



LSC TRANSPORTATION CONSULTANTS, INC.
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March 24, 2021

Mr. Jim Byers
VP of Community Development
Challenger Homes
8605 Explorer Dr, Suite 250
Colorado Springs, CO 80920

RE: Falcon Meadows at Bent Grass
Filing No. 1
El Paso County, CO
Transportation Memorandum
LSC #214330

Dear Mr. Byers,

LSC Transportation Consultants, Inc. has prepared this Transportation Memorandum for Falcon Meadows at Bent Grass Filing No. 1. The location of the site is shown in Figure 1. This report is intended as a site-specific, final-plat traffic report for the currently-proposed filing.

LSC recently completed a traffic impact study (TIS) for the Falcon Meadows at Bent Grass PUD (PUDSP-20-005). This report was dated December 11, 2020. The land use and access currently-proposed for Filing No. 1 is consistent with the land use and trip generation estimated and evaluated in that report. A copy of the PUD TIS has been attached.

LAND USE AND ACCESS

Land Use

Filing No. 1 is planned to include a total of 71 lots for single-family homes. The location of the lots to be included as part of currently-proposed Filing No. 1 was included in traffic analysis zone (TAZ) 8 in the PUD TIS.

Access

Two full-movement access points are proposed to the recently completed section of Bent Grass Meadows Drive. Please refer to Figures 2 and 3 from PUD TIS for the proposed spacing and sight-distance analysis of the proposed access points.

include in this memo

1

LSC Responses to Comments on TIS Redlines

Page: 3

 Number: 1 Author: dsdrice Subject: Callout Date: 6/21/2021 12:26:02 PM

[include in this memo](#)

 Author: kdferrin Subject: Sticky Note Date: 7/19/2021 11:12:15 AM
LSC Response: Included in the updated memo as requested

Pedestrian Routes to Schools

please quote that
text in this memo ¹

Please refer to page 9 of the PUD TIS for a discussion of the planned pedestrian and bicycle facilities in the vicinity of the site.

TRIP GENERATION

The site-generated vehicle trips were estimated using the nationally published trip-generation rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE). Table 1 shows the trip-generation estimates for Falcon Meadows at Bent Grass Filing No. 1.

Falcon Meadows at Bent Grass Filing No. 1 is expected to generate about 670 vehicle trips on the average weekday, with about half entering and half exiting the site during a 24-hour period. During the morning peak hour, which generally occurs for one hour between 6:30 a.m. and 8:30 a.m., about 13 vehicles would enter and 39 vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:15 p.m. and 6:15 p.m., about 44 vehicles would enter and 100 vehicles would exit the site.

26? ²

SHORT-TERM AND 2040 TOTAL TRAFFIC

Please refer to the PUD TIS for the short-term and 2040-total traffic volumes and level of service analysis.

REQUIRED IMPROVEMENTS

Please see a copy of Table 4 Roadway System Improvements from PUD TIS with annotations added in March 2021 indicating the status of each improvement.

Regarding Improvement F, note that Bent Grass Meadows Drive has been completed between the Woodmen frontage road and Meridian Road since completion of the PUD TIS. This improvement is likely currently warranted ³

G? ³

Regarding Improvement J, please see the attached transportation memorandum dated December 30, 2020 which provides a warrant analysis for a protected eastbound left-turn signal phase at the intersection of Woodmen Road/Golden Sage Drive.

Please refer to Table 5 from the PUD TIS which shows the percentage of the projected 2040 total traffic due to Falcon Meadows at Bent Grass. These percentages could be used to determine the pro-rata share of the cost of intersection improvements. As Filing No. 1 is planned to include 71 of the 267 total lots planned for the Falcon Meadows at Bent Grass PUD, this filing would be responsible for about 26.6 percent of cost attributed to the PUD.

Address the status of that
improvement. State whether
completion is recommended
and timeline. ⁴

Number: 1 Author: dsdrice Subject: Callout Date: 6/21/2021 12:26:43 PM

[please quote that text in this memo](#)

Author: kdferrin Subject: Sticky Note Date: 7/19/2021 11:12:31 AM
LSC Response: Included in the updated memo as requested

Number: 2 Author: dsdrice Subject: Callout Date: 6/21/2021 12:28:20 PM

[26?](#)

Author: kdferrin Subject: Sticky Note Date: 7/19/2021 11:13:10 AM
LSC Response: This has been corrected in the updated memo

Number: 3 Author: dsdrice Subject: Callout Date: 6/21/2021 12:45:03 PM

[G?](#)

Author: kdferrin Subject: Sticky Note Date: 7/19/2021 11:13:07 AM
LSC Response: This has been corrected in the updated memo

Number: 4 Author: dsdrice Subject: Callout Date: 6/21/2021 12:54:09 PM

[Address the status of that improvement. State whether completion is recommended and timeline.](#)

Author: kdferrin Subject: Sticky Note Date: 7/19/2021 11:13:31 AM
LSC Response: It is our understanding that control of the intersection of Golden Sage/Woodmen is being transferred to the City of Colorado Springs as part of Banning Lewis Ranch North Annexation (CPC A 19-00022) and that the timing of this improvement is currently under discussion

ROADWAY CLASSIFICATIONS

Please refer to the PUD TIS for the recommended internal street classifications. A copy of the figure from the PUD TIS report is attached for quick reference.

ROAD IMPROVEMENT FEE PROGRAM

Falcon Meadows at Bent Grass West Ranch Filing No. 1 will not be required to participate in the Countywide Transportation Improvement Fee Program, as ¹Meridian Ranch is located within the Woodmen Road Metropolitan District boundary.

↑
revise ²

* * * * *

Please contact me if you have any questions regarding this report.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Jeffrey C. Hodsdon, P.E.
Principal

JCH:KDF:jas

Enclosures: Table 1
Site Plan
Pages from *Falcon Meadows at Bent Grass Updated Traffic Impact Study*
Golden Sage Road and Woodmen Road Memorandum

 Number: 1 Author: dsdrice Date: 6/21/2021 12:32:53 PM
Meridian Ranch

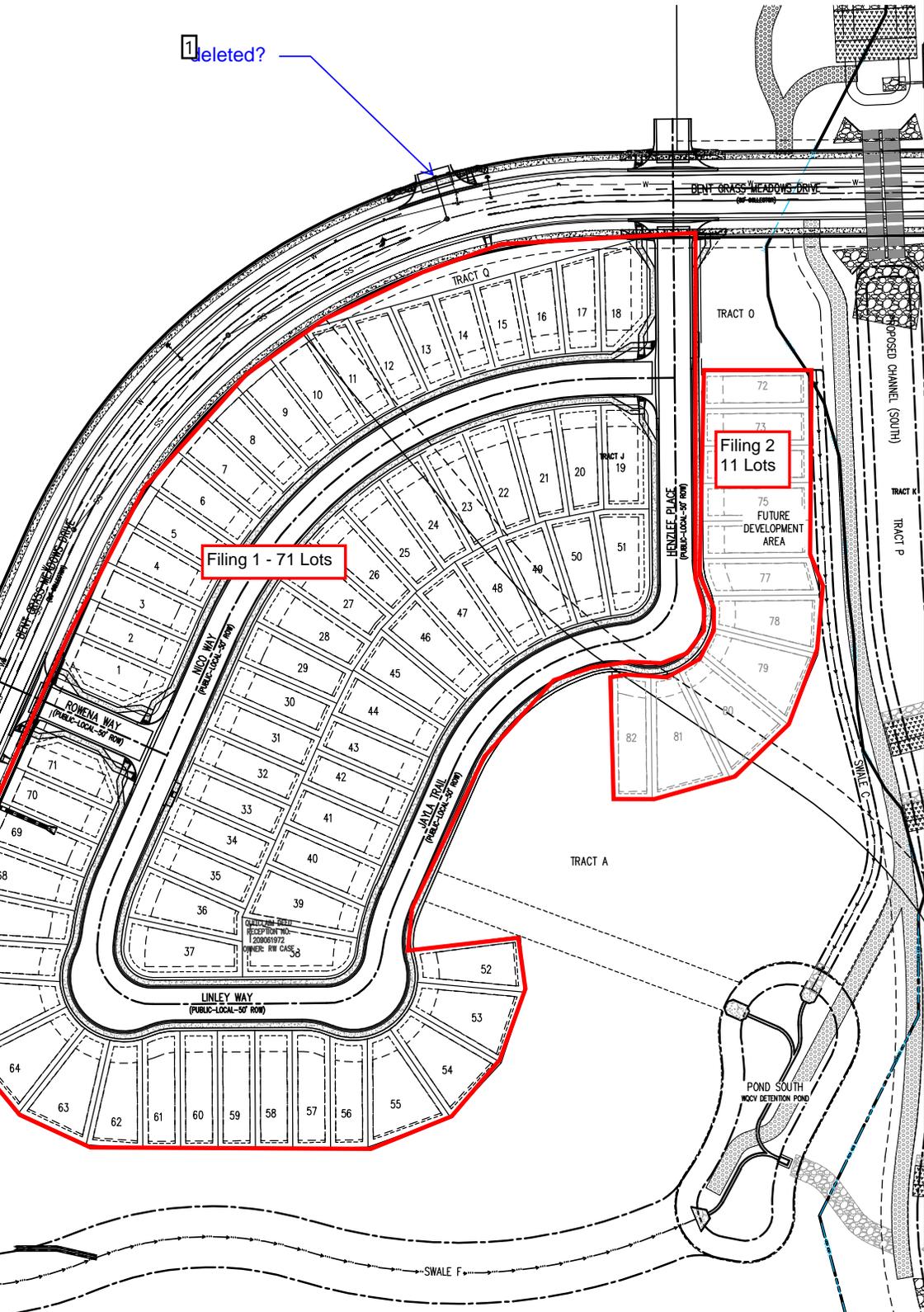
 Author: kdferrin Subject: Sticky Note Date: 7/19/2021 11:13:49 AM
LSC Response: This has been corrected in the updated TIS

 Number: 2 Author: dsdrice Subject: Callout Date: 6/21/2021 12:33:08 PM

[revise](#)

 Author: kdferrin Subject: Sticky Note Date: 7/19/2021 11:14:04 AM
LSC Response: This has been corrected in the updated TIS

1 Deleted?



Filing 1 - 71 Lots

Filing 2
11 Lots

DEYOUNG RANDALL L
 ZONE: 1-2
 RECEIPTION NO: 200063874
 PARCEL NO: 5301000016

 Number: 1 Author: dsdrice Subject: Callout Date: 6/21/2021 12:34:12 PM

[deleted?](#)

 Author: kdferrin Subject: Sticky Note Date: 7/19/2021 11:14:21 AM
LSC Response: The current site plan is included in the updated memo

1

Table 4 Roadway System Improvements Falcon Meadows at Bent Grass					
Description	Trigger	Timing	Responsibility		
Meridian Road/Bent Grass Meadows Road					
A	Signalize Meridian/Bent Grass Meadows	Remove existing stop-sign and replace with traffic signal control.	When warrant(s) are met -- 2 of the 3 conditions of the "Crash Experience" warrant are currently met. The current number of reported crashes (susceptible to correction with a signal) exceeds the threshold as do the associated traffic volume thresholds.	With opening of the approved expansion of the veterinary clinic LSC Response: Pending Spring 2021	Bent Grass Metro District
B	Right-turn acceleration lane on Meridian at Bent Grass Meadows	ECM criteria indicates the acceleration lane would need to be 960 feet long plus a 222-foot taper based on the design speed of 60 mph. Note that Owl Lane is located approximately 925 feet south of Bent Grass Meadows Drive. Therefore, the lane would be a continuous acceleration/deceleration lane between Bent Grass Meadows Drive and Owl Lane.	ECM criteria has been exceeded. A deviation was previously approved waiving this requirement with the development of Bent Grass Residential Filing 1 and Bent Grass East Commercial Filing 2A. Additional development will either require the submittal and approval of a new deviation or construction of this improvement. (Notes: The installation of the traffic signal will regularly stop southbound traffic allowing eastbound right turns to enter southbound Meridian Road without an acceleration lane. The LOS analysis indicates significant improvement of the LOS with the signal. The crash data does not indicate a safety issue with the current eastbound right movement without the accel lane. Several costly improvements may be needed to build the accel lane -- including burying the overhead power lines south to Owl Place, reconstructing the ditch section along the west side of Meridian Road, and reworking the radius at Meridian Road. This intersection is similar to the Meridian/Woodmen Hills, Meridian/Stapleton, and Meridian/Londonary intersections to the north in that [or "to the extent that"] southbound right acceleration lanes have not been added. If the County ultimately wants a raised right-turn island on this southwest corner of the Bent Grass Meadows/Meridian Road intersection in conjunction with an accel lane, this would likely need to be accomplished later with the overall widening of Bent Grass Meadows just west of Meridian Road.	Accel lane expansion LSC Response: This improvement has been completed	Bent Grass Metro District
Bent Grass Meadows Dr					
C	Construct Bent Grass Meadows Drive between the existing sections located north of the Woodmen frontage road and west of Meridian Road	Construct Bent Grass Meadows Drive as a Non-Residential Collector	With any development west of Bent Grass Residential Filing No. 1	LSC Response: This improvement has been completed	Bent Grass Metro District
D	Restrict westbound left-turn at 7-Eleven access	Remove the striping for the left-turn bay at the 7-Eleven access, restripe for two sets of dual yellow lines as shown in Figure 9. If trigger for closure of westbound left-in is reached prior to the trigger for access closure, install No Left Turn signs and reflective, plastic delineators within the painted center median across the 7-Eleven access.	When westbound left-turn queue exceeds the length of the existing lane.	LSC Response: This improvement has been completed	Bent Grass Metro District
E	Close 7-Eleven Access	Remove the existing curb cut.	When the eastbound right-turn queue approaching Meridian Road blocks the access and/or if motorists exiting from the 7-Eleven access and turning into the eastbound left-turn lane approaching Meridian Road regularly impede/block the adjacent eastbound right-turn lane approaching Meridian Road.	With 50% percent development of East expansion LSC Response: This improvement has been completed	Bent Grass Metro District
Woodmen Frontage road/Bent Grass Meadows Dr					
F	Eastbound left-turn lane on Woodmen frontage road approaching Bent Grass Meadows Dr.	ECM criteria indicates the left-turn lane would need to be 115 feet long (155 feet of deceleration length plus 160 feet of storage length) plus a 160-foot taper based on the design speed of 40 mph.	When the eastbound left-turn volume exceeds 25 vehicles per hour	LSC Response: This improvement has been completed	Bent Grass Metro District
Woodmen/Golden Sage					
G	Add protected/permitted phasing for left-turn movements	Prepare a traffic signal modification plan and furnish/install new traffic signal heads for protected-permissive phasing and other necessary hardware. Software needed to implement this phase, modify existing signal timing plan.	If/when needed to maintain acceptable level of service/traffic operations and/or to control vehicle queues.	LSC Response: See transportation memorandum dated December 30, 2020	Bent Grass Metro District - pro-rata share of the cost of the improvement. ¹¹ Note: Other potential responsible participants in future or completed (if a cost recovery agreement is put in place) traffic/roadway improvements.
H	Lengthening of the current eastbound single left-turn deceleration lane on Woodmen approaching Golden Sage Road	Provide a 240-foot transition taper (20:1 taper ratio), 290 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT: 175-foot taper plus a 465-foot left-turn lane which translates to a 175-foot taper, 290-foot deceleration distance, and 175 feet of stacking distance. SHORT TERM: Adequate stacking is available in the current turn lane - calculated queue length 204 feet. LONG TERM: Lengthen single left-turn lane and/or future implementation of dual left-turn lanes (if capacity needs dictate). If a dual left is implemented in the future, consideration will need to be given to the configuration on Golden Sage and at the Golden Sage/Woodmen Frontage Road intersection to receive the dual left-turn movement.	13 Initiated "trigger" of 40 PM peak hour eastbound left turns the estimated short term total volume (from Figure 16a of the TIS) approximately translates to and additional 589 directional ADT for residential trips making this turning movement (based on the ITE single family trip ratio). This estimated threshold may be reached with a combination of site-generated trips and background trips.	12 NEEDED TO MAINTAIN ADEQUATE LEVEL OF SERVICE AND VEHICLE STACKING DISTANCE. * This is estimated to be when the eastbound left turn turning volume reaches approximately 200 vehicles per hour during the PM peak. This translates to about 40 vehicles per hour over the estimated short term total volume from Figure 16a of the Falcon Marketplace TIS. Note: Short term total volumes assume the Meridian extension to Highway 24 to be open.	Bent Grass Metro District - pro-rata share (based on total traffic volumes) of the cost of the improvement. ¹¹ Note: Other potential responsible participants in future or completed (if a cost recovery agreement is put in place) traffic/roadway improvements.
I	Southbound exclusive right-turn lane on Golden Sage Road approaching Woodmen Road	A continuous right-turn lane within the 150 feet between the Woodmen Frontage Road and Woodmen Road	16 Initiated "trigger" of 5-30 AM peak hour southbound right turns the estimated short term total volume (from Figure 16a of the Falcon Marketplace TIS) approximately translates to an additional 88:510 directional ADT for residential trips making this turning movement (based on the ITE single family trip ratio). This estimated threshold may be reached with a combination of site-generated trips and background trips.	15 NEEDED TO MAINTAIN ADEQUATE LEVEL OF SERVICE AND VEHICLE STACKING DISTANCE. * This is estimated to be when the southbound right turn volume of about 150-175 vehicles per hour; This translates to about 5 to 30 vehicles per hour over the projected short term volume from Figure 16a of the Falcon Marketplace TIS. This may be conservative due to the westbound right turn acceleration lane on Woodmen Road. Additional study may indicate a higher threshold based on empirical data collection and analysis.	Bent Grass Metro District - pro-rata share (based on total traffic volumes) of the cost of the improvement. ¹¹ Note: Other potential responsible participants in future or completed (if a cost recovery agreement is put in place) traffic/roadway improvements.
J	Signalization of Golden Sage Road/Woodmen Frontage Road or reconstruction as a modern roundabout.	Remove existing stop-signs and replace with traffic signal control or reconstruct as modern roundabout	If/when needed to maintain acceptable level of service/traffic operations and/or to control vehicle queues. Fair-share participation by the development or the district on behalf of the district members.	If/when needed to maintain acceptable level of service/traffic operations and/or to control vehicle queues.	Bent Grass Metro District - pro-rata share (based on total traffic volumes) of the cost of the improvement. ¹¹ Note: Other potential responsible participants in future or completed (if a cost recovery agreement is put in place) traffic/roadway improvements.
Notes:	*Note: It is our understanding that the specifics of the district participation will need to be included in the Site Revised development agreement to be completed and finalized prior to the development of lots beyond the initial 49 lots. If for some reason the District is unable or unwilling to participate, or if determination by the district is delayed, the applicant would be responsible. In this case, a revised agreement between the applicant and the County would be prepared and finalized. We understand that staff would like for that the applicant to understand the estimated/approximate costs associated with their fair share of future improvements at Golden Sage/Woodmen. LSC will provide preliminary fair share cost estimates utilizing available information from the Falcon Marketplace SIA. This will be provided by March 31st to the applicant and staff.				

(1) See Table 5 for pro-rata percentage calculations
Source: LSC Transportation Consultants, Inc. (December 2020)

Provide escrow calculations for H, I and J

18

-
- ☰ Number: 1 Author: kdferrin Subject: Text Box Date: 3/19/2021 9:18:49 AM
Taken from the *Falcon Meadows at Bent Grass Updated Traffic Impact Study* December 11, 2020 with Updates added in March 2021
-
- ☰ Number: 2 Author: kdferrin Subject: Text Box Date: 7/19/2021 11:20:06 AM
LSC Response: Pending Spring 2021
-
- ☰ Number: 3 Author: kdferrin Subject: Text Box Date: 7/19/2021 11:15:22 AM
LSC Response: This improvement has been completed
-
- ☰ Number: 4 Author: kdferrin Subject: Text Box Date: 7/19/2021 11:19:33 AM
LSC Response: This improvement has been completed
-
- ☰ Number: 5 Author: kdferrin Subject: Text Box Date: 3/19/2021 9:19:41 AM
This improvement has been completed
-
- ☰ Number: 6 Author: kdferrin Subject: Callout Date: 7/19/2021 11:19:21 AM
LSC Response: This section of Bent Grass Meadows has been constructed and opened. Improvement F is likely currently warranted
-
- ☰ Number: 7 Author: kdferrin Subject: Text Box Date: 7/19/2021 11:16:07 AM
LSC Response: This improvement has been completed
-
- 🟢 Number: 8 Author: kdferrin Subject: Highlight Date: 3/19/2021 9:34:15 AM
-
- ☰ Number: 9 Author: dsdrice Subject: Text Box Date: 6/21/2021 12:46:58 PM
[Bent Grass Residential 2 is responsible for this improvement.](#)
-
- 👤 Number: 10 Author: kdferrin Subject: Sticky Note Date: 7/19/2021 11:16:47 AM
LSC Response: The table has been updated to include this information
-
- ☰ Number: 11 Author: kdferrin Subject: Text Box Date: 7/19/2021 11:17:16 AM
LSC Response: See transportation memorandum dated December 30, 2020
-
- ☰ Number: 12 Author: kdferrin Subject: Callout Date: 7/19/2021 11:17:27 AM
LSC Response: Not anticipated with Filing No. 1
-
- 🟡 Number: 13 Author: kdferrin Subject: Highlight Date: 3/19/2021 9:31:53 AM
-
- 🟢 Number: 14 Author: kdferrin Subject: Highlight Date: 3/19/2021 9:25:01 AM
-
- ☰ Number: 15 Author: kdferrin Subject: Callout Date: 7/19/2021 11:17:41 AM
LSC Response: Not anticipated with Filing No. 1
-
- 🟡 Number: 16 Author: kdferrin Subject: Highlight Date: 3/19/2021 9:32:08 AM
-
- 🟢 Number: 17 Author: kdferrin Subject: Highlight Date: 3/19/2021 9:24:51 AM
-
- ☰ Number: 18 Author: kdferrin Subject: Callout Date: 7/19/2021 11:17:49 AM
LSC Response: Not anticipated with Filing No. 1
-
- ☰ Number: 19 Author: dsdrice Subject: Callout Date: 6/21/2021 12:50:19 PM
[Provide escrow calculations for H, I and J](#)

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B	Right-turn acceleration lane on Meridian at Bent Grass Meadows	ECM criteria indicates the acceleration lane would need to be 960 feet long plus a 222-foot taper based on the design speed of 60 mph. Note that Owl Lane is located approximately 925 feet south of Bent Grass Meadows Drive. Therefore, the lane would be a continuous acceleration/deceleration lane between Bent Grass Meadows Drive and Owl Lane.	ECM criteria has been exceeded. A deviation was previously approved waiving this requirement with the development of Bent Grass Residential Filing 1 and Bent Grass East Commercial Filing 2A. Additional development will either require the submittal and approval of a new deviation or construction of this improvement. (Notes: The installation of the traffic signal will regularly stop southbound traffic allowing eastbound right turns to enter southbound Meridian Road without an acceleration lane. The LOS analysis indicates significant improvement of the LOS with the signal. The crash data does not indicate a safety issue with the current eastbound right movement without the accel lane. Several costly improvements may be needed to build the accel lane -- including burying the overhead power lines south to Owl Place, reconstructing the ditch section along the west side of Meridian Road, and reworking the radius at Meridian Road. This intersection is similar to the Meridian/Woodmen Hills, Meridian/Stapleton, and Meridian/Londonary intersections to the north in that [or "to the extent that"] southbound right acceleration lanes have not been added. If the County ultimately wants a raised right-turn island on this southwest corner of the Bent Grass Meadows/Meridian Road intersection in conjunction with an accel lane, this would likely need to be accomplished later with the overall widening of Bent Grass Meadows just west of Meridian Road.	Acceleratory expansion LSC Response: This improvement has been completed	Bent Grass Metro District
Bent Grass Meadows Dr					
C	Construct Bent Grass Meadows Drive between the existing sections located north of the Woodmen frontage road and west of Meridian Road	Construct Bent Grass Meadows Drive as a Non-Residential Collector	With any development west of Bent Grass Residential Filing No. 1	LSC Response: This improvement has been completed	Bent Grass Metro District
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E	Close 7-Eleven Access	Remove the existing curb cut.	When the eastbound right-turn queue approaching Meridian Road blocks the access and/or if motorists exiting from the 7-Eleven access and turning into the eastbound left-turn lane approaching Meridian Road regularly impede/block the adjacent eastbound right-turn lane approaching Meridian Road.	With 50% percent development of the LSC Response: This improvement has been completed	This section of Bent Grass Meadows has been constructed and opened Improvement F is likely currently warranted
Woodmen Frontage road/Bent Grass Meadows Dr					
F	Eastbound left-turn lane on Woodmen frontage road approaching Bent Grass Meadows Dr.	ECM criteria indicates the left-turn lane would need to be 315 feet long (155 feet of deceleration length plus 160 feet of storage length) plus a 160-foot taper based on the design speed of 40 mph.	When the eastbound left-turn volume exceeds 25 vehicles per hour	With Dr bet LSC Response: This improvement has been completed	Bent Grass Metro District
Woodmen/Golden Sage					
G	Add protected/permitted phasing for left-turn movements	Prepare a traffic signal modification plan and furnish/install new traffic signal heads for protected-permissive phasing and other necessary hardware. Software needed to implement this phase; modify existing signal timing plan.	If/when needed to maintain acceptable level of service/traffic operations and/or to control vehicle queues.	-Prior to the opening of the Bent Grass LSC Response: See transportation memorandum dated December 30, 2020	Bent Grass Residential 2 is responsible for this improvement
H	Lengthening of the current eastbound single left-turn deceleration lane on Woodmen approaching Golden Sage Road	Provide a 240-foot transition taper (20:1 taper ratio), 290 feet of deceleration distance plus sufficient vehicle stacking distance. CURRENT: 175-foot taper plus a 465-foot left-turn lane which translates to a 175-foot taper, 290-foot deceleration distance, and 175 feet of stacking distance. SHORT TERM: Adequate stacking is available in the current turn lane - calculated queue length 204 feet. LONG TERM: Lengthen single left-turn lane and/or future implementation of dual left-turn lanes (if capacity needs dictate). If a dual left is implemented in the future, consideration will need to be given to the configuration on Golden Sage and at the Golden Sage/Woodmen Frontage Road intersection to receive the dual left-turn movement.	The estimated "trigger" of 40 PM peak hour eastbound left turns above the estimated short term total volume (from Figure 16a of the TIS) approximately translates to and additional 589 directional ADT for residential trips making this turning movement (based on the ITE single family trip ratio). This estimated threshold may be reached with a combination of site-generated trips and background trips.	Not anticipated with Filing No. 1	Bent Grass Metro District - pro-rata share (based on total traffic volumes) of the cost of the improvement. ¹⁰ Note: Other potential responsibility for participation: In addition to the yet-to-be developed properties within the Bent Grass Metro District service area and the Falcon Marketplace development, other future developers of currently vacant land within the "travel shed" of the north leg (and potentially the south leg) of the Golden Sage/Woodmen and Golden Sage/Woodmen N. Frontage Road intersection may also be assigned as responsible participants in future or completed (if a cost recovery agreement is put in place) traffic/roadway improvements.
I	Southbound exclusive right-turn lane on Golden Sage Road approaching Woodmen Road	A continuous right-turn lane within the 150 feet between the Woodmen Frontage Road and Woodmen Road	The estimated "trigger" of 5-30 AM peak hour southbound right turns above the estimated short term total volume (from Figure 16a of the Falcon Marketplace TIS) approximately translates to an additional 88,510 directional ADT for residential trips making this turning movement (based on the ITE single family trip ratio). This estimated threshold may be reached with a combination of site-generated trips and background trips.	Not anticipated with Filing No. 1	Bent Grass Metro District - pro-rata share (based on total traffic volumes) of the cost of the improvement. ¹⁰ Note: Other potential responsibility for participation: In addition to the yet-to-be developed properties within the Bent Grass Metro District service area and the Falcon Marketplace development, other future developers of currently vacant land within the "travel shed" of the north leg (and potentially the south leg) of the Golden Sage/Woodmen and Golden Sage/Woodmen N. Frontage Road intersection may also be assigned as responsible participants in future or completed (if a cost recovery agreement is put in place) traffic/roadway improvements.
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Notes:	<p>*Note: It is our understanding that the specifics of the district participation will need to be included in the Site-specific development agreement to be completed and finalized prior to the development of lots beyond the initial 49 lots. If for some reason the District is unable or unwilling to participate, or if determination by the district is delayed, the applicant would be responsible. In this case, a revised agreement between the applicant and the County would be prepared and finalized. We understand that staff would like for that the applicant to understand the estimated/approximate costs associated with their fair share of future improvements at Golden Sage/Woodmen. LSC will provide preliminary fair share cost estimates utilizing available information from the Falcon Marketplace SIA. This will be provided by March 31st to the applicant and staff.</p>				

(1) See Table 5 for pro-rata percentage calculations
Source: LSC Transportation Consultants, Inc. (December 2020)

Provide escrow calculations for H, I and J

 Author: kdferrin Subject: Sticky Note Date: 7/19/2021 11:18:30 AM

LSC Response: The additional information has been included as requested. However, it should be noted that it is our understanding that control of the intersection of Golden Sage/Woodmen is being transferred to the City of Colorado Springs as part of Banning Lewis Ranch North Annexation (CPC A 19-00022)