

TIS_V2.pdf Markup Summary

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Traffic Impact Study
(LSC #184560)
October 18, 2019
Add PCD File No. CR191

ting information were prepared under my respons
care. So far as is consistent with the standard of
with the criteria established by the County for tra

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Add PCD File No. CR191

Please title this as a
Master Traffic Impact
Study
Falcon Field
Traffic Impact

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Please title this as a Master Traffic Impact Study

Please state in the narrative that subsequent
Traffic impact studies shall be provided with
each phase/site development of the project.
Falcon Field,
El Paso County, CO
Traffic Impact Study
LC #184560

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Please state in the narrative that subsequent
Traffic impact studies shall be provided with each
phase/site development of the project.

The conceptual site plan also show additional
roads that would connect to the west in the future.
Please include these in your narrative and also
indicate the anticipated classification of these
roads.

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The conceptual site plan also show additional
roads that would connect to the west in the future.
Please include these in your narrative and also
indicate the anticipated classification of these
roads.

Old Meridian Rd
Two-lane, non-residential Collector road that enter
to Eastonville Road. The roadway provides retail
with of Woodmen Road.
rural, local roadway that runs 1/4 to 1/2 mile

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Old Meridian Rd

roughly at the stop sign-controlled intersection of US 24/Blue Lane
is an outlier during the peak hours. The annual countdown located
on the lane operation of LOS E during the morning peak hour and
peak hour. The peak count of vehicles for the movement and blue vehicle
vehicles and the high volume of through vehicles on US 24.
Include in the narrative the LOS of the other
intersections in the study area.

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Include in the narrative the LOS of the other intersections in the study area.

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Table 3 and 4 are based on the Generator Method
and the LOS of the other
intersections in the study area.

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Table 3 is the trip generation estimate and table 4 is recommended improvements. Please revise.

Table 3 and 4 are based on the Generator Method
and the LOS of the other
intersections in the study area.

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Please also include in the narrative the other distribution estimates shown in figure 4 with your reasoning for the estimates. Also see comment on figure 4.

Table 3
ing the directional distribution
estimates (from Table 4). The
direction of the peak hour

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table 3

Should Meridian Road (old and new) /US 24
intersection be included in the study area per ECM
criteria? If not then please state why it is not
included in the study area.

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Should Meridian Road (old and new) /US 24 intersection be included in the study area per ECM criteria? If not then please state why it is not included in the study area.

Provide recommendations to bring these turn
movements to satisfactory levels.

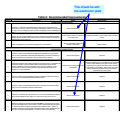
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Provide recommendations to bring these turn movements to satisfactory levels.



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The conceptual site plan also shows storage units. Please include this in your trip generation estimate.



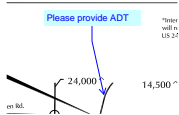
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This should be with the subdivision (plat)



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This should be just by the applicant.



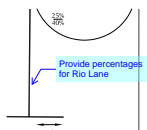
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Please provide ADT



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McLaughlin Rd connects to Eastonville Rd. I believe this should be a larger percentage as both woodmen hills and meridian ranch subdivisions access Eastonville. Per the existing traffic provided it appears that the amount of traffic on McLaughlin is almost half of what is on Meridian. I would expect that the distribution would be similar (i.e. 28% and approx. 14%) and with a lower distribution on HWY 24.



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Provide percentages for Rio Lane