

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.

Cultural/History File Search: [hps://www.historycolorado.org/file-access](https://www.historycolorado.org/file-access) Email: hc_filesearch@state.co.us

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

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

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 will be completed with the final Construction Documents.

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 and will be addressed on the construction plans. There will be limited landscaping at the new intersection on Founders Pkwy.

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 and will be addressed on the construction plans. There will be limited landscaping at the new intersection on Founders Pkwy.

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 and will be addressed on the construction plans. There will be limited landscaping at the new intersection on Founders Pkwy.

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.

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.

Hydraulics Comments:

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

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

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

the drainage is good with this location
Samer 2-26-2025

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 plans.

-- 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.

Residential Engineer Comments:

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

Traffic Comments:

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).

Protan 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-foot 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.