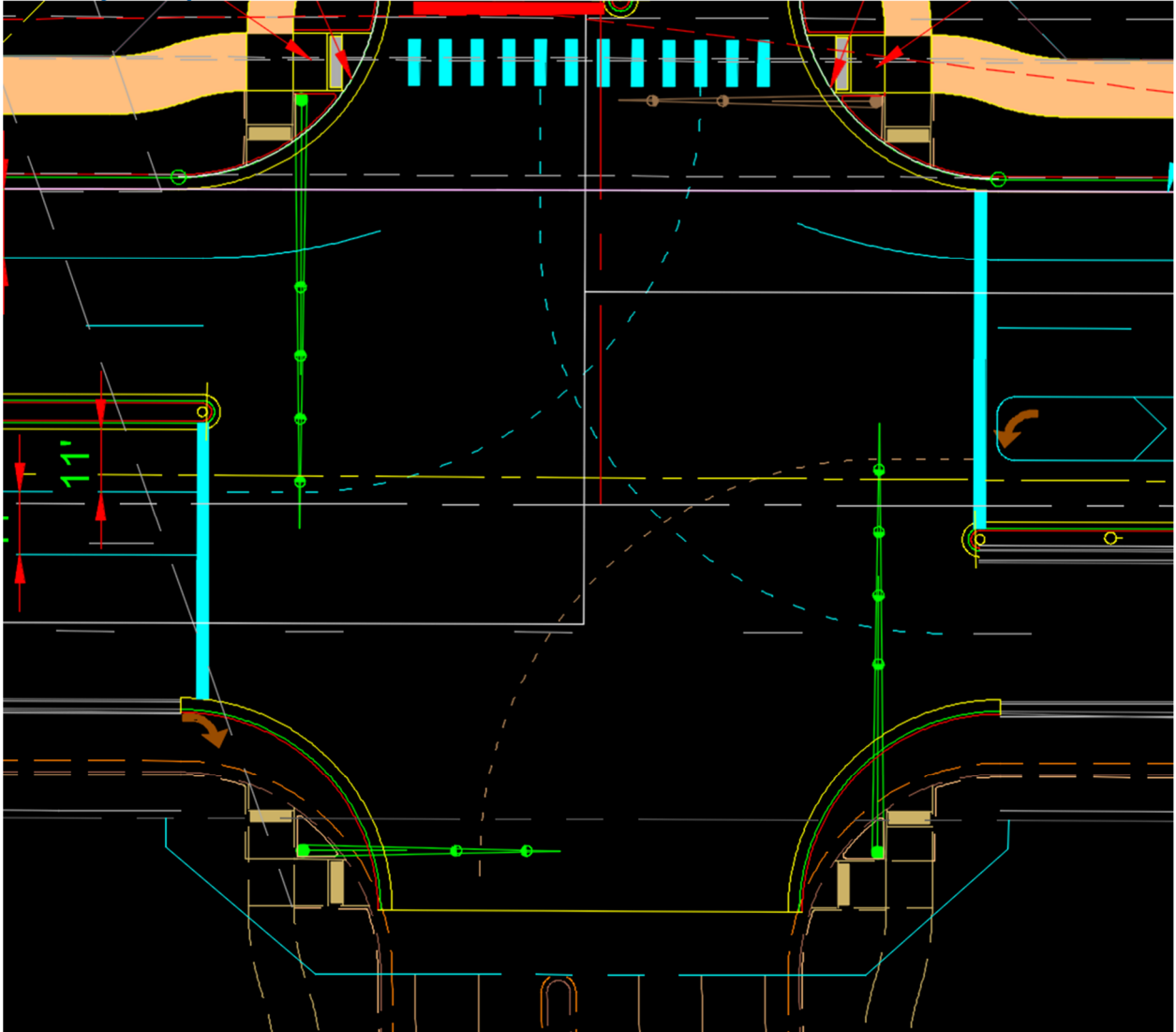
**Response: The widths provided are from stripe to edge of pavement. The turn lane has 11' of asphalt. The signs post will be 3.5-feet from the edge of pavement.**

3. A north/south crossing of SH83 should be included when the signal is built, and constructed to standard (including S side curb ramp).

**Response: The ramp on the side for the south crossing was added to the plans.**

This crossing should not wait for the fourth leg to be added, but should be in place upon initial signalization.

**Response: We understand this comment but would ask if the ramps on the south side could be delayed until the ultimate improvements are completed. The conditions shown will be interim for the curb ramps and the signal pole will be located in their ultimate location. The snippet below shows the addition of acceleration and deceleration lanes for the EB traffic. We could add the ramp and an pedestrian push button for the interim condition but would like to delay the ramp construction until the roadway is improved to the ultimate condition.**



4. Sheet 115- sight distance triangle (typ) note- I can't see what's being called out/pointed at. Is the line super greyed back?

**Response: The line was made clear.**

5. Sheet 151- various monumentation. Don't locate in CDOT ROW.

**Response: The monuments are not located in CDOT ROW.**



GRilling 04/03/2025

1. Provide comment response letter addressing previous comments

**Response: Letter provided.**

2. Revision 5 submittal PDP narrative (01/30/2025) states that units have gone from 474 to 515, including duplex development. This changes the trip generation, though I'm unclear if this is reflected in the TIS dated 12/18/2024. Please either update TIS or respond in the comment response letter that this is properly addressed by the 2/18/2024 TIS.

**Response: The increase in units was addressed in the TIS.**

3. Construction plans- sheet 2 of 27- M&S standards plan list is out of date (there's a December 2024 version). Update this immediately before going to construction to make sure you have the latest version. Check the box for CDOT traffic control (S-630-1 and S-630-2) for use on state highways.

**Response: The SPL provided on the plans is Dated April 25, 2025. Is this not the current SPL?**

4. Construction plans- sheet 3 of 27- ToCR signage and striping notes, notes 2, 6, 7- be aware that CDOT may have different thicknesses and application rates, different materials requirements, etc. Verify you are following CDOT's specs for state highway applications.

**Response: The notes were removed.**

5. Construction plans- PDF page 23 (signal plans page 2)- M&S plans list is out of date.

**Response: Same response as comment 3.**

6. Reach out to Grant Rilling (grant.rilling@state.co.us) to get relevant project special provisions on signal equipment (if this will be a CDOT signal) and traffic signal notes (if this will be a CDOT signal)

**Response: The notes were updated as this is a CDOT signal.**

7. All signals must meet warrants with existing volumes prior to installation. Projected volumes will not be accepted.

**Response: Comment noted.**

8. It's noted that the signal poles will be green. If this is a Castle Rock maintained signal (and they're responsible for repainting), this may be allowable. If this is to be CDOT maintained, I don't want to have to repaint. Please clarify who will be maintaining the proposed signal.

**Response: The Town has confirmed that they will maintain the signal painting.**

9. Signing and striping notes (from Castle Rock) might have the same issues as outlined in comment 4.

**Response: The notes were removed.**

10. Will signal poles be constructed to the CDOT standards? S-614-40 and S-614-40A? Please label the pole standard, the caisson diameter, and the caisson depth for each corner.

**Response: Information added.**

11. How certain is the timing of the south leg? It looks like you're placing a NE caisson based on current CDOT standard, and I'd hate for that standard to be revised prior to the S leg being constructed.

**Response: The timing is unknown.**

12. Why aren't curb ramps being built as directional?

**Response: Curb ramps were revised to directional.**

13. Electrical engineer stamped one line diagram required for signals on the state highway.

**Response: Comment noted.**

14. What type of communication will be utilized? I don't see fiber items, radio items, or cell modem items.

**Response: The information was added.**

15. For the purposes of matching CDOT spec (assuming that's what you want to do), the item names for drilled caissons have changed to "drilled sha". It's worth tabulating them as such if you want to make lookup in the CDOT spec book simpler.

**Response: Comment noted.**

16. Discuss whether a N/S crossing should be provided despite the S leg not yet being developed. It looks like a curb ramp for it is being built, and we don't want curb ramps to nowhere. Generally speaking, CDOT has been requiring crosswalks across mainline when new signals are built, regardless of if the other side is developed yet.

**Response: The directional ramps have been added. At this time the ramps crossing Founders have been removed. There is no sidewalk and as noted this would be a crossing to nowhere, since the timing of improvements on that side of Founders are unknown we would propose no ramps at this time.**

GRilling 02/24/2025

1. Trip generation has gone down from Revision 3. This is permissible.

2. Previous comments regarding intersection and signal plans still apply.

**Response: Comment noted.**

3. Page 12- striping appears off, though it might just be due to early stages.

-Hatching on SH86 between the WB to SB le turn lane and the through lane should be chevron.

**Response: The striping will continue to be refined as we complete construction plans. The hatching has been changed to chevrons as requested.**

-Extension/guidelines through intersection aren't scaled right, etc. When a striping plan is developed, please label all stripes with material, width, inlay depth, color, pattern, etc per S-627-1.

**Response: The linetype scale has been updated and striping plans with the construction plans will show more detail.**

-Label lane widths on striping sheet (note that widths are not inclusive of gutter pan).

**Response: The lane widths have been added to the SDP.**

-Through-right arrow on local street seems improper. Instead, I'd handle it with a sign stating "right lane must turn right" "at conceptual entrance 2", allowing for the right lane at entrance 1 to be gone through to get to entrance 2. Use weave striping for the accel out of 1, and you'll be alright. I worry with a through-right arrow that folks will think the through lane goes further, and will get them into the neighborhood.

**Response: Comment noted. The striping depicted has been reviewed and has preliminary approval. The striping may change with construction plans.**

4. Any signals have to meet warrants with existing volumes. No projected signal warrants will be allowed. Plan on "opening day" being without a signal, even if you expect to meet warrants in the near future.

**Response: Comment noted.**

GRilling 01/08/2024

1. Comments previously provided on "Canyons South" permit, and addressed by that developer.

2. Either this development, or the Canyons South development, will need to provide detailed plans of the intersection with SH86. Be aware that signal plans require an electrical one line diagram stamped by an electrical engineer, a SUE investigation (or equivalent in coordination with CDOT Utilities), and signal phasing diagrams.

**Response: Acknowledged**

3. Plan sheet 65 shows a 3-leg intersection. Sheet 97 shows a 4-leg. Please clarify, and make sure the final configuration (and any interim configurations) is properly analyzed in the TIS and/or traffic letter. If there is to be a fourth leg and signalization, it seems odd that there is no SB through lane at the intersection.

**Response: The current condition is what has been shown for the SDP, but final conditions were reviewed and analyzed. The final condition with the fourth leg will lose the chevroned island and it will become the SB through lane.**

4. Looking at the Auto Turn templates, it appears that the curb ramps at SH86 are not directional. Why? Additionally, will there be a N/S crossing of SH86 at this signal? If there is to be one in the future, does this impact the median location or truck turning templates?

**Response: This location will one-day be a full-movement intersection that includes the potential for pedestrians crossing Founders Parkway. Therefore, the standard CDOT Larger-radius detail has been applied for the ramps in question. There is clearance for the crosswalks to pass the medians without future alteration. Turning analysis has been performed for all movements and there are no concerns with the current geometry.**

Kiene 1/18/23 - Proposed full movement intersection on SH 86 should conform to Access Control Plan / serve as the single allowed signalized intersection in this segment. Unclear on connection of "Connector Collector" roadway from Intersection #5 to the northwest, is there direct connection to Crowfoot Valley Road through the adjacent network?

**Response: Comments noted. The comments from previous reviews have been reflected on the current plans.**

#### **Other Comments:**

Generally for this zoning:

All access locations along SH 86 should match the Access Control Plan (ACP).

Protanal traffic signal locations are shown on the ACP. These intersections are preferred to be 4-way intersections. The safest locations for multi-modal crossings of SH 86 would be at a signalized intersection.

**Response: The intersection location has been approved and permitted.**

CDOT supports completing the roadway network in this part of Castle Rock by ensuring intersections align with roadways planned on the west side of SH 86 providing more direct access and connectivity from Castle Oaks Dr to Front Street without reliance on SH 86.

Provide a cross section on the plan sheets for SH 86. That cross section and plan sheets so affected, need to illustrate for COOT how much ROW exists and how much is proposed so we

might see that it is compliant with the SH 86 Corridor Optimization Plan (preferable a 156-roadway).

RS 01-12-23

**Response:** We believe the previous comments have been addressed. The proposed intersection of Founders Parkway (SH86) & Embark Avenue have been coordinated with the property on the south side of Founders and will one-day be a full-movement 4-way intersection. There are two small areas either side of the intersection that COULD be defined by a typical section. However, these two areas do not match each other, and the remainder of the project is some form of transition in or out of this geometry. Cross sections will be provided on the construction plans, but there's not a whole lot of typical geometry in this project. We have added dimensions to the plans that should assist in the compliance evaluation.

**B. Description of Property**

- Canyons Far South includes approximately 361± acres.
- Canyons Far South Filing No. 1 Addendum 1 will cover the property frontage along Founders Parkway and the right-of-way of Founders Parkway.
- The site is covered with native grasses, areas of scrub oak with a few pine trees mixed in. The topography is shallow canyons with slopes ranging from 0% to 30%.
- The Natural Resources Conservation Service (NRCS) Soils Classification Map indicates soil types present on the site are predominately classified as HSG C and D. See Appendix D for Soil Maps.
- This site outfalls to the east to McMurdo Gulch, which drains northeast to Cherry Creek. Tributary B and Tributary 3 of McMurdo Gulch are located within the property and have been analyzed by Filing No. 1. There are no improvements directly to McMurdo Gulch anticipated for this project.
- McMurdo Gulch Tributary 3 contains flood zone within the property, at the extreme eastern edge of the site. These can be seen in the FEMA FIRM map 08035C0189G located in Appendix D. No impacts to this floodplain are anticipated by this project.
- There are no irrigation canals or irrigation ditches on the property.
- Canyons Far South Filing No. 1 Addendum 1 has no significant geologic or topographic features.
- Canyons Far South Filing No. 1 Addendum 1 will tie-in to the existing infrastructure along Founders Parkway.
- Several existing ponds are located along Founders Parkway that treat runoff prior to releasing to the Canyons Far South site. These ponds are primarily sized for water quality treatment only. It is understood that this project does not need to account for the water quality treatment of Founders Parkway. But this project has accounted for this area in our downstream ponds to be conservative. See Filing No. 1 for more information.
- Canyons Far South Filing No. 1 Addendum 1 includes roadway improvements and modifications to the existing Founders Parkway.

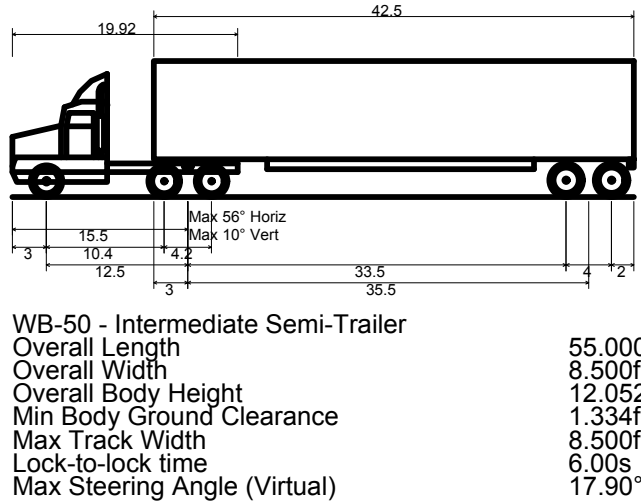
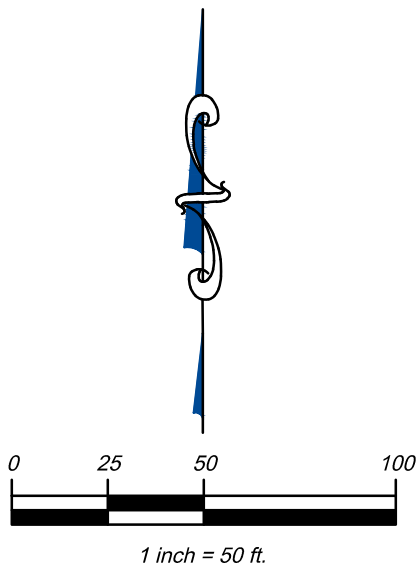
**III. DRAINAGE BASINS AND SUB-BASINS**

**A. Major Drainage Basins**

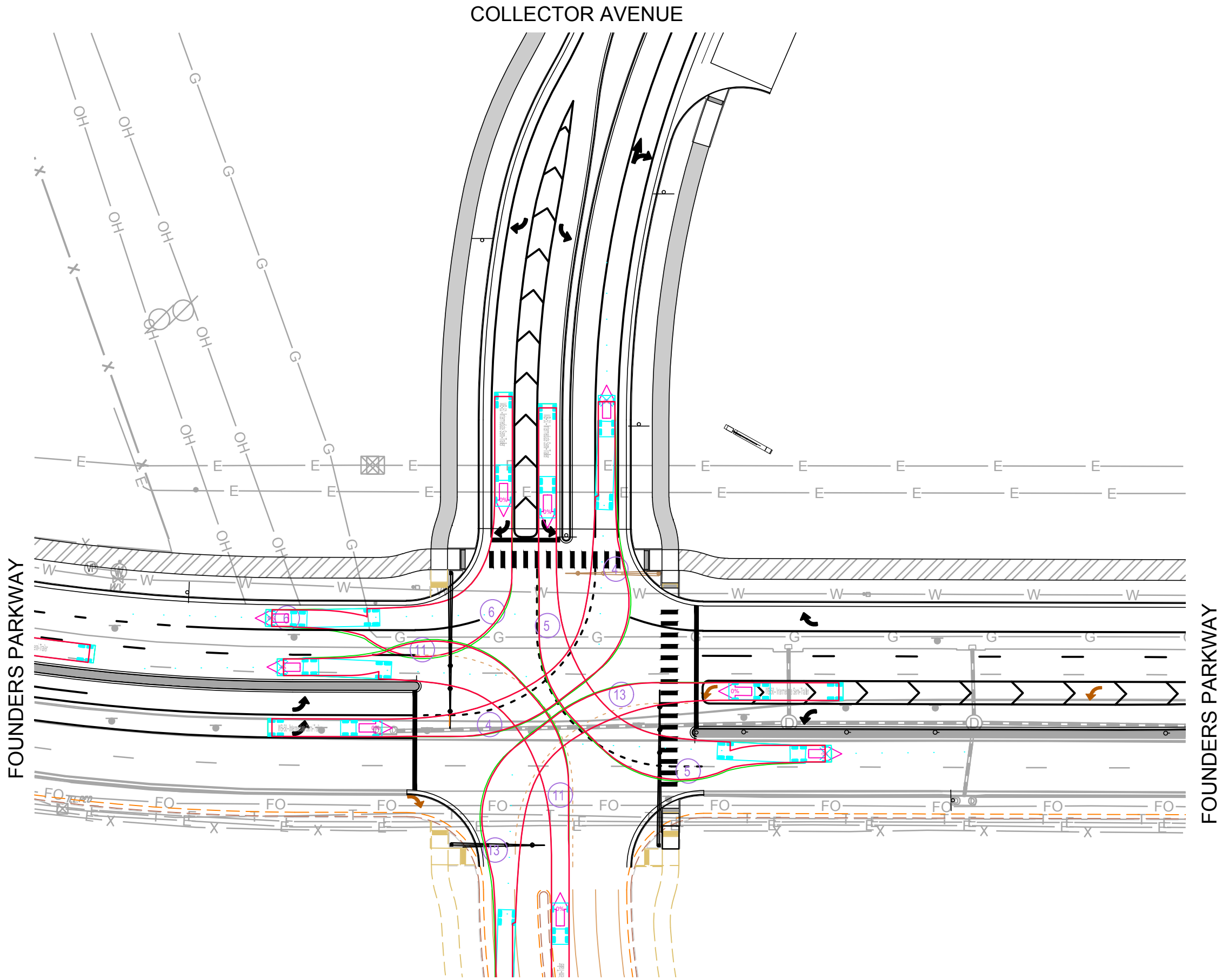
- Major drainage basins in the area include McMurdo Gulch Tributary B which covers the entirety of the project site. The tributary drainage basins flow generally to the east to McMurdo Gulch and then northeast before it joins Cherry Creek.
- Within the project site, an existing pond releases to an existing culvert. This drains under Founders Parkway to the east to McMurdo Gulch Tributary B. No modifications are proposed to this pond or culvert.
- Several existing ponds are located along Founders Parkway that treat runoff prior to releasing to the Canyons Far South site. These ponds are primarily sized for water quality treatment only. It is understood that this project does not need to account for the water quality treatment of Founders Parkway. But this project has accounted for this area in our downstream ponds to be conservative. See Filing No. 1 for more information.



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**WB-50 DESIGN VEHICLE**



**FOUNDERS PARKWAY ENTRANCE MOVEMENTS**

**LEGEND:**

- INDICATES WHEEL PATHS
- INDICATES BODY OUTLINE PATH
- INDICATES MOVEMENT PATH NUMBER



**CANYONS FAR SOUTH  
AUTO-TURN EXHIBIT**