Addendum 1

Supplemental Investigations

Table of Contents

Figures

1. Introduction

The purpose of this addendum is to provide additional information and context to the Peyton Drainage and Transportation Master Plan completed in June 2022. This addendum is intended to be read in conjunction with the original report and provides additional detail on specific aspects of the plan based on further investigation that was completed.

Background Information

In 2020, El Paso County (EPC) began the process to create a Drainage and Transportation Master Plan for the community of Peyton, Colorado. This report was finalized in 2022. The original report raised questions that were investigated further after the completion of the initial report. This addendum provides supplementary information and clarifies aspects of the original plan in an attempt to reflect current conditions and future plans as well as possible. It serves as a supplement to the original report to be used as a reference for decision making related to drainage and transportation projects in Peyton.

Pikes Peak Rural Transportation Authority (PPRTA)

Upon completion of the original Drainage and Transportation Master Plan, EPC decided to include a portion of the recommendations on the November 2022 Pikes Peak Rural Transportation Authority (PPRTA) ballot measure. The project team completed additional work to identify an initial focus area that included portions of Bradshaw Road, Railroad Street, Front Street, Main Street and Peyton Highway. This initial focus area was presented to voters on the November 2022 ballot, alongside other projects, with the ballot language of “Peyton Area Roads – Railroad, Front and Main Street Improvements.” The ballot measure was approved by voters and is listed as a Priority “A” project; such projects have historically received funding through PPRTA. The PPRTA is scheduled to begin funding projects planned for 2025 through 2034.

2. Additional Community Input

The project team engaged a wide range of stakeholders throughout the development of the Drainage and Transportation Master Plan, including residents, business owners, community organizations, and government agencies. Engagement methods used included public meetings, surveys, and focus groups. The feedback received from stakeholders highlights the importance of balancing the needs of the community with the technical requirements of the drainage and transportation system, and with financial constraints. The feedback was incorporated into the full report. As a part of this addendum, the project team, in conjunction with EPC, conducted one additional stakeholder engagement meeting in December 2022 to provide updates on the planning process and solicit additional feedback. A copy of the meeting minutes is provided in **Attachment A – December 2022 Stakeholder Minutes**.

Stakeholder Feedback

As funding is obtained through PPRTA, it is important to refer back to the stakeholder comments received in this process to direct design recommendations. The meeting minutes provide key insight into the discussions held, and recommendations later in this addendum also reflect feedback received during this process. Additional community input should be sought to inform final design decisions, as conditions may be different in the future.

3. Amended Existing Conditions

The following chapter provides an updated overview of the existing conditions in Peyton, based on additional field investigation. The information provided, such as right of way (ROW) and topographic survey information, will play a key role in determining the direction of future improvements. This information is only an initial assessment for planning purposes and more fieldwork will be necessary during the design of recommended projects.

Right of Way Research

The right of way in the town of Peyton is highly complex, with fragmented parcels, missing data, and conflicting survey monuments. The project team conducted field investigations and research to gain a better understanding of the historical chain of events that led up to the current state of the ROW. During this process, the team collected data on the existing town plat, ROW vacations, land survey plats, deeds, and easements that may impact the use of the ROW for drainage and transportation purposes. The team also conducted site visits to search for boundary evidence and to identify other issues that may impact the use of the ROW. This research was generally confined to the initial focus area identified on the PPRTA ballot. In certain cases, the research expanded to adjacent parcels due to missing boundary monuments, allowing the project team to gain a better understanding of the overall ROW conditions in Peyton.

The results of the field investigations and research indicate that full documentation of the ROW in Peyton will require further title research. This presents some legal and physical constraints that future design and construction projects may need to navigate. Based on the limited research completed in this project, the team identified the following approximate ROW widths for Front Street and Railroad Street:

- Front Street: typically 50 to 80 feet (varies)
- Railroad Street: typically 60 feet (varies)

This ROW information is consistent with the preliminary field data and survey plats. It is important to note that a large amount of required information was either missing or unable to be found during this project. Additionally, for several survey monuments found in the field, more research and fieldwork would be necessary to determine how they relate to the plats and other found land survey monuments. The ROW files developed for this project, which will be shared as a part of the final deliverable package, may be used as a starting point during design to narrow down alternatives based on the overall width of the project footprint. Ultimately, additional research and fieldwork will be required to fully understand the ROW in Peyton.

Topographic Survey Results

As part of the updated existing conditions, the project team completed a topographic survey of the initial focus area and portions of adjacent roadways and parcels. The purpose of this survey was to gather more details on the topography of the area, including elevations, drainage patterns, site characteristics, and existing conditions. While obstructions within the ROW are minimal due to the rural nature of the community, this information was helpful in identifying key design considerations such as the following:

- Valuable trees, inside and outside of the ROW, that should be protected, if possible
- Driveway and alley locations for which access should be provided
- Drainage infrastructure to avoid and/or upgrade, such as ditches and culverts
- Fence lines or other high-value private property that, although within the public ROW, are avoidable
- Existing public infrastructure such as edges of pavement and utilities
- Survey monuments

This information may allow future design to progress to a conceptual level without the need for additional survey information for the initial focus area. Supplemental survey ultimately will be required for a final design to ensure a clean transition between private development and public infrastructure. The topographic survey CADD files developed for this project will be shared as a part of the final deliverable package.

4. Amended Recommendations

This chapter presents an updated strategy for addressing the drainage and transportation challenges present in Peyton. The recommendations highlight the revised goals and objectives of a future design project based on the latest developments and stakeholder input received. The discussions in this chapter are intended to act as a baseline reference for future projects, with the intention of additional community input driving final design decisions.

Drainage Recommendations

The drainage recommendations in the final report included concepts ranging from cleaning or upgrading existing infrastructure to a full buildout of a closed storm system across the entire town. While a full buildout of a closed storm system would be a desirable outcome, the project team recognizes that this level of investment may not be appropriate for the entire town, nor is enough funding available for this concept. The revised drainage recommendations are meant to reflect additional understanding of available funding and community needs.

Open Versus Closed Storm System

As the design and construction processes of the projects recommended in the full report begin, it is important to consider which types of drainage systems may be most appropriate for Peyton based on future considerations and community input. There are two broad types of systems that could be chosen: open or closed. An open system consists of structures or land formations that are open to sight and convey rainfall runoff. Examples of this are culverts, ditches, and swales. A closed system is largely unseen, with rainfall runoff conveyed underground using inlets, buried pipes, and manholes. Both systems are gravity driven and require regular maintenance and cleaning. It is assumed that in the future, most roads and streets in Peyton will be paved, while alleys will remain unpaved, both in open and closed system configurations.

There are many tradeoffs to consider in selecting an open versus closed drainage system for the town of Peyton. For instance, an open system traditionally requires a lower capital construction cost; however, it requires more ROW for swales and ditches. An open system would not include curb and gutter or sidewalks. Runoff would be conveyed under cross streets, alleys, and driveways through culverts or across them with cross pans. Cross pans should be considered on the north half of town, especially north of Main Street where flows are minimal. Once south of Main Street, flows may increase to a point where cross pan capacity would not be large enough to satisfy spread criteria in the roadway. This option should still be evaluated based on future development and projections at the time of design. Culverts and ditches could easily become clogged with debris and yard waste and would therefore require regular maintenance to ensure proper function. Culverts placed under driveways, alleys, and cross streets would need to be designed to meet cover criteria and ditches would need to be designed to meet grade and freeboard criteria. Additionally, embankment protection, such as soil retention blankets, turf reinforcement mats, or riprap would need to be considered. A key benefit of an open system, compared to a closed system, is that the additional time it takes for rainfall runoff to reach an outfall would allow it to infiltrate into ditches, reducing the overall amount of runoff. This reduction in runoff could help reduce the need for a permanent water quality structure; however, further analysis would still be needed to determine what type of permanent water quality structure may be required, if any.

A closed drainage system may have a much higher capital construction cost than an open system; however, it would provide community amenities such as sidewalks and improved parking while limiting ROW requirements. This type of system would use curb and gutter, inlets, and manholes to contain and convey flows during rainfall events. Closed systems do not provide for infiltration as runoff flows to the outfall, and more paved surfaces create the potential for larger flows, requiring a full-spectrum detention pond or permanent water quality structure for treatment on the south side of Bradshaw Road. In addition, the community has expressed concern with how parking would interact with a closed storm system. Currently, many residents and visitors park on the edge of the road in an informal manner. Placing curb and gutter along the edge of pavement may disrupt the current parking patterns and availability.

Mixed Design Approach

The project team evaluated how various design approaches could be combined to simplify phasing and recognized that different areas of Peyton require varied levels of design. A mixed design could be appropriate for Peyton, based on stakeholder feedback. The overall approach may include a more developed section in the vicinity of Railroad

Street and Front Street, which could include curb and gutter, parking, and sidewalks to serve visitors and residents in the more heavily visited parts of town. Outside of this area, ditches and swales could be added to improve drainage patterns, such as along Pueblo Street, Manitou Street, and other north/south roads outside of the developed section. This section highlights how this mixed design approach could create numerous benefits for the drainage and transportation systems where needed most, while leaving opportunities for future upgrades as additional funding is secured.

Initial Focus Area

The initial focus area is defined as the areas surrounding the following features:

- Railroad Street
- Front Street, from Railroad Street to Main Street
- Main Street, from Front Street to Railroad Street
- Bradshaw Road, from US 24 to Railroad Street
- The Rock Island Trail through town

The exact limits of the initial focus area are not strictly defined and are generally intended to be where transportation and drainage infrastructure can be easily divided and tie into proposed and existing constraints. This initial focus area is broadly what has been approved for funding through PPRTA 3.

The general recommendation for this area is to construct the central closed stormwater system shown in **Figure 1**, which was originally presented as Figure 37 in the full report. This focus area would benefit from a closed stormwater system, as this would allow for more urban transportation infrastructure to be built, such as curb and gutter, parking, and sidewalks.

Figure 1. Proposed Drainage Schematic – Concept 5

If desired, the scope of this system could be reduced by constructing ditches along the south side of Railroad Street and Main Street, allowing that portion of runoff to flow toward the post office in an open system. Alleys may remain unpaved until it is decided that paving would be beneficial; however, paving of alleys would not generally be required for proper drainage. Culverts could be used under Main Street, 2nd Street, alleys, and driveways, while curb cuts and riprap rundowns could be installed to direct flow into ditches and protect against erosion. Any closed storm system that is constructed with a mixed design approach should be able to handle the flow from a complete buildout scenario to avoid the need for future reconstruction. This will help reduce duplication of costs and construction work. These recommendations can help relieve pressure on the drainage system immediately, while allowing room for further development in the future as required.

Peyton Highway Focus Area

The Peyton Highway focus area is intended to be included in the initial focus area design and construction timeline; however, due to its unique circumstances, it is described separately here to allow for more detail. This area is also included in the PPRTA 3 funding. It is currently desired that the intersection of Peyton Highway and Main Street be reconstructed to straighten Peyton Highway and improve safety at the intersection. The proposed realignment lies in, and next to, a floodplain found on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) map number 08041C0375G. The realignment of the intersection would also cover an existing waterway. The three existing culverts crossing under Peyton Highway would need to be redesigned so that they would not outfall upstream of the proposed intersection. These three culverts carry an approximate flow of 400 cubic feet per second for the 100-year storm. The flow from these culverts runs northwest to southeast until it crosses under Peyton Highway. It then joins Bracket Creek to the south. Relocating the intersection and realigning the roadways would require a detailed look into both drainage and floodplain implications. This new alignment could bring significant drainage and floodplain changes and requirements, such as a Conditional Letter of Map Revision (CLOMR), Letter of Map Revision (LOMR), wetland mitigation, and/or stream loss mitigation.

Long-Term Focus Area

The long-term focus area is defined as the areas outside of those described in the initial focus area, excluding Peyton Highway. This portion of the project is not currently funded through PPRTA 3 or any other source. Recommendations for this area have been scaled back to be more in line with the future funding that is likely to be available. This portion of the project area is also more residential than commercial in nature, and so a different approach may be required. The assumptions made in this addendum may not reflect the future reality of the area as the town of Peyton grows. The final design should consider what the town looks like at the time of design, and what the community and EPC want the town to look like at that time.

If housing expands and becomes denser, there may be an increase in impervious areas. This would create excess runoff, which may require more infrastructure like a closed storm system, sidewalks, and/or wider streets. A mixed approach might be advantageous in the interim, as it would require fewer upgrades and, therefore, minimal duplication of costs if future upgrades were made. The general recommendation from this addendum is to investigate constructing an interim design that would forego the western closed storm system shown in **Figure 1**. Instead, a more appropriate design may look more similar to **Figure 2**, which was originally presented as Figure 36 in the full report.

Figure 2. Proposed Drainage Schematic – Concept 4

This concept makes modest drainage infrastructure improvements to the long-term focus area, while leaving room for future upgrades that may look more like the western closed system shown in **Figure 1**. Residents identified the ponding at the intersection of Manitou Street and Main Street as a key concern. A valley gutter and new inlet near the Career Technical Education Facility (CTEF) building would help alleviate that issue. Additionally, reconstructing the ditches along both sides of the streets in this area, replacing and cleaning culverts where needed, and pavi

ng/repaving the roadway where needed would constitute substantial upgrades to the existing system. An example of how this system could look is shown in **Figure 3**.

Figure 3. Long-Term Focus Area Design Example (Google Maps)

The example location shown in **Figure 3** uses shallow ditches along both sides of the street to collect stormwater. This produces minimal impacts to property access and existing parking patterns. Additionally, the example location is situated on the eastern edge of Colorado Springs in the Enclaves at Mountain Vista neighborhood, providing a good regional example. Maintenance of the ditches would be important; however, to ensure that proper drainage occurs into the future. An exception to this design may be along Bradshaw Road, especially the segment from US 24 and through the southern edge of Peyton proper, which varies in use from the rest of the streets in the long-term focus area. This segment may benefit from a closed storm system to allow transportation infrastructure to better integrate with the surrounding street network.

Roadway Recommendations

The roadway recommendations in the final report included concepts that focused primarily on differences in parking configurations along Front Street. The project team has since completed additional work to develop a preferred roadway concept that could be used as a starting point in the design and construction funded through PPRTA 3. The project team also recognizes that, similar to the drainage recommendations, final roadway design decisions should be based on the conditions, projections, and community input at the time of design. Finally, as discussed in the drainage recommendations, a mixed design approach may be appropriate for Peyton, and the following sections of this addendum generally reflect a mixed design approach.

Initial Focus Area

The initial focus area for the roadway improvements covers the same area described previously in the drainage recommendations section. This portion of Peyton is characterized by commercial and industrial land uses. For this reason, it is the main area that attracts visitors, and where the community gathers. Front Street, which contains the commercial core of Peyton and Railroad Street, has potential plans to serve as a community gateway from US 24 and the Rock Island Trail. Discussions have occurred regarding a park in EPC ROW, including the current Department of Transportation (DOT) yard, and thus it is important to set Peyton up for success if these plans come to fruition.

Due to the land uses, and greater public use of this area, stakeholder feedback suggested that this area have a more urban design. This could be done in a number of ways; however, the transportation network will be the key focus within this report. The recommendation for this area is to include curb and gutter, sidewalks, and improved parking along Front Street and Railroad Street. Additionally, Main Street, 2nd Street, and portions of Bradshaw Road should include curb and gutter and sidewalks. This will create a downtown core that is walkable and accessible for all users.

The three parking concepts discussed in the full report are analyzed in further detail in this addendum. Concept typical sections, along with a Railroad Street typical section, are shown in **Figures 4 through 7**.

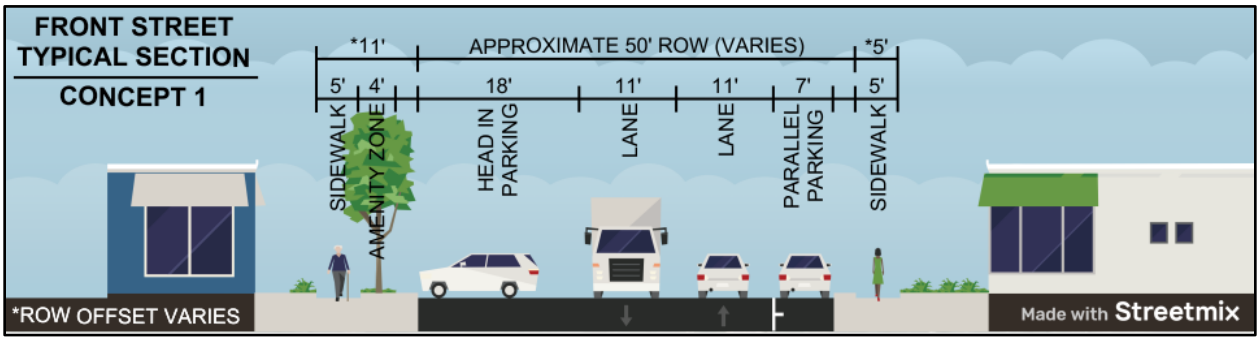


Figure 4. Front Street Parking Concept 1 – Head In/Parallel Parking

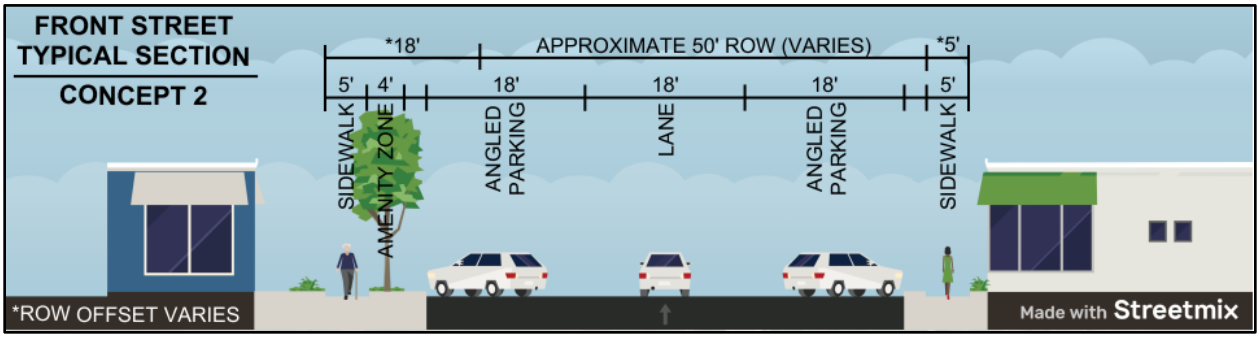


Figure 5. Front Street Parking Concept 2 – Angled Parking

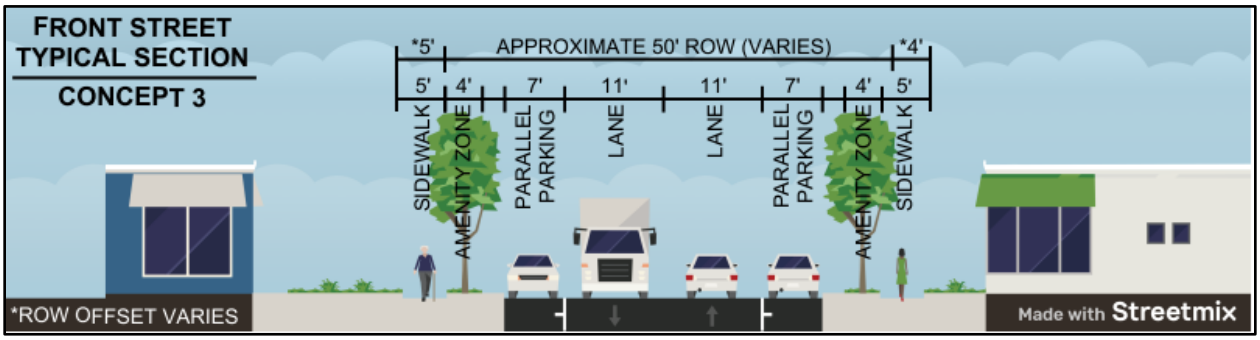


Figure 6. Front Street Parking Concept 3 – Parallel Parking

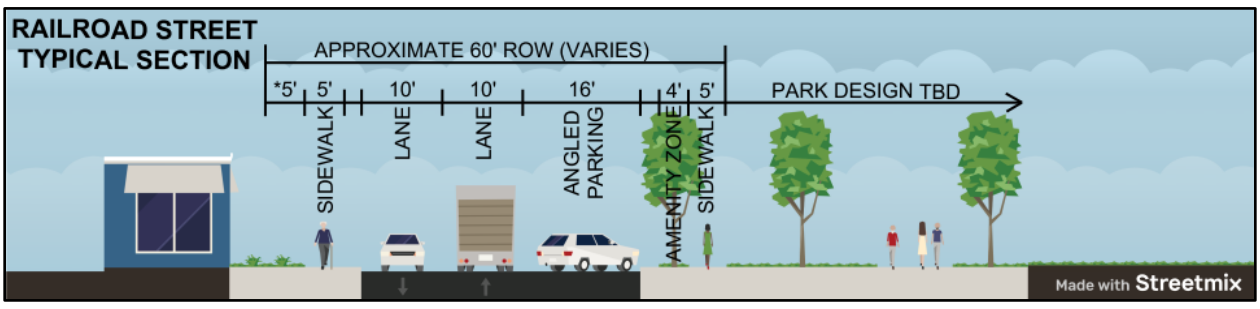
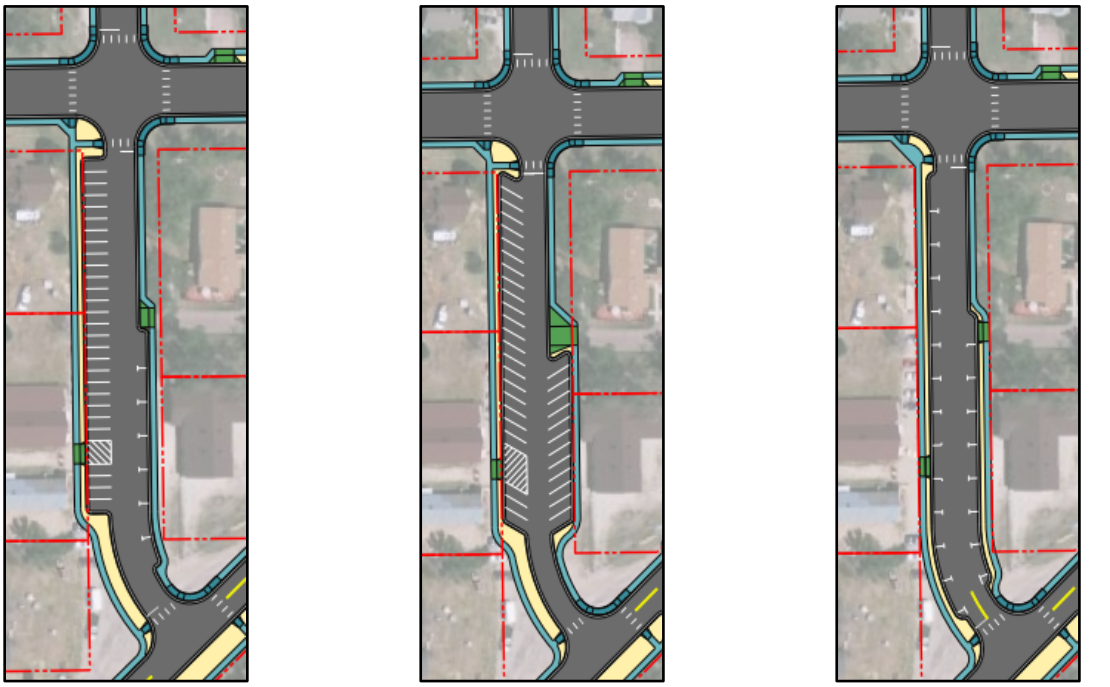


Figure 7. Railroad Street Parking Concept

As seen in **Figures 4 through 7**, the three different Front Street parking concepts have a varying impact on the ROW required. The parallel parking concept requires the least ROW while also providing the least parking. The angled

parking concept provides the most parking while only permitting one-way traffic. The head in/parallel parking concept provides an optimal balance between parking capacity and traffic flow. These concepts are shown in plan view in **Figure 8**.



(a) Concept 1 – Head In/Parallel Parking (b) Concept 2 – Angled Parking (c) Concept 3 – Parallel Parking

Figure 8. Front Street Parking Concepts

The project team took these concepts to the December 2022 stakeholder discussion to gather feedback. Overall, the feedback was positive for all of the options. The parallel parking concept was determined to be the least desirable option because it may be more difficult for some drivers to park. Both the head in and angled parking concepts were well received by those in attendance, but some community members may not be in favor of converting Front Street to one-way traffic.

Through further discussions and a field walk with stakeholders during the December 2022 meeting, the project team developed a new concept to mitigate stakeholder concerns. This new concept is the recommended starting point for any future design and construction project. In this concept, the parking layout on Front Street consists of head in parking on the west side of the street and no parking on the east side. Additionally, the east side of the street would have a 5-foot attached sidewalk, while the west side would feature a 6- to 10-foot detached sidewalk with an amenity zone that could be used for landscaping, green drainage infrastructure, parking meters, benches, or other amenities. This layout would provide similar parking access to what is currently informally used while minimizing ROW impacts, providing improved amenities, and improving drainage. A typical section of this concept is presented in **Figure 9** below and plan view may be found in **Figure 11** (page 10) as part of the overall recommended concept layout.

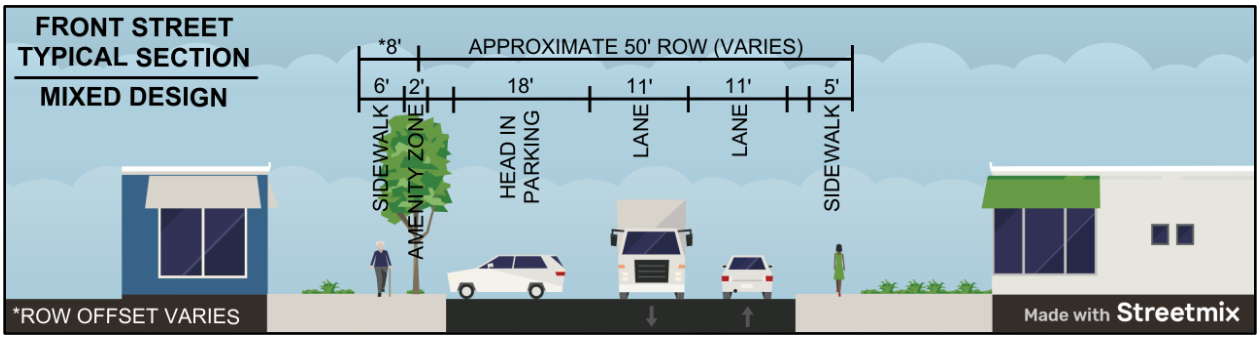


Figure 9. Front Street Parking Concepts

Peyton Highway Focus Area

The Peyton Highway Focus Area, similar to the area described in the drainage recommendations, is intended to be included in the initial focus area design and construction timeline and funded through PPRTA 3. Due to the unique nature of this area, it is discussed separately here to allow for more detail. In the December 2022 meeting, many community members stated that they feel that this intersection is dangerous in its current configuration. The awkward geometry and confusing signing/striping layout contribute to the perception of danger at this intersection. It is recommended that the initial round of design funded through PPRTA 3 evaluate this intersection further and determine the best treatment for it. **Figure 10** shows a concept layout for realigning this intersection.

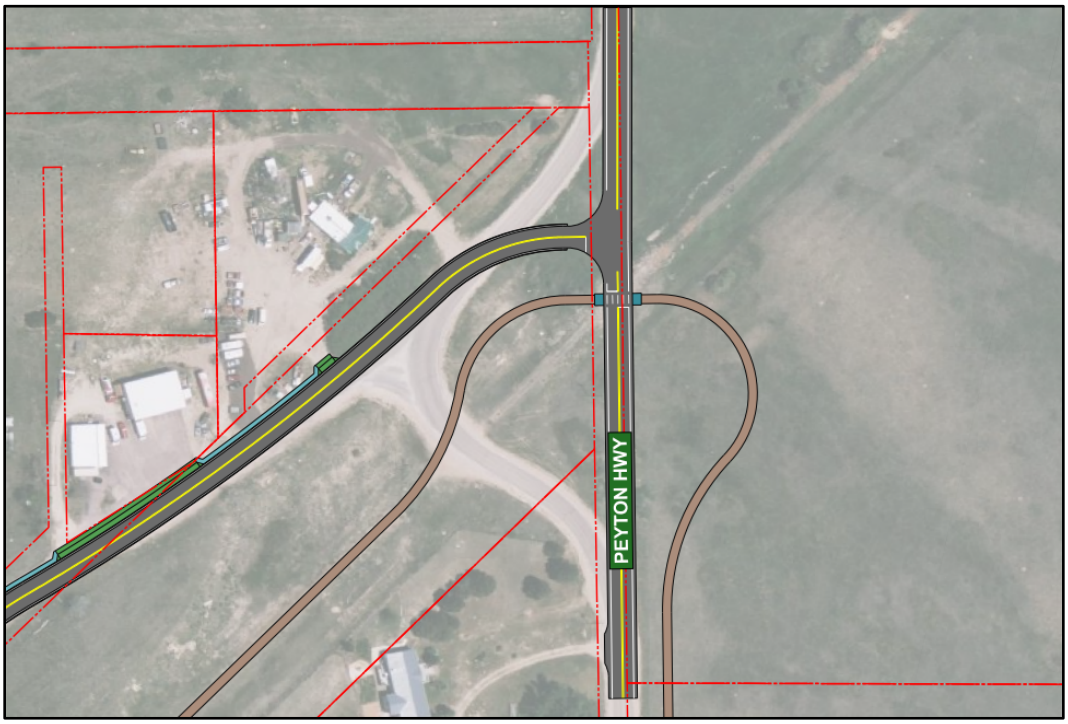


Figure 10. Peyton Highway Realignment Concept

As seen in **Figure 10**, this concept would realign Peyton Highway to straighten it, creating a safer intersection with Main Street. Additionally, the Rock Island Trail may be extended from its current terminus through EPC ROW to cross Peyton Highway just south of this intersection where it then could continue east along US 24 as shown in current long-range plans for the trail. Because future traffic patterns may change by the time the design of this area happens, additional work should be done to evaluate the necessity of this recommendation, determine community support for this change, and determine whether a traffic signal is warranted.

Long-Term Focus Area

The long-term focus area covers the same area described previously in the drainage recommendations section. While this portion of the project currently does not have funding identified, it is still important to consider it when planning for and designing the initial focus area and Peyton Highway focus area. Based on community feedback during the December 2022 meeting, the project team recommends a baseline assumption that this area would incorporate a rural typical section. Stakeholders were concerned about impacts to existing parking patterns if an urban section were used and did not communicate a strong need for sidewalks in this area. This means that transportation infrastructure would be limited to paving or repaving roadways to modern standards, upgrading parking in select areas, and limiting the use of curb and gutter. The final buildout could look similar to the example shown previously in **Figure 3**, incorporating an open drainage system. Additionally, the 90-degree curve on Bradshaw Road, just to the west of the Peyton core, should be evaluated and reconstructed to improve safety.

The project team incorporated all three focus areas into a single design concept based on community and stakeholder feedback. This exhibit, shown in **Figure 11**, demonstrates one possibility in which the multiple design approaches could be combined. This concept is intended to be used as the starting point for a future design phase.

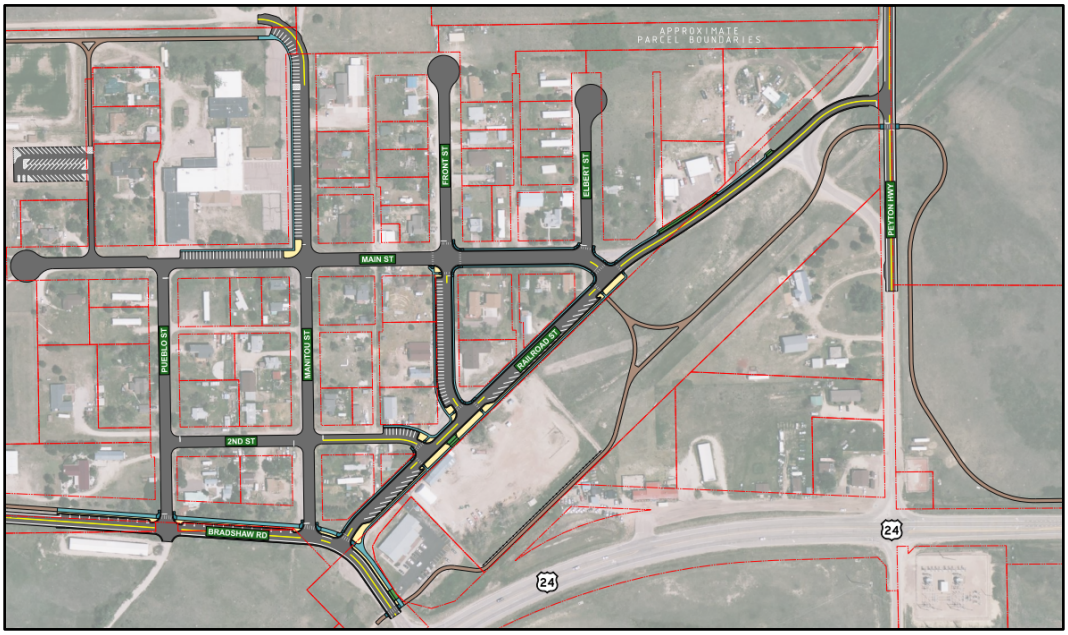


Figure 11. Mixed Design Approach Concept

As shown in **Figure 11**, a mixed design approach combines many of the aspects of the different drainage and transportation recommendations made in the full report and this addendum. Full-size exhibits of the original parking layout concepts and the mixed design approach are provided in **Attachment B – Concept Exhibits**.

Miscellaneous Recommendations

In addition to the main focus areas of the drainage and roadway transportation networks, a few minor recommendations are worth revisiting. While more limited in scope than the drainage and transportation recommendations, these aspects of the network are equally important to ensuring that the final buildout is a cohesive, well-designed system.

Utilities

The utility recommendations made in the full report remain unchanged in this addendum. The amended recommendations do not conflict with those suggestions and therefore would still apply.

Parking Improvements

The parking improvements discussed in the amended roadway recommendations focus mainly on the parking configuration found along Main Street. The project team has also identified parking opportunities along the south side of Railroad Street. These parking spaces would add capacity to what was already shown for Front Street and could be useful for recreational users of Rock Island Trail and the potential future park in EPC ROW. The team has also identified potential parking improvements along Main Street and Manitou Street near the CTEF building, which would help clarify the existing parking layouts and place the parking entirely within the ROW instead of straddling it, simplifying maintenance agreements. Likewise, parking improvements near the athletic fields could be investigated; however, this would likely require an agreement with the school district, as only a portion of that lot would be within EPC ROW. Finally, parallel parking throughout the town could be made viable by widening the roadways to allow for both two-way traffic and parking on one or both sides of the street. Parking concepts are shown in **Figure 11**.

Trails and Multimodal Improvements

While the trail and multimodal improvements identified in the full report remain unchanged, this addendum expands upon the concept design of these facilities. **Figure 11** shows the additional work done to these concepts, such as a concept alignment south of Railroad Street and east of Peyton Highway. In addition to the recommendations made in the full report, this addendum identifies the possible need for an improved crossing of Peyton Highway for the Rock Island Trail should it be extended to the east, as identified in long-term plans.

Transit Improvements

The transit recommendations made in the full report remain unchanged in this addendum. The amended recommendations do not conflict with those suggestions and therefore would still apply.

5. Amended Implementation

This chapter presents an updated implementation plan that should be used in conjunction with the implementation plan provided in the full report. Where conflicts between this addendum and full report exist, the addendum should govern. The focus of the amended implementation plan is a recommended list of interim projects that EPC may pursue for both the initial focus area and the long-term focus area. In addition, this chapter provides a brief overview of how to incorporate the full report and this addendum into future design and construction phases.

Interim Projects

This section includes a list of interim projects that may be completed in the short term. Some of these projects may result in some duplication of work in the future. These types of projects were considered due to their ability to create significant, immediate benefits for the community with little capital investment. While funding has been secured for the initial focus area and Peyton Highway focus area, there is a chance that this funding may not be received until the mid-2030s. With the potential for such a long construction timeline, it was determined that some duplicative work was justified.

Potential interim projects consist of the following:

- Repave Bradshaw Road as scheduled. This road is largely not part of the PPRTA 3 funding and therefore should move forward as planned.
- Fill potholes and patch the current roadway where required. This is a low-cost item that would have an immediate impact on the safety and quality of the transportation network.
- Mill and overlay the current roadway where pavement failure is too great to correct with patching. If the roadway failure is too significant for a mill and overlay to properly correct it, consider waiting to reconstruct the roadway if it is in the initial focus area. If in the long-term focus area, reconstruct where required.
- Evaluate the existing signing and traffic control at the Peyton Highway and Main Street intersection. Consider resigning to adjust which direction has the right of way.
- Improve trail connections in the long-term focus area, specifically from the town core to Peyton Junior-Senior High School and along Bradshaw Road to Peyton Elementary School. Consider adding an improved east/west crossing across Bradshaw Road near the elementary school.
- Clean the culvert under Bradshaw Road near Manitou Street. This culvert contains a large amount of debris and is causing drainage issues in town. Consider replacing the culvert if, once cleaned, it is determined to be damaged. The ditch upstream also needs to be cleaned.
- Clean the culvert under US 24. This culvert contains a large amount of debris. Consider replacing the culvert if, once cleaned, it is determined to be damaged.
- Clean the outfall and the area inlet in the parking lot at US 24 and Peyton Highway. During a field visit, the project team could not locate the other side of the pipe on the east side of Peyton Highway.
- Clean out the three existing culverts under Peyton Highway on the east side of town. Inspect all culverts in the town, including those under driveways, alleys, and cross streets. If severely damaged, consider replacing the existing culverts.
- Complete an exhaustive cleaning of the town's roadside ditches. This would increase the capacity of the system and aid in stormwater conveyance.
- Work with the community to educate them on how to ensure that roadside ditches remain free of debris and how to request EPC maintenance if they notice drainage issues.

While this list includes priority projects that may be completed on an interim basis, it is not meant to exclude any other projects that EPC or the community identifies. Consideration for duplicative work should always be made, especially for projects that would occur in the initial focus area.

Design and Construction Integration

As described previously, this addendum is intended to be used as a starting point for future design projects on the drainage and transportation networks in Peyton. It is important to continue gathering community input during the design process and not simply design based on this addendum or the previously completed full report. Additionally, as the community continues to grow and change over time, the recommendations in this report and addendum may no longer apply and may require updates.

6. Attachments

Attachment A – December 2022 Stakeholder Minutes

Minutes

Meeting name
Stakeholder Update

Time
1:30 PM MST

Project name
Peyton Drainage and Transportation Master Plan

Meeting date
12/12/2022

Location
The Hangar
13530 Front Street
Peyton, CO 80831

Attendees
Nick Vanderkwaak (AECOM)
Tyler Mikita (AECOM)
John Lantz (EPC)
Randy Hersenrether (EPC)
Nicole Owens (The Hangar)
Desire Schultz (Peyton Junction Mercantile)
Greg Land (Peyton School)
Monica Hoffman (PJP Inc.)
Lynn Murphy (PJP Inc.)
Jo Hadley (Outback Jamz/Coffee Shack Brew and Q)

Stakeholder Update

1. Project Overview and Status
    a. The preliminary focus area includes portions of Front, Main, Railroad, Bradshaw, and Peyton
    b. PPRTA 3 funding has been approved via ballot measure with this project being listed as an "A" project
        i. PPRTA 3 is set to run from 2025-2034 – the design and construction phases of this project could fall anywhere in that timeframe
    c. This additional effort within the Master Plan is to create a baseline that summarizes stakeholder and public feedback so that future design phase considers community needs and desires.
2. Street Concept Review
    a. General Comments - Non-Concept Specific
        i. ROW in Peyton is very complicated – EPC and AECOM noted that concepts presented may be outside of ROW ultimately and need to be adjusted or additional ROW acquisition to accommodate options
        ii. Business owners along 2nd Street are concerned with parallel parking near the intersection of Railroad Street limiting customer access, preference would be for head-in or angled parking in this location
        iii. Stakeholders agreed that extending the head in parking shown near the school district building on Main Street should be extended east to Front Street – south of Main Street between Manitou Street and Front Street is currently heavily used as head in parking
        iv. ADA parking considerations throughout town, a large percentage of downtown visitors may require improved access to businesses
        v. Participants like the concept of parallel parking along Bradshaw Road
        vi. Stakeholders like the angled parking along Railroad Street
        vii. Stakeholders are planning to advocate strongly in 2023 for EPC to hand over their DPW yard for the space to be converted to a park
            1. EPC DPW yard could be relocated further north to the area where the current Peyton Highway alignment is located – if realigned this space could be used for the yard if EPC does not find an alternative site so at least it is not in the downtown core

2. IGA could be created on the EPC ROW to create a community center type building, possible partnerships with YMCA or similar organizations possible

viii. Peyton Highway and Railroad Street intersection is currently perceived as being very dangerous and realignment is favorable among stakeholders

1. Potential concern of straightening Peyton Highway is high speed vehicles not noticing intersection with US24
2. Dog-leg currently forces drivers to slow down through this area increasing awareness of the change in environment approaching to the south

ix. Front Street Friday Nights and other special events currently push Peyton's parking capacity to the limit with people parking in obscure spots

x. Stakeholders like the trail alignment as shown

b. Concept 1 (most ROW constraints)

i. Head in parking along the west of Front Street is currently informally structured similar to how is shown - this concept is well received generally

c. Concept 2 (some ROW constraints)

i. One-way concept is well received by stakeholders with property along Front Street; however, it is noted that some community members may not like this option – this concept is well received generally

ii. Angled parking may be easier for drivers compared to head in parking and parallel parking

d. Concept 3 (least amount of ROW constraints)

i. Parallel parking is unpopular with stakeholders, older drivers that frequently visit downtown may find it difficult to park and it limits spaces compared to other alternatives

Alley and Driveway Access

a. Stakeholders asked whether alleys would be included in the final buildout

i. Alleys would be considered and provided access via driveway apron if curb and gutter is present

ii. Alleys would not be paved or upgraded outside of driveway apron

iii. Drainage would be diverted from alleys via curb and gutter on upstream side

b. Discussion regarding how to treat private property access

i. No recommendation will be made in the report, instead it will be recommended to continue working with property owners to determine if a driveway apron, mountable curb, or no curb would be the desired treatment

ii. Treatment may vary throughout the town based on specific drainage needs in each area

1. i.e. driveway aprons on front, main, and railroad but mountable curb or no curb on residential cul-de-sacs

Next Steps and Wrap-up

a. Creating an appendix to the Master Plan with the materials presented during December 12, 2022 stakeholder meeting and including comments from stakeholders

b. Recommend stakeholder concerns for the rest of the town are not precluded by any design created for the preliminary focus area

Attachment B – Concept Exhibits

PEYTON DRAINAGE & TRANSPORTATION MASTER PLAN

AECOM

CONCEPT 1 - FRONT STREET HEAD IN / PARALLEL PARKING (DRAFT CONCEPT SUBJECT TO CHANGE)

DECEMBER 2022

MANITOU STREET
57 SPACES

ATHLETIC FIELDS
56 SPACES

MAIN STREET
31 SPACES

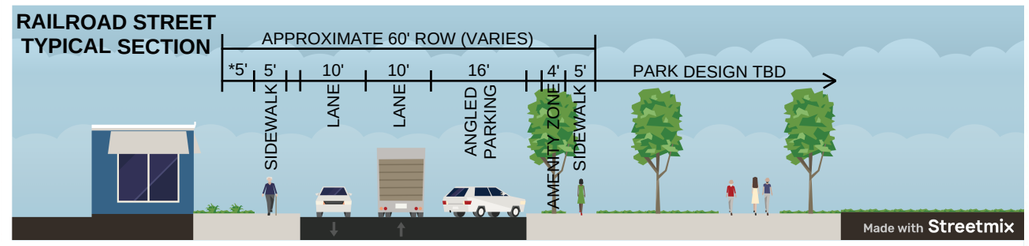
FRONT STREET
WEST - 28 SPACES
EAST - 7 SPACES

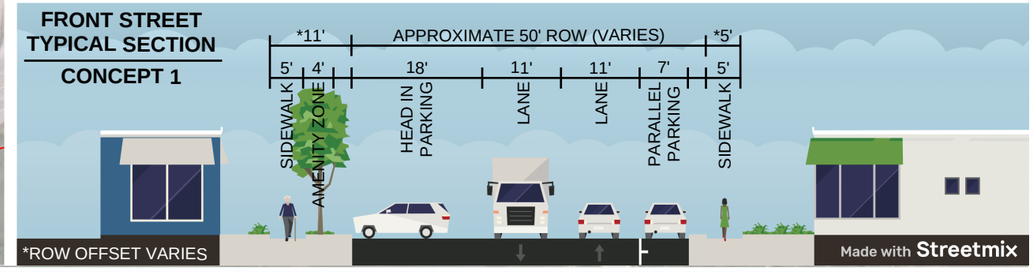
RAILROAD STREET
SOUTH - 10 SPACES
NORTH - 20 SPACES

BRADSHAW ROAD
WEST - 9 SPACES
EAST - 11 SPACES

APPROXIMATE PARCEL BOUNDARIES

FRONT ST
ELBERT ST
PEYTON HWY
MAIN ST
PUEBLO ST
MANITOU ST
RAILROAD ST
2ND ST
BRADSHAW RD
24





PEYTON DRAINAGE & TRANSPORTATION MASTER PLAN

AECOM

0 175' 350'

CONCEPT 2 - FRONT STREET ANGLED PARKING (DRAFT CONCEPT SUBJECT TO CHANGE) DECEMBER 2022

MANITOU STREET
57 SPACES

APPROXIMATE PARCEL BOUNDARIES

ATHLETIC FIELDS
56 SPACES

MAIN STREET
31 SPACES

FRONT ST

ELBERT ST

PEYTON HWY

MAIN ST

FRONT STREET
WEST - 24 SPACES
EAST - 13 SPACES

PUEBLO ST

MANITOU ST

RAILROAD ST

2ND ST

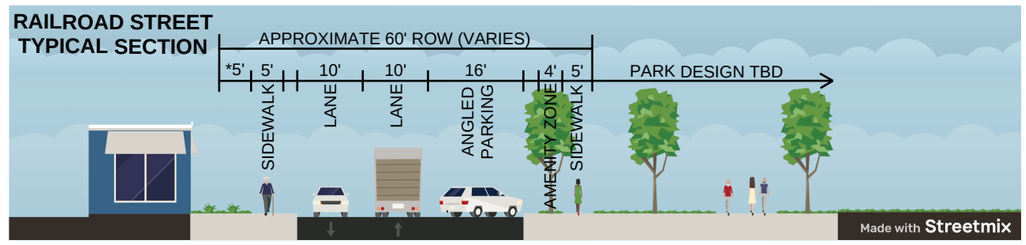
RAILROAD STREET
SOUTH - 10 SPACES
NORTH - 20 SPACES

BRADSHAW RD

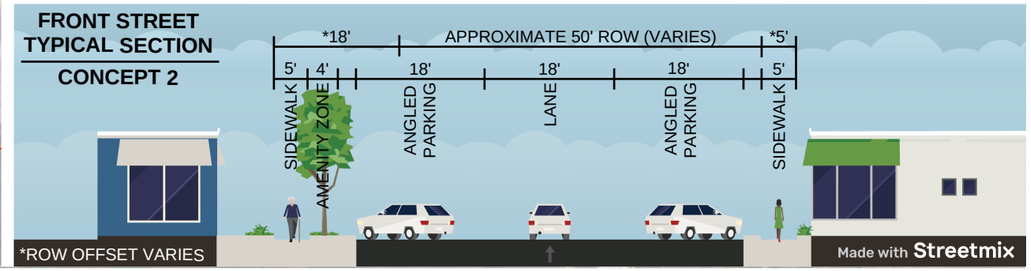
BRADSHAW ROAD
WEST - 9 SPACES
EAST - 11 SPACES

24

RAILROAD STREET TYPICAL SECTION



FRONT STREET TYPICAL SECTION
CONCEPT 2



PEYTON DRAINAGE & TRANSPORTATION MASTER PLAN

AECOM

0 175' 350'

CONCEPT 3 - PARALLEL PARKING (DRAFT CONCEPT SUBJECT TO CHANGE) DECEMBER 2022

MANITOU STREET
57 SPACES

APPROXIMATE
PARCEL BOUNDARIES

ATHLETIC FIELDS
56 SPACES

MAIN STREET
31 SPACES

FRONT ST

ELBERT ST

PEYTON HWY

MAIN ST

FRONT STREET
WEST - 12 SPACES
EAST - 7 SPACES

PUEBLO ST

MANITOU ST

RAILROAD ST

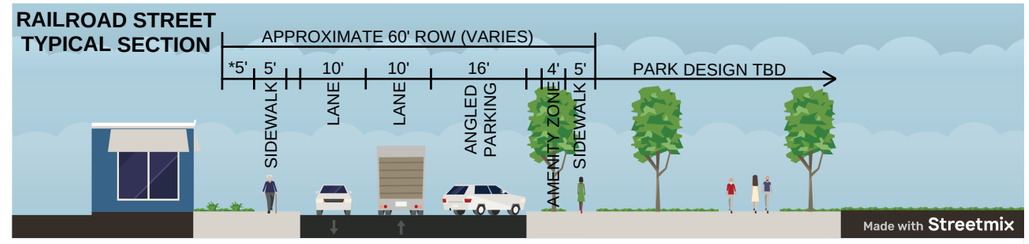
2ND ST

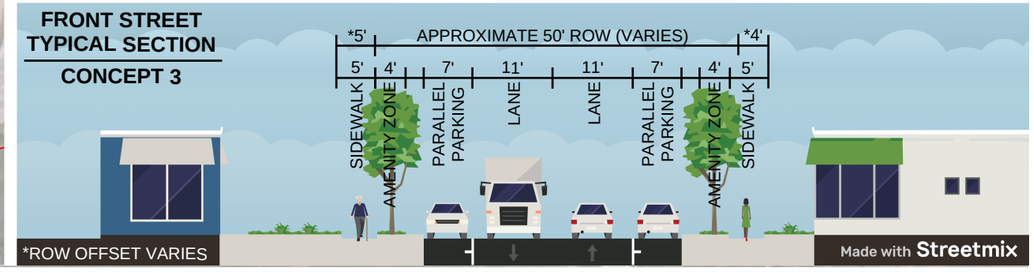
RAILROAD STREET
SOUTH - 10 SPACES
NORTH - 20 SPACES

BRADSHAW RD

BRADSHAW ROAD
WEST - 9 SPACES
EAST - 11 SPACES

24





PEYTON DRAINAGE & TRANSPORTATION MASTER PLAN

AECOM

0 175' 350'

MIXED DESIGN APPROACH CONCEPT (DRAFT CONCEPT SUBJECT TO CHANGE)

DECEMBER 2022

MANITOU STREET
57 SPACES

APPROXIMATE
PARCEL BOUNDARIES

ATHLETIC FIELDS
56 SPACES

MAIN STREET
31 SPACES

FRONT ST

ELBERT ST

PEYTON HWY

MAIN ST

FRONT STREET
38 SPACES

PUEBLO ST

MANITOU ST

RAILROAD ST

2ND STREET
10 SPACES

2ND ST

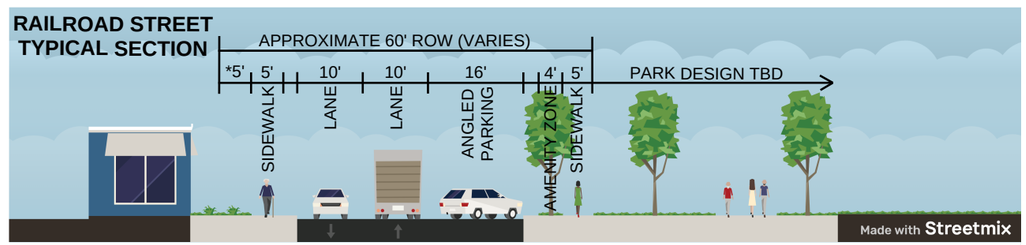
RAILROAD STREET
SOUTH - 10 SPACES
NORTH - 20 SPACES

BRADSHAW RD

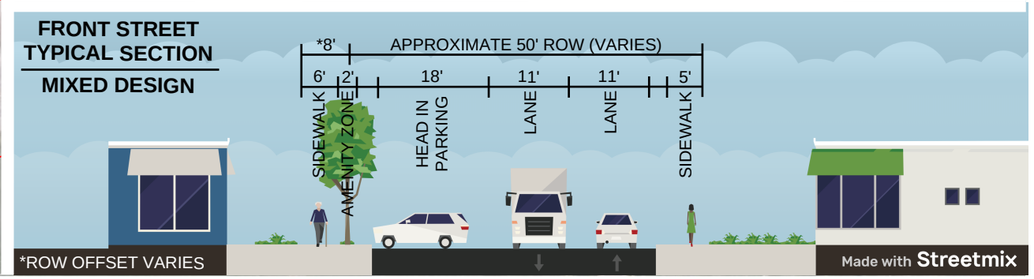
BRADSHAW ROAD
WEST - 9 SPACES
EAST - 11 SPACES

24

RAILROAD STREET TYPICAL SECTION



FRONT STREET TYPICAL SECTION
MIXED DESIGN



PEYTON DRAINAGE & TRANSPORTATION MASTER PLAN

AECOM

0 175' 350'