



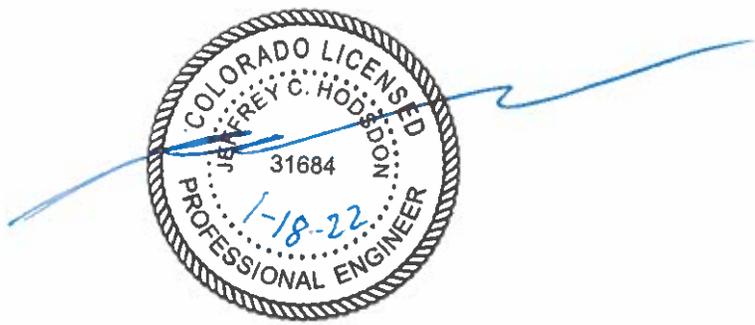
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LSC Responses to EPC
 PCD TIS Redline Comments

Cottages at Mesa Ridge¹
 Traffic Impact Analysis
 (LSC #S214580)
 January 17, 2022

Professional Engineer's Statement

The traffic report and supporting information were prepared under my responsible charge and they conform with the standard of care. So far as is consistent with the standard of care, said report was prepared in general conformance with the criteria established by the County for traffic reports.



Developer's Statement

The Developer, have read and will comply with all commitments made on my behalf within this report.



1-18-22

 Date

LSC Responses to EPC TIS Redline comments

Page: 1

☰ Number: 1 Author: jchodsdon Subject: Text Box Date: 2/18/2022 11:05:37

LSC Responses to EPC PCD TIS Redline Comments

Per criteria in CDOT's *State Highway Access Code*, left-turn deceleration lanes should consist of the following design:

- 960-foot total lane length
- 738 feet of full-width lane
- 222-foot transition taper (18.5:1 ratio)

should this be right
turn acceleration lane

As such, the existing eastbound right-turn acceleration lane would need to be lengthened by about 140 feet to meet the required 960-foot minimum. As the full-width portion of the lane is close to 738-feet and there is a paved shoulder downstream which could be restriped for a longer taper, potentially no new construction would be needed. Potentially, CDOT may want to maintain the existing separation between the end of the acceleration lane and the beginning of the deceleration lane for the next intersection to the west.

Westbound Right-Turn Deceleration Lane

Currently, the westbound-right-turn deceleration lane on Mesa Ridge Parkway approaching Sneffels Road is 525 feet long, consisting of 365 feet of full-width lane and a 160-foot transition taper.

Per criteria in CDOT's *State Highway Access Code*, left-turn deceleration lanes should consist of the following design:

- 600-foot total lane length
- 378 feet of full-width lane
- 222-foot transition taper (18.5:1 ratio)

As such, the existing eastbound right-turn lane would need to be lengthened by about 85 feet to meet the required 600-foot minimum. As the full-width portion of the lane is close to 378 feet and there is a paved shoulder upstream which could be restriped for a longer taper, potentially no new construction would be needed.

Sneffels Street

The existing back-to-back left-turn lanes on Sneffels Street between Mesa Ridge Parkway and Landover Lane consist of the following dimensions:

- Southbound left-turn lane at Mesa Ridge Parkway – 275 feet total, consisting of 185 feet of full-width lane plus an 90-foot taper.
- Northbound left-turn lane at Landover Lane – 190 feet total, consisting of 100 feet of full-width lane plus the 90-foot shared taper.
- The westbound approach at the Sneffels/Landover Lane intersection is a single-lane approach (no exclusive turn lanes).
- The westbound approach at the Sneffels/Landover Lane intersection is a single-lane approach (no exclusive turn lanes). The projected long-term level of service for this approach is LOS C or better, and the 95th percentile queue is not projected to exceed

Number: 1 Author: Daniel Torres Subject: Callout Date: 2/10/2022 16:21:40
[should this be right turn acceleration lane](#)

 Author: jchodsdon Subject: Sticky Note Date: 2/18/2022 10:58:36

LSC Response: Corrected as requested.

74 feet. The existing single-lane approach will be sufficient to accommodate the projected traffic from this development. No additional auxiliary turn lanes are recommended.

Table 4 presents the recommended roadway improvements, including these modifications to auxiliary turn lanes.

LANDOVER LANE AND LANDOVER LANE EXTENSION

A five-foot wide sidewalk currently exists on the north side of Landover Lane approaching the proposed site access. The applicant would be required to extend this sidewalk from its current terminus to the site. No additional width or striping improvements on Landover Lane would be required.

Landover Lane would remain a two-lane, Local street following site buildout. The applicant intends for the extension of Landover Lane to be a public roadway owned and maintained by the City of Fountain until the roadway reaches the site's property line. On-site, the roadway is intended to be private.

Internal ¹streets/drive aisles within the site property would be 24-foot-wide private ²streets intended for two-way traffic.

Existing Landover Lane will be able to accommodate the additional trips to be added by this project.

The Landover Lane extension is included in the improvements table (Table 4).

³
Please revise this to indicate private driveways/drive aisles to match what is proposed on the preliminary plan.

CDOT ACCESS PERMITTING

CDOT has indicated the following in a recent review letter:

- "Section 2.6 Change in land use and Access use to SH 21 and Sneffels Street of the State Highway Access Code, states that an updated access permit will be required to record the development and the intersection roadway improvements."
- "State Highway roadway Improvements are required due to increase in traffic operations and will be detailed [in] the future updated access permit with CDOT. El Paso County will decide on the direction of application for Permittee and Applicant." (LSC Note: The applicant, LSC and CDOT are in the process of discussing this comment. To reflect this, Table 4 indicates "details regarding this auxiliary lane and CDOT requirements (terms and conditions) to be determined through the access permit process.)

 Number: 1 Author: Daniel Torres Subject: Highlight Date: 2/10/2022 17:36:55
I street

 Number: 2 Author: Daniel Torres Subject: Highlight Date: 2/10/2022 17:36:43
streets

 Number: 3 Author: Daniel Torres Subject: Callout Date: 2/14/2022 14:43:23

Please revise this to indicate private driveways/drive aisles to match what is proposed on the preliminary plan.

 Author: jchodsdon Subject: Sticky Note Date: 2/18/2022 11:02:07

LSC Response: Revised as requested.