




MEMORANDUM

TO: Town of Granby
FROM: David M. Koza, P.E. 
DATE: July 24, 2024
RE: Granby Ranch Filing 14
Phases 2A & 2B of The Meadows at Granby Ranch
Final Plat Engineering & Survey Review

SGM Summary: Project is in general conformance with past representations made for the Phase 1 development (excluding interior road connection) and previous Town Staff and SGM direction. Required plan changes have been identified on the review plan set. These changes are to be incorporated into the “For Construction” plan set prior to recording the Final Plat.

This memo transmits survey and engineering comments on the Granby Ranch Filing 14 Phases 2A & 2B of The Meadows at Granby Ranch Final Plat Application. Materials reviewed include the application materials downloaded and extracted from the July 3, 2024 email from Jack James of Husch Blackwell. The application materials were complete and assembled in the 549-page 95.5 MB file.

These review comments should be considered in conjunction with legal and planning-related staff comments as well as comments from review agencies. SGM’s review concentrates on engineering aspects and compliance with applicable Design Standards of the Town Code and those Granby Ranch standards as approved in the PDOD and amendments.

Town Public Works and Water Staff and SGM have reviewed and discussed the submittal. Comments on the Final Plat submittal follow.

Final Plat Comments:

1. The 2A and 2B Final Plat documents were reviewed by SGM’s Tim Barnett, PLS for compliance with State statutes. Refer to separate comments at end of this memo.
2. The Phase 2A and 2B engineering plan set is sufficiently in compliance with Final Plat requirements, but changes are warranted prior to construction. Comprehensive engineering comments were added using Bluebeam Revu 20 to the reduced 22 MB plan set than can be accessed via this link:

[Const Plans from The Meadows at Granby Ranch \(Phases 2A & 2B\) - Final Plat & FDP Applications-DMK.pdf](#)

3. The interior road connection contemplated in Phase 1 was omitted at Preliminary Plan and commented on. It is not clear if this was discussed and specifically approved by the PC or Town Staff in any manner.
4. Provision for a fire department and passenger vehicle turnaround need to be made if the interior road connection is not provided.
5. These plans need to be revised to better show Phase 2A limits of construction for water, sewer, drainage, asphalt, concrete.etc.
6. A CDOT Access Permit is required and should be a Condition of Approval. Application is in progress with CDOT.
7. Refer to Dan Cokley, PE email reviewing traffic report at end of this memo.

Town Staff and SGM will work with the developer team on plan changes necessary for construction plan approval.

-----DMK-----

July 17th, 2024

Town of Granby

Re: Reviewing Surveyor Comments, The Meadows at Granby Ranch
(Phase2A), A Resubdivision of Tract F of the The Meadows at Granby Ranch,
per Reception 2023003445, plat dated July 3rd, 2024

I have reviewed the plat that was submitted to me for compliance with
C.R.S. 38-51-106 - Land Survey Plats, and have no further comments:

Timothy A. Barnett
Colorado P.L.S. #38404
For, and on behalf of SGM

July 17th, 2024

Town of Granby

Re: Reviewing Surveyor Comments, The Meadows at Granby Ranch (Phase2B), A Resubdivision of Tract H of the The Meadows at Granby Ranch, plat dated July 3rd, 2024

I have reviewed the plat that was submitted to me for compliance with C.R.S. 38-51-106 - Land Survey Plats, and have the following comments:

- A. Depict or clarify all field measured dimensions. C.R.S. 38-51-106(1)(c)
 - Provide adequate ties from exterior boundary to each bank of Lots (11A-11D does not appear to have sufficient tie).
 - Provide bearing for south line of Lots 5A-5D
- B. Monument exterior of Subdivision per C.R.S. 38-51-105
- C. In the Dedication Legal Description - Reference the recording information (Reception No.) of the plat that created Tract H (Phase 2A (assumed unrecorded at this time)). C.R.S. 38-51-106(1)(i)

Timothy A. Barnett
Colorado P.L.S. #38404
For, and on behalf of SGM

FW: GRCO LLC - CDOT State Highway Access Permit Application (SolVista Drive North)



Dan Cokley

To David Kotz

Reply

Reply All

Forward



Wed 7/24/2024 12:47 PM



GR F14-Ph2_Phase III Traffic Study_Rev1.pdf
.pdf File

I did a cursory review of this and have the following comments

- TIS methodology has been coordinated with CDOT and CDOT review comments have been incorporated into the revised TIS.
 - Town and SGM copied on any further CDOT comments, and approval of TIS.
- Future US 40 intersection improvements are required "sometime after full buildout of the Project". This should be defined in terms of a unit or traffic volume trigger and the responsibility of the improvements should be defined. Conclusions pasted below.

9.0 CONCLUSIONS

The following conclusions are based on the results of the Turn Lane Warrant and Intersection Traffic Operations Analyses, and the Additional Considerations listed above:

1. Projected (2030) traffic does not require additional turn lanes (per CDOT Auxiliary Turn Lane Analysis) and has limited impacts on the Existing (2024) intersection traffic operations; therefore, highway improvements should not be required before full build-out of the Project.
2. Future (2050) traffic does require additional turn lanes (per CDOT Auxiliary Turn Lane Analysis) and causes a breakdown to intersection traffic operations; therefore, highway improvements (including signalization) will likely be necessary sometime after full build-out of the Project.
3. The US Highway 40 Access Control Plan envisioned a future traffic signal at the SVDN (east) / Ten Mile Drive (west) & US Highway 40 intersection, which is consistent with the results of this Study (for Future-2050 traffic) and with the existing intersection turn-lanes and highway widening improvements, which appear to be designed in preparation for a future traffic signal.
4. Analysis of future intersection improvements, including signalization, will need to incorporate other future road improvement projects that will likely impact (decrease) traffic flows at the SVDN (east) / Ten Mile Drive (west) & US Highway 40 intersection.

Thanks,

Dan