

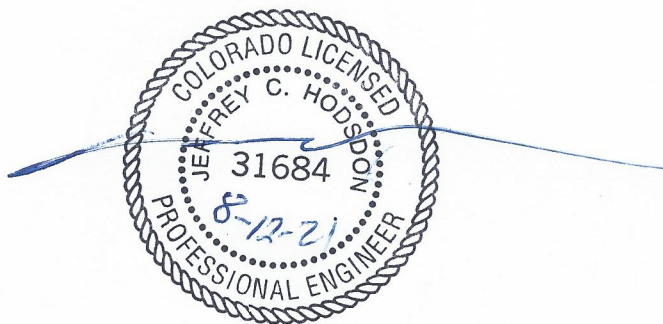


LSC TRANSPORTATION CONSULTANTS, INC.
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Grandview Reserve Phase 1 Traffic Impact Analysis (LSC #S214240) August 12, 2021

Traffic Engineer's Statement

This traffic report and supporting information were prepared under my responsible charge and they comport 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

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

A handwritten signature in blue ink, appearing to be 'R' followed by a horizontal line.

1

A handwritten date '8/12/21' in blue ink.

Date

LSC Responses to TIS Redline Comments

Page: 1

☐ Number: 1 Author: Date: 8/12/2021 3:48:35 PM -05'00'

PREVIOUS TRAFFIC REPORTS

LSC completed a Master Traffic Impact Study (TIS) for Grandview Reserve (Sketch Plan) dated December 15, 2020. That report assumed the initial development would occur on the parcels on the east end of the overall development with access to US Highway 24 (US Hwy 24) only. Initial development is now planned to occur on the west side of the site with access only to Eastonville Road and the initial segment of Rex Road east of Eastonville.

A list of other traffic studies in the area of study completed within the past five years (that LSC is aware of) is attached for reference. This study accounts for the land use, trip generation, and the roadway network included in these studies. The older previous area studies generally assumed Rex Road would not extend from Eastonville Road to US Hwy 24 in the 20-year horizon as is now planned. The older previous studies also assumed fewer dwelling units on this site.

A traffic report, entitled Eastonville Road Project Conceptual Design Report was also recently completed for Eastonville Road by Wilson & Company (for El Paso County).

LAND USE AND ACCESS

Site Plan

Figure 2 shows the proposed site plan for Phase 1 of Grandview Reserve. The initial phase is planned to contain 568 lots for single-family homes and an 11.2-acre church site. The Phase 1 plan is consistent with the land uses assumed for this same area in the Master TIS.

Site Access


Two public street connections are proposed to Eastonville Road and one full-movement access point is proposed to an extension of Rex Road as part of Phase 1. The intersections with Eastonville and Rex are proposed as full-movement intersections.

The proposed public street access to Rex Road is proposed as a "T" intersection. The intention is that this intersection would remain a "T" in perpetuity. If future access is needed for the parcels north of Rex Road, it was assumed this access would occur via a second (offset) "T" intersection east of this currently-proposed Phase 1 access intersection.


The proposed public street access points to Eastonville Road could potentially align with future access points to either the Meridian Ranch school site located north of Meridian High School or future park facilities development within the Falcon Regional Park. However, as future plans for these parcels have not been determined, it was assumed that the Eastonville access points will also operate as "T" intersections. Figure 2 shows the proposed spacing of the access points.

address the other
included site as
well

1

 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:18:21 PM -05'00'

[address the other included site as well](#)

 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:18:58 PM
LSC Response: The proposed ammenity center has been included

Based on the criteria contained in the El Paso County *Engineering Criteria Manual (ECM)*, the required intersection spacing for Minor Arterial roadways is $\frac{1}{4}$ mile (1,320 feet). Both proposed public street access points to Eastonville Road meet the intersection spacing criteria. However, the access to Rex Road is proposed to be located about 575 feet east of Eastonville Road. This access will require a deviation to the *ECM* criteria.

Deviation Request  See comment letter. ¹

This report accompanies a deviation request for the proposed full-movement intersection on Rex Road 575 feet east of Eastonville Road (centerline spacing). The proposed plan for Grandview Reserve Phase 1 is to extend a public street south from Rex Road at this location to serve as one of the access points to this relatively large development. Given this proposed spacing and limited distance for future back-to-back left-turn lanes between this proposed intersection and the Eastonville/Rex intersection, the intent would be that this intersection would be a T intersection with a street on the south side only. Please refer to the associated deviation request form for additional detail.

Pedestrian and Bicycle Accommodations


There are two existing school sites located within two miles of the site, Falcon High School and Meridian Ranch Elementary. A future K-8 school is planned just north of Falcon High School. These schools are located north of Londonderry Drive and west of Eastonville Road. There is also a regional park located just west of the site.

The likely pedestrian path to the school and park sites is Eastonville Road to Londonderry Drive. There are currently sidewalks and school crossings on Londonderry Drive. There are currently no sidewalks on Eastonville Road. However, the 2016 *Major Transportation Corridors Plan (MTCP)* shows a proposed primary regional trail along this corridor. Figure 2 shows the proposed trails within the Grandview Reserve development. All of the internal streets within the Phase 1 area will have sidewalks.


The Rock Island Regional Trail extends southwest to northeast along the US Hwy 24 site frontage (on the north side of the highway).

Sight Distance Analysis

Figure 3a shows a sight distance analysis at the proposed future intersection with Rex Road just east of Eastonville Road. Figures 3b and 3c show the sight distance analysis at the future site access points to Eastonville Road. Based on a design speed of 40 miles per hour (mph) and the criteria contained in Table 2-21 of the *ECM*, the required intersection sight distance at these access points 445 feet. Based on the criteria contained in Table 2-17 of the *ECM*, the required stopping sight distance approaching this intersection is 305 feet. As shown in Figures 3a, 3b, and 3c, the *ECM* criteria can be met at all three of the intersections analyzed.

 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:13:57 PM -05'00'

[See comment letter.](#)

 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:19:11 PM
LSC Response: Noted

different than
previous study

for an approach occurs during an interval other than the peak 15 minutes of the entire intersection, the suggested peak-hour value based on the total approach volume from Table 9-1 of the Synchro Studio 10 User Guide was used instead. The level of service reports are attached.

The eastbound approach and the westbound left-turn and through lane at the two-way, stop-sign-controlled intersection of Stapleton/Eastonville are currently operating at LOS C during the morning peak hour and LOS B during the afternoon peak hour.

The eastbound left-turn movement at the two-way, stop-sign-controlled intersection of Eastonville/Londonderry is currently operating at a LOS D during the morning peak hour.


SHORT-TERM (YEAR 2026) BACKGROUND TRAFFIC

Background traffic is the traffic estimated to be on the adjacent roadways and at adjacent intersections without the proposed development's trip generation of site-generated traffic volumes. Background traffic includes the through traffic and the traffic generated by nearby developments but assumes zero traffic generated by the site. Figure 5a shows the projected short-term (Year 2026) background traffic volumes.


The addition of new roadways, notably the future completion of Rex Road east to Eastonville Road, will greatly affect the existing traffic patterns. In lieu of a general/"blanket" growth rate, LSC has developed small-area traffic models for Meridian Ranch, Waterbury, and the Latigo Trails as part of previous work completed in the area. The results of these modeling efforts have been combined to estimate the background traffic volumes. These background traffic volumes have been based on the existing traffic volumes (from Figure 4a) plus increases in traffic due to regional growth, including buildout of the following subdivisions in the vicinity of the site:

- The existing and currently proposed subdivisions within Waterbury (located just south of the Grandview Reserve);
- Meridian Ranch Filings 1-3 and Filings 6-8;
- Meridian Ranch Estates Filings 2-3;
- Meridian Ranch Filing 11;
- Stonebridge at Meridian Ranch Filings 1, 2, and 3;
- Meridian Ranch Filing 9;
- The Vistas at Meridian Ranch Filing 1;
- WindingWalk at Meridian Ranch Filing 1;
- The Enclave at Stonebridge at Meridian Ranch;
- The Estates at Rolling Hills Ranch Filing Nos. 1 and 2;
- The Rolling Hills Ranch at Meridian Ranch PUD;
- The areas included in the Meridian Ranch 2021 Sketch Plan Amendment; and
- Latigo Trails Filing Nos. 1 and 2.

The **short-term** background traffic volumes assume Rex Road extended from its existing terminus in Meridian Ranch, across Eastonville to the first Grandview Reserve access east of Eastonville

 Number: 1 Author: dsdrice Subject: Cloud+ Date: 10/28/2021 12:37:25 PM -05'00'


different than previous study

 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 2:05:47 PM


LSC Response: The analysis in the sketch plan study was based on counts conducted in 2017 prior to the completion of Lambert Road between Londonderry and Stapleton. The analysis in this report was based on counts conducted in April. This intersection has been recounted since completion of this report and the updated TIS includes a revised existing level of service analysis.

Table 2 Trip Generation Estimate Grandview Reserve Phase 1 Preliminary Plan												
Land Use Code	Land Use Description	Trip Generation Units	Trip Generation Rates ⁽¹⁾						Total Trips Generated			
			Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour		Average Weekday Traffic	Morning Peak Hour		Afternoon Peak Hour	
				In	Out	In	Out		In	Out	In	Out
560	Church	49 KSF	6.49	0.21	0.14	0.20	0.25	318	10	7	10	12
210	Single-Family Detached Housing	568 DU ⁽²⁾	9.05	0.18	0.54	0.60	0.35	5,140	102	306	339	199
								5,458	112	313	349	211
Notes: (1) Source: "Trip Generation, 10th Edition, 2017" by the Institute of Transportation Engineers (ITE). The trip generation rates shown were calculated using on the fitted curve equations. (2) DU = dwelling unit												
Source: LSC Transportation Consultants, Inc.												
Aug-21												

Are there going to be 2 churches? Address each non-residential area.

 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:13:12 PM -05'00'

Are there going to be 2 churches? Address each non-residential area.


 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:31:35 PM

LSC Response: The area southeast of the church is an "amenity center" and is planned to be developed with a 3,000 square foot community recreation center. The trip-generation table has been updated to include this land use.


Add a line for Eastonville - Stapleton to Rex Interim grading and paving. To be completed by Grandview developer if development of Granview Reserve precedes Eastonville Road construction by EPC.

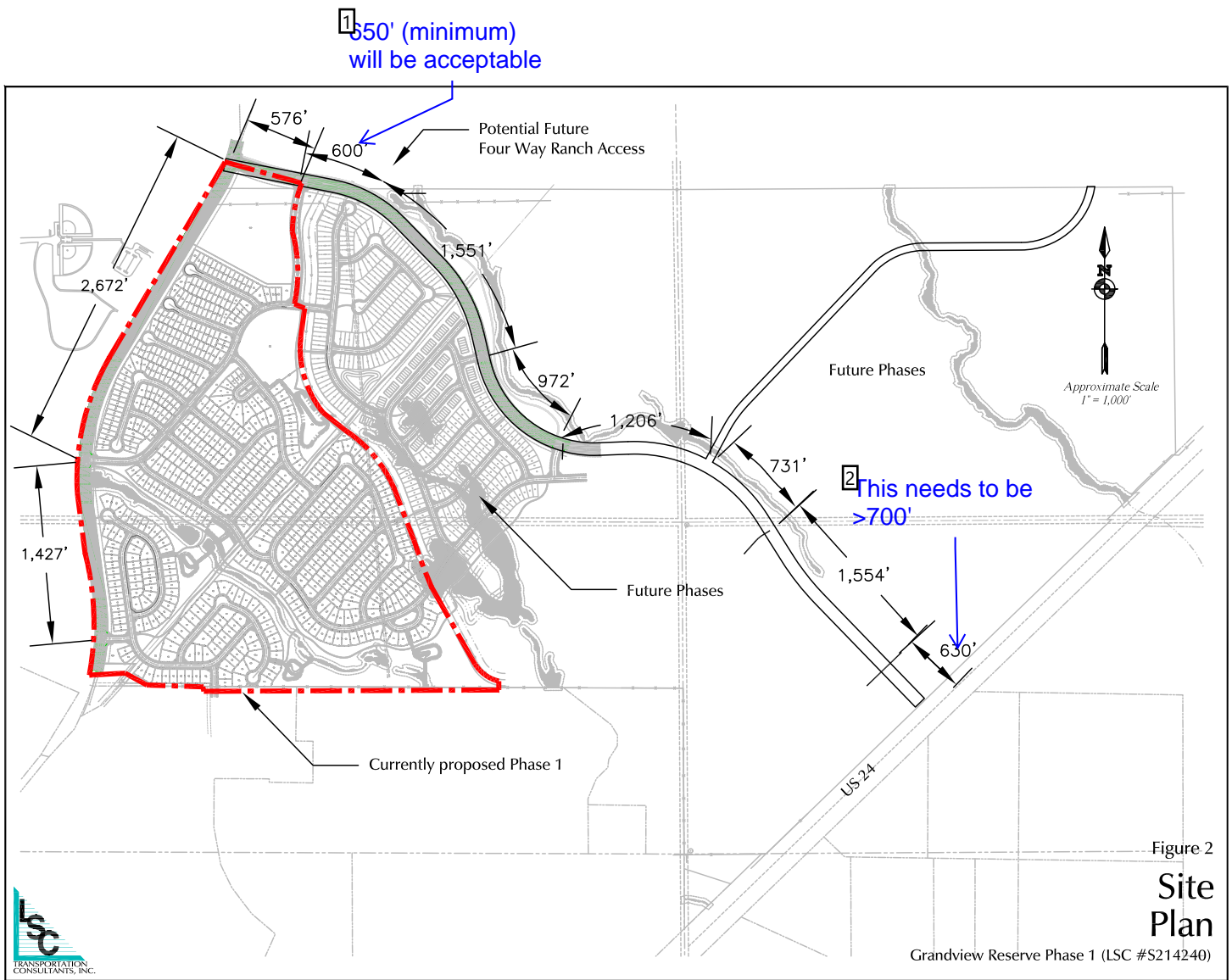
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Table 3 Grandview Reserve Phase 1 Roadway Improvements				
Item #	Improvement	Trigger	Timing	Responsibility
Roadway Segment Improvements				
1	Eastonville - Stapleton to Latigo final grading and paving	dependent on PPRTA funding priorities	TBD by EPC; PPRTA "A-List" Project	PPRTA
2	Eastonville - Stapleton to Londonderry upgrade to Rural Minor Arterial (per MUTCD)	average daily traffic > 6,000 vehicles per day	dependent on PPRTA funding priorities	PPRTA
3	Eastonville - Londonderry to Latigo upgrade from unimproved roadway to Rural Minor Arterial (per MUTCD)	average daily traffic > 300 vehicles per day	With Grandview Reserve Phase 1	PPRTA
4	Eastonville - Stapleton to Grandview Reserve south boundary upgrade to 4-Lane Rural Minor Arterial (per MUTCD)	average daily traffic > 20,000 vehicles per day	dependent on PPRTA funding priorities	PPRTA
5	Construct Rex from Eastonville to first access point east of Eastonville Road	With Grandview Reserve development	With Grandview Reserve Phase 1	Grandview Reserve
6	Construct Rex from first access point east of Eastonville Road to US Hwy 24 Adequate right-of-way should be reserved to allow for the construction of left-turn and right-turn deceleration lanes at all potential future access points	With Grandview Reserve development	With future Grandview Reserve filings	Grandview Reserve
7	Construct Rex from Sunrise Ridge to Eastonville	With adjacent Meridian Ranch development	With future Meridian Ranch filings	Meridian Ranch
8	Stapleton Drive - US Hwy 24 to Eastonville Road complete southern (eastbound) half	average daily traffic > 18,000 vehicles per day	Shown in 2040 MTCP	El Paso County west of Eastonville Road; Waterbury Metro District east of Eastonville Road.
Eastonville/Stapleton				
9	Construct northbound and southbound left-turn lanes on Eastonville Rd. approaching Stapleton Dr.	- - -	Short-Term	PPRTA/El Paso County ⁽¹⁾
10	Signalization of the intersection of Stapleton/Eastonville.	Once warrants are met. The decision on timing of traffic signal installation rests with El Paso County Public Works.	anticipated in the short-term	eligible intersection under the free impact program
Eastonville/Rex Intersection				
11	Construct a northbound right-turn deceleration lane on Eastonville approaching Rex Road (not needed if constructed as a modern roundabout)	northbound right-turn volume > 50 vph	With Grandview Reserve Phase 1	Grandview Reserve
12	Construct a southbound left-turn deceleration lane on Eastonville approaching Rex Road (not needed if constructed as a modern roundabout)	southbound left-turn volume > 25 vph	With future Grandview Reserve Filings or once Eastonville Road is constructed to the west by Meridian Ranch to match a northbound left-turn lane that will be required with that improvement.	Potentially included as part of the PPRTA design of Eastonville Road OR Grandview Reserve
13	Construct a westbound left-turn deceleration lane on Rex Road approaching Eastonville Road (not needed if constructed as a modern roundabout)	westbound left-turn volume > 25 vph	With future Grandview Reserve Filings	Grandview Reserve
14	Construct a westbound right-turn deceleration lane on Rex Road approaching Eastonville Road (not needed if constructed as a modern roundabout)	westbound right-turn volume > 50 vph	With future Grandview Reserve Filings	Grandview Reserve
15	Convert to traffic signal control (not needed if constructed as a modern roundabout)	Once warrants are met. The decision on timing of traffic signal installation rests with El Paso County Public Works.	With future Grandview Reserve Filings	likely to be considered an "eligible intersection" under the roadway improvement fee program
Rex/Grandview Phase 1 Intersection				
16	Construct an eastbound right-turn deceleration lane on Rex Road approaching the Phase 1 Grandview Reserve intersection	eastbound right-turn volume > 50 vph	With the future extension of Rex Road east of this intersection	Grandview Reserve
17	Construct a westbound left-turn deceleration lane on Rex Road approaching the Phase 1 Grandview Reserve intersection	westbound left-turn volume > 25 vph	With the future extension of Rex Road east of this intersection	Grandview Reserve
Eastonville/North Site Access Intersection				
18	Construct a northbound right-turn deceleration lane on Eastonville approaching the north site access (not needed if constructed as a modern roundabout)	northbound right-turn volume > 50 vph	With Grandview Reserve Phase 1	Grandview Reserve
19	Construct a southbound left-turn deceleration lane on Eastonville approaching the north site access (not needed if constructed as a modern roundabout)	southbound left-turn volume > 25 vph	With Grandview Reserve Phase 1	Potentially included as part of the PPRTA design of Eastonville Road OR Grandview Reserve
Eastonville/South Site Access Intersection				
20	Construct a northbound right-turn deceleration lane on Eastonville approaching the south site access (not needed if constructed as a modern roundabout)	northbound right-turn volume > 50 vph	With Grandview Reserve Phase 1	Grandview Reserve
21	Construct a southbound left-turn deceleration lane on Eastonville approaching the south site access (not needed if constructed as a modern roundabout)	southbound left-turn volume > 25 vph	With Grandview Reserve Phase 1	Potentially included as part of the PPRTA design of Eastonville Road OR Grandview Reserve
Notes:				
(1) The design of Eastonville Road will be performed by the Meridian Ranch developer. LSC anticipates that these turn lanes will be included in the project design. The project will be constructed by El Paso County as PPRTA project.				
Source: LSC Transportation Consultants, Inc. (July 2021)				

 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 2:01:18 PM -05'00'


Add a line for Eastonville - Stapleton to Rex Interim grading and paving. To be completed by Grandview developer if development of Granview Reserve preceeds Eastonville Road construction by EPC.


 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:26:42 PM
LSC Response: Added as requested




 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 2:30:41 PM -05'00'

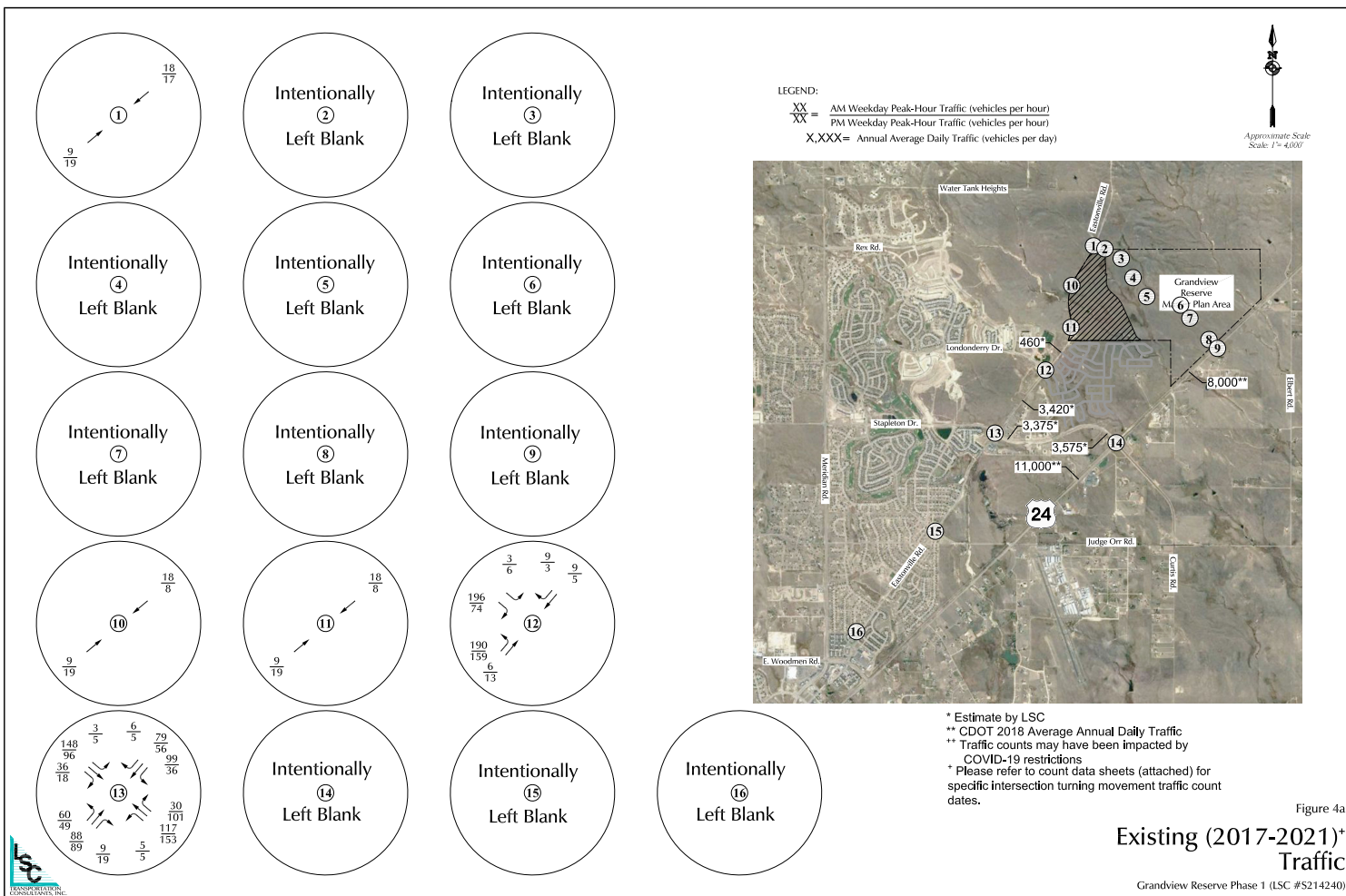
650' (minimum) will be acceptable

 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:26:54 PM
LSC Response: Revised as Requested


 Number: 2 Author: dsdrice Subject: Callout Date: 10/28/2021 2:29:54 PM -05'00'

This needs to be >700'


 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:27:24 PM
LSC Response: Revised as requested



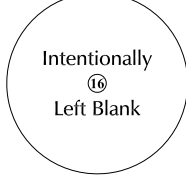
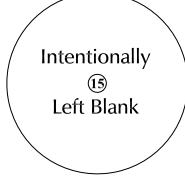
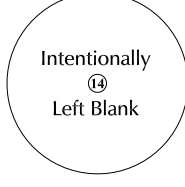
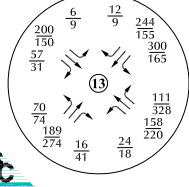
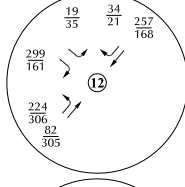
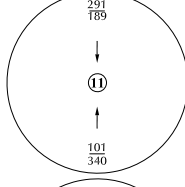
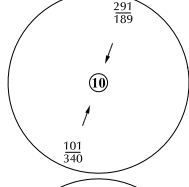
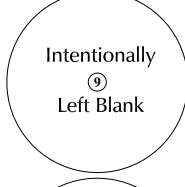
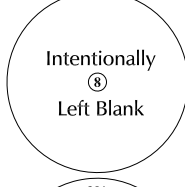
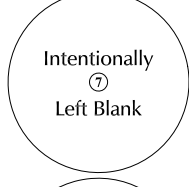
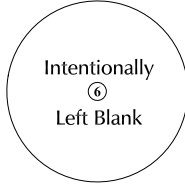
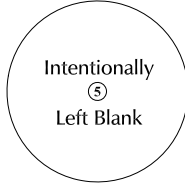
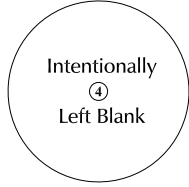
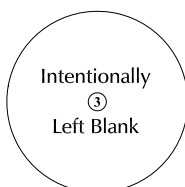
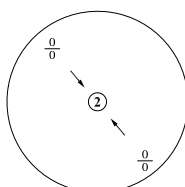
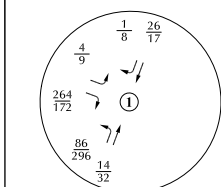
1 Why are these so much lower than the SKP TIS?

 Number: 1 Author: dsdrice Subject: Text Box Date: 10/28/2021 3:27:13 PM -05'00'

why are these so much lower than the SKP TIS?

 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 2:06:06 PM

LSC Response: The SKP TIS was based on counts conducted in 2017 prior to the completion of Lambert Road between Londonderry and Stapleton. The counts shown in this report were conducted in 2021 following completion of Lambert. The updated TIS includes counts counted in October 2021.




LEGEND:
 $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)
 $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (vehicles per hour)
 X,XXX = Annual Average Daily Traffic (vehicles per day)




Figure 5a
 Year 2026
 Background Traffic
 Grandview Reserve Phase 1 (LSC #S214240)

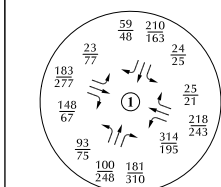
Why are these so different than the SKP TIS?

 Number: 1 Author: dsdrice Subject: Text Box Date: 10/28/2021 3:30:32 PM -05'00'

why are these so different than the SKP TIS?

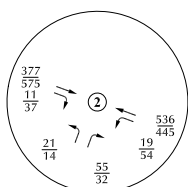
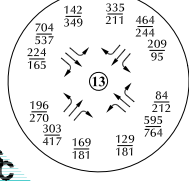
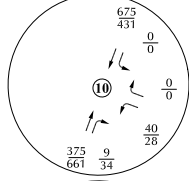
 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:31:47 PM

LSC Response: The SKP TIS assumed that Rex Road would be constructed between Eastonville and US 24 in Phase 1. Only a short section of Rex Road between Eastonville Road and the first site access is currently proposed as part of Phase 1. The background volumes were also revised based on counts conducted in 2018. The updated TIS includes further revisions based on counts conducted in October 2021.



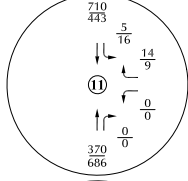
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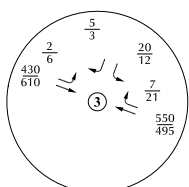


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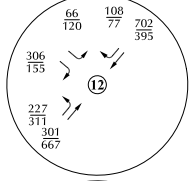


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LEGEND:
 $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)
 $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (vehicles per hour)
 X,XXX = Annual Average Daily Traffic (vehicles per day)

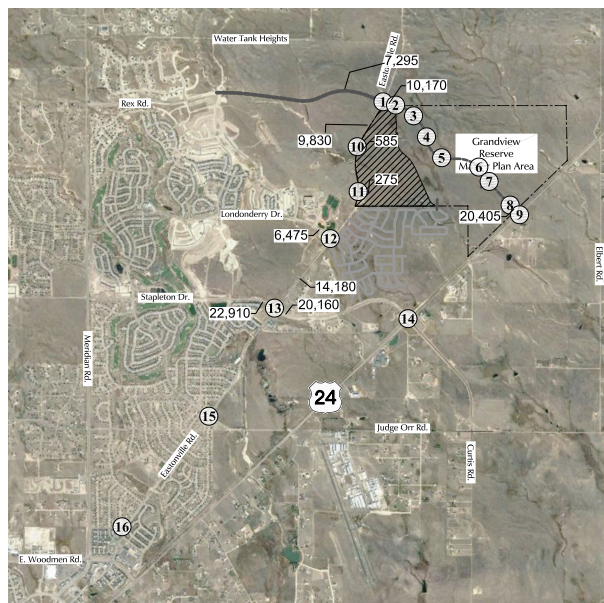




Figure 6a
 Year 2041
 Background Traffic
 Grandview Reserve Phase 1 (LSC #S214240)

1 Why are these so different than the SKP TIS?

 Number: 1 Author: dsdrice Subject: Text Box Date: 10/28/2021 3:32:34 PM -05'00'

why are these so different than the SKP TIS?

 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 5:43:45 PM

LSC Response: The background traffic in the SKP TIS did not include any Grandview Sketch Plan trips (all those trips were "site traffic" in that report for the entire development). The 2040 Background volumes in this report for the Phase 1 portion include projected traffic from future Grandview Reserve filings. Only phase 1 traffic is "site traffic."

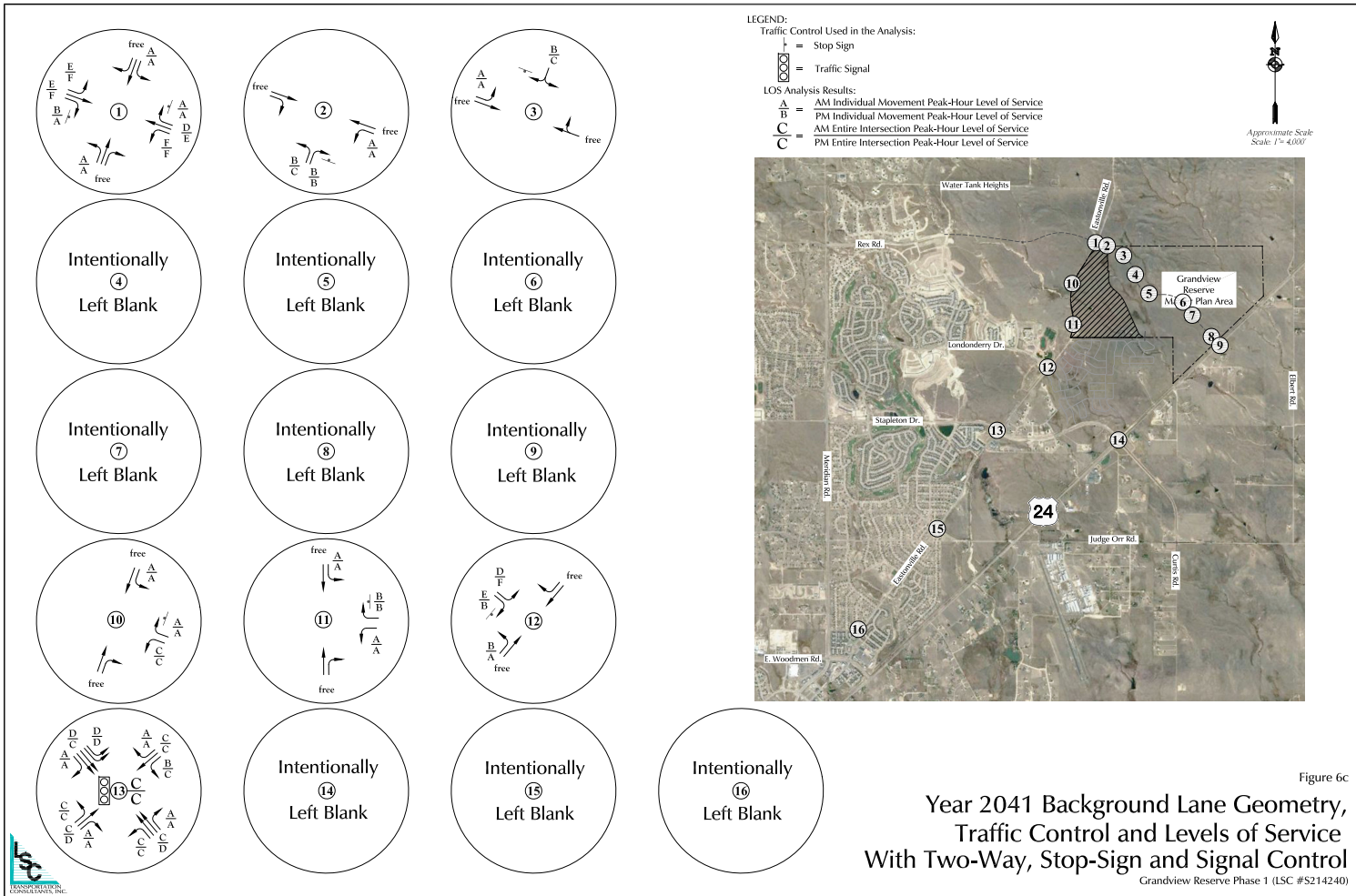



Figure 6c


**Year 2041 Background Lane Geometry,
Traffic Control and Levels of Service
With Two-Way, Stop-Sign and Signal Control**

Grandview Reserve Phase 1 (LSC #S214240)

1 Add the roundabout LOS sheet

 Number: 1 Author: dsdrice Subject: Text Box Date: 10/28/2021 3:34:43 PM -05'00'

[Add the roundabout LOS sheet](#)

 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:32:56 PM
LSC Response: Added as requested

Approximate Scale
Scale: 1" = 4,000'

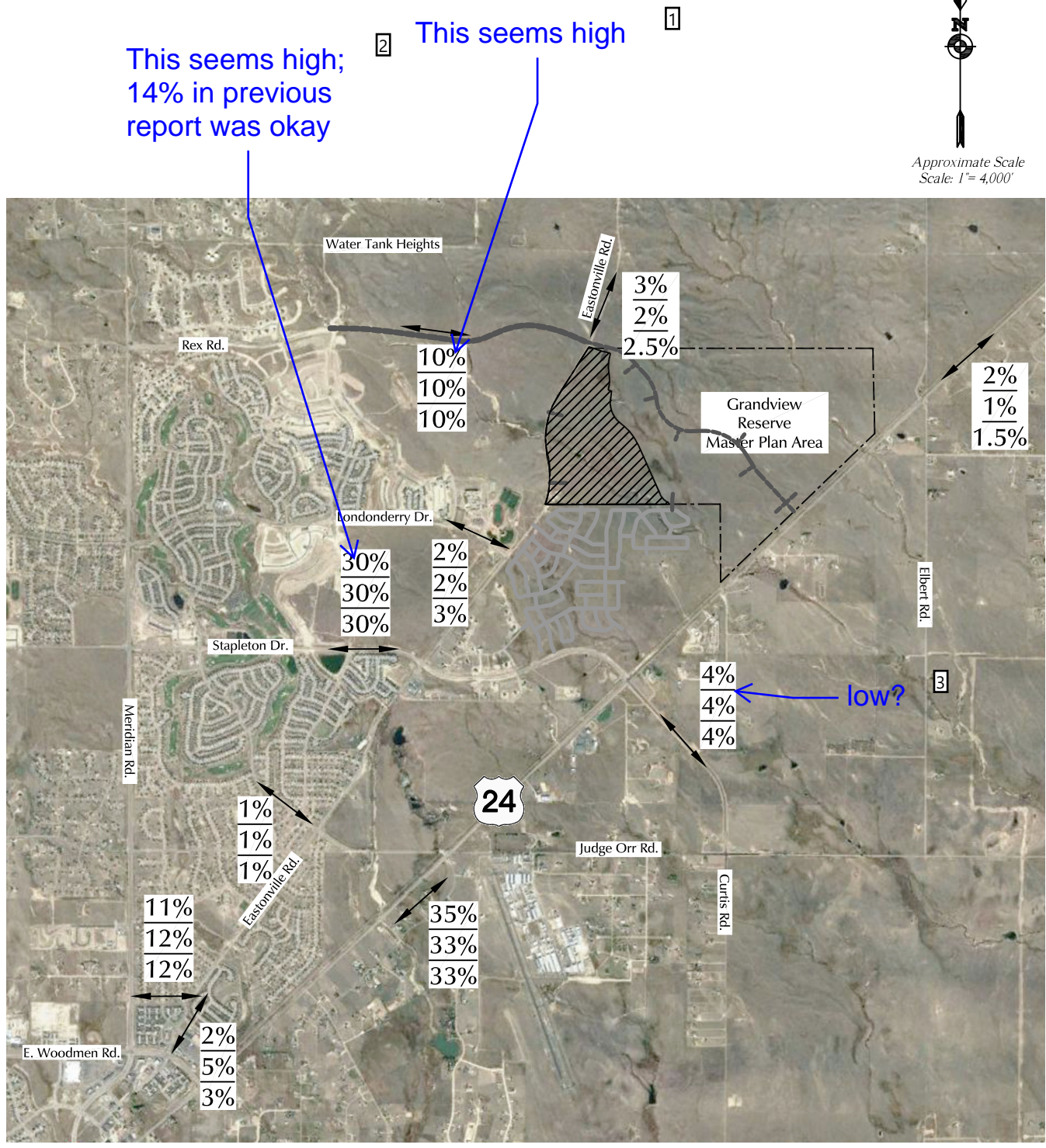


Figure 7


Short-Term Directional Distribution of Site-Generated Traffic

Grandview Reserve Phase 1 (LSC #S214240)


TRANSPORTATION CONSULTANTS, INC.


LEGEND:

XX%	=	AM Percent Directional Distribution
XX%		PM Percent Directional Distribution
XX%		Daily Percent Directional Distribution


 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:36:51 PM -05'00'


This seems high

 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:32:39 PM
LSC Response: The directional distribution estimates have been revised.


 Number: 2 Author: dsdrice Subject: Callout Date: 10/28/2021 3:36:11 PM -05'00'

This seems high; 14% in previous report was okay

 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:32:54 PM
LSC Response: The directional distribution estimates have been revised.

 Number: 3 Author: dsdrice Subject: Callout Date: 10/28/2021 3:39:55 PM -05'00'

low?

 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:33:00 PM
LSC Response: The directional distribution estimates have been revised.

This seems high 1

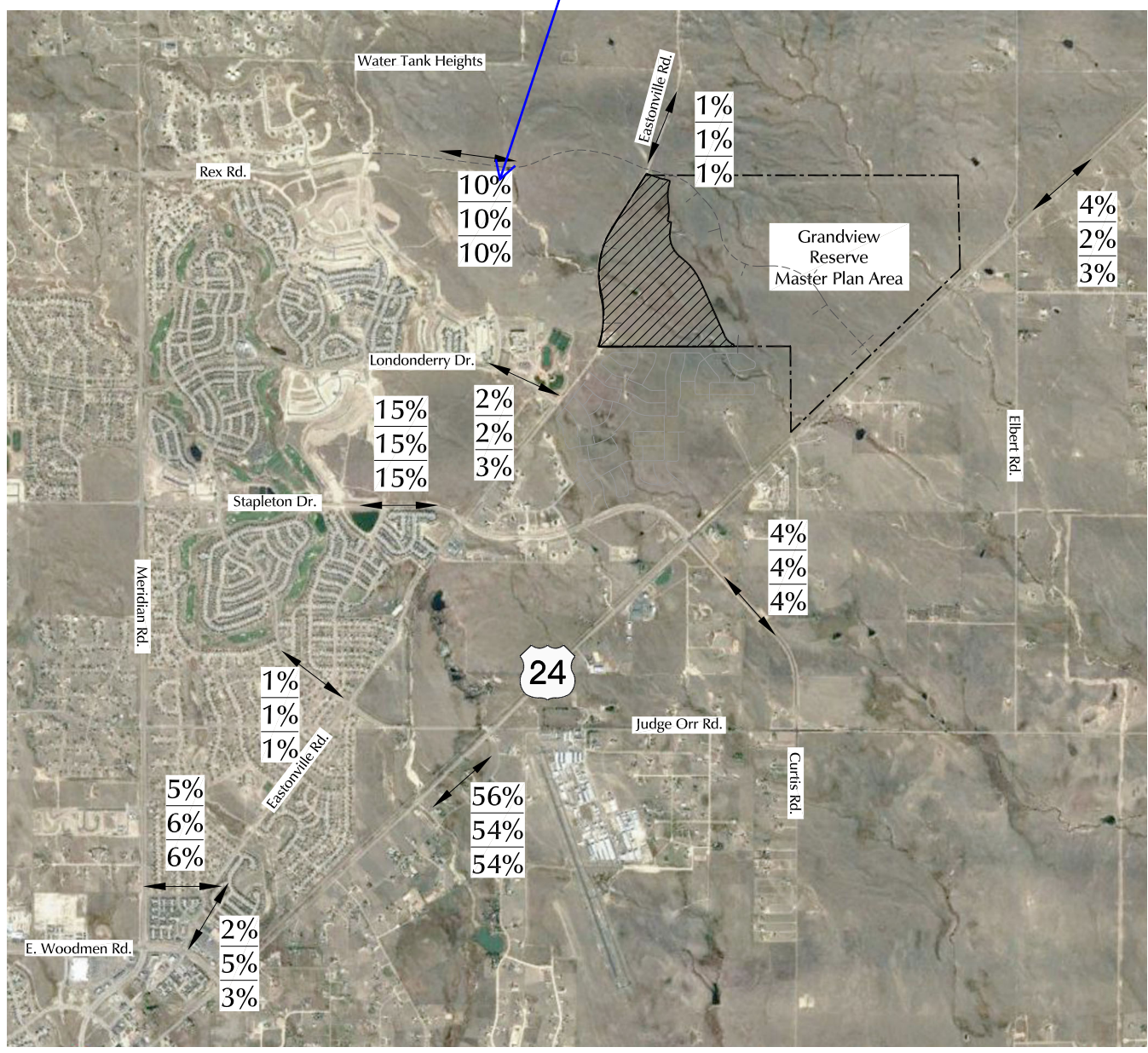


Figure 8

Long-Term Directional Distribution of Site-Generated Traffic

Grandview Reserve Phase 1 (LSC #5214240)


LEGEND:

XX%
XX%
XX%


=

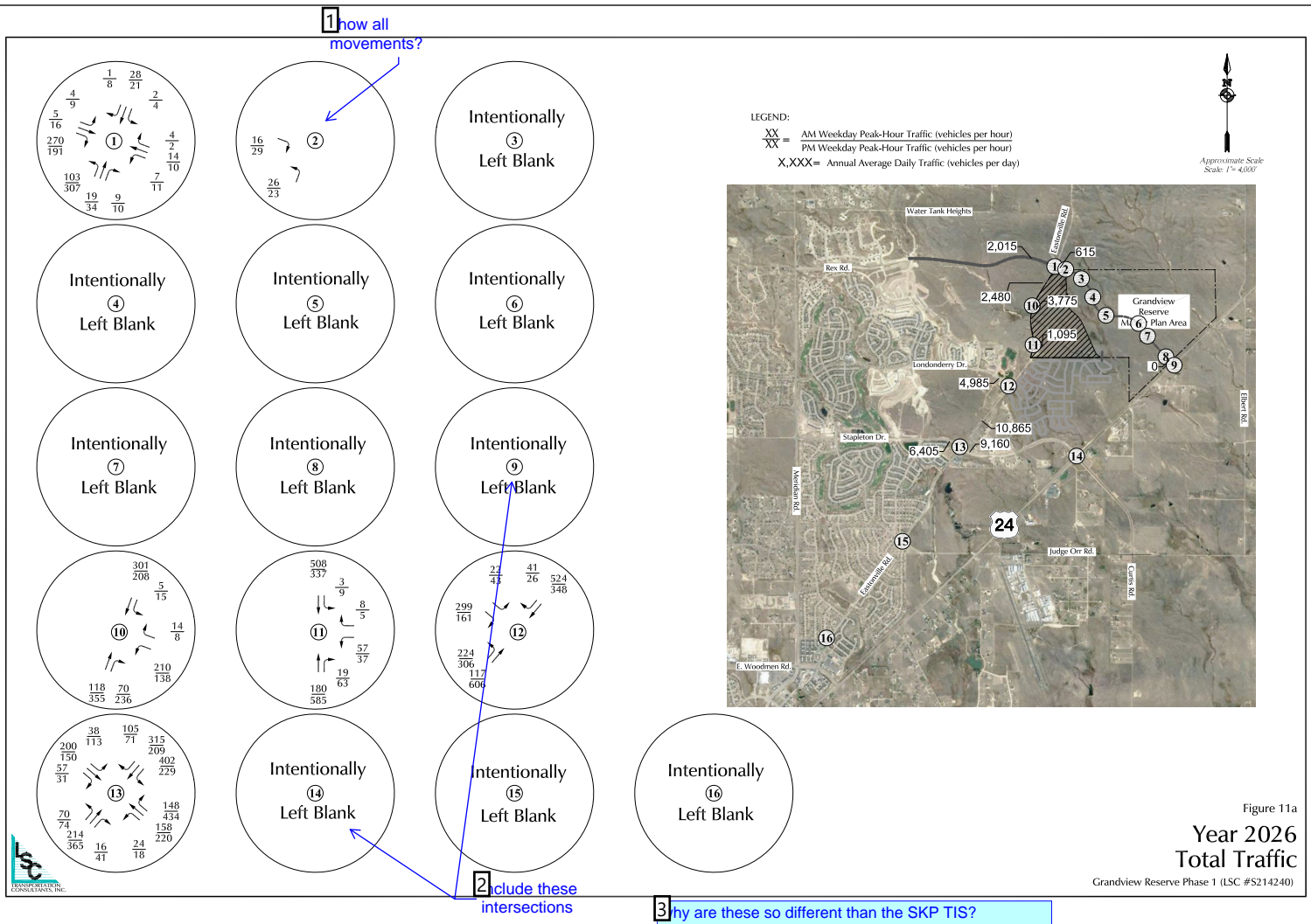
AM Percent Directional Distribution
PM Percent Directional Distribution
Daily Percent Directional Distribution

LSC
TRANSPORTATION
CONSULTANTS, INC.

 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:38:52 PM -05'00'


This seems high

 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:33:24 PM
LSC Response: The directional distribution estimates have been revised.



 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:43:43 PM -05'00'


[show all movements?](#)

 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:33:39 PM


LSC Response: Only a short section of Rex Road is planned to be constructed between Eastonville and "Road V" (Intersection #2) as part of Phase 1.

 Number: 2 Author: dsdrice Subject: Callout Date: 10/28/2021 3:45:47 PM -05'00'


[include these intersections](#)

 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:37:42 PM

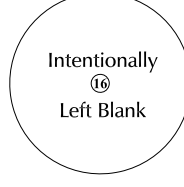
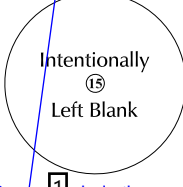
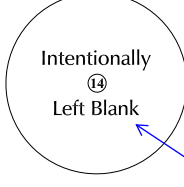
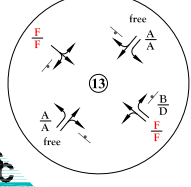
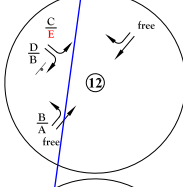
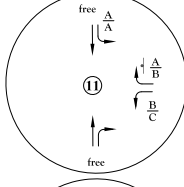
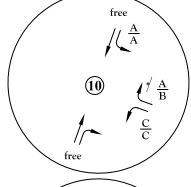
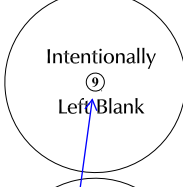
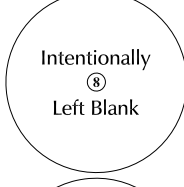
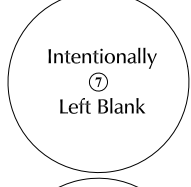
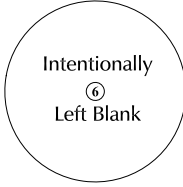
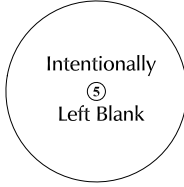
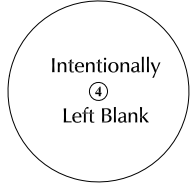
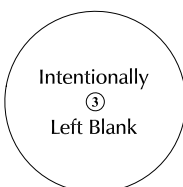
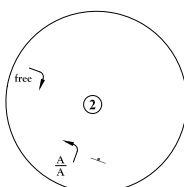
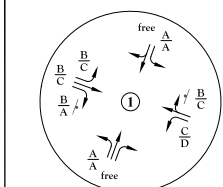
LSC Response: The intersection of US 24/Stapleton has been included in the updated TIS. Rex/US 24 is not planned to be constructed as part of Phase 1.

 Number: 3 Author: dsdrice Subject: Text Box Date: 10/28/2021 3:42:53 PM -05'00'

[why are these so different than the SKP TIS?](#)

 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:34:33 PM

LSC Response: The SKP TIS assumed Phase 1 would include homes on the east side of the development and that Rex Road would be constructed between Eastonville Road and US 24. Phase 1 is now planned on the west side of the development and only a short section of Rex Road is planned to be constructed between Eastonville Road and the first site access ("Road V" intersection #2).



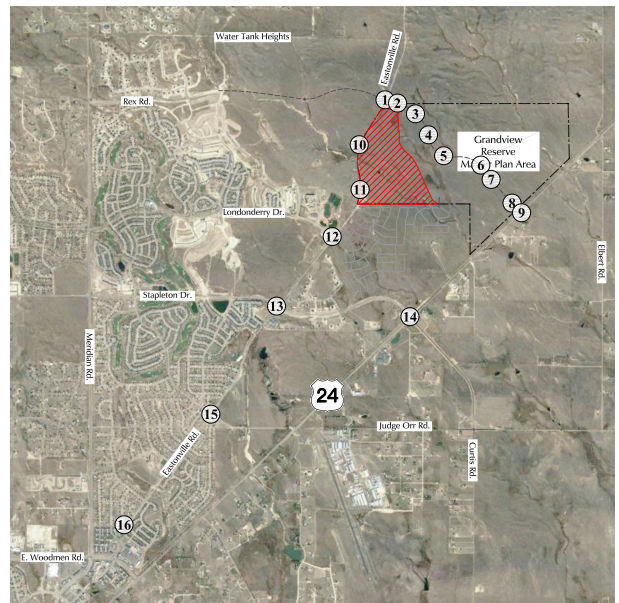
LEGEND:

Traffic Control Used in the Analysis:




LOS Analysis Results:

$\frac{A}{B}$ = AM Individual Movement Peak-Hour Level of Service
 $\frac{A}{C}$ = PM Individual Movement Peak-Hour Level of Service
 $\frac{B}{C}$ = AM Entire Intersection Peak-Hour Level of Service
 $\frac{C}{C}$ = PM Entire Intersection Peak-Hour Level of Service




1 include these intersections

Figure 11b
 Year 2026 Total Lane Geometry,
 Traffic Control and Levels of Service
 with Two-Way Stop-Sign Control
 Grandview Reserve Phase 1 (LSC #S214240)


 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:45:42 PM -05'00'

[include these intersections](#)


 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:41:02 PM

LSC Response: The intersection of US 24/Stapleton has been included in the updated TIS. Rex/US 24 is not planned to be constructed as part of Phase 1.

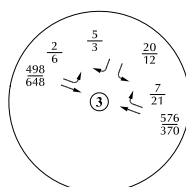
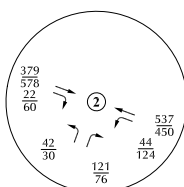
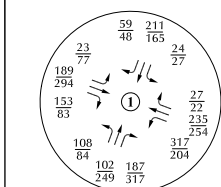


 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:45:32 PM -05'00'

[include these intersections](#)

 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:41:06 PM

LSC Response: The intersection of US 24/Stapleton has been included in the updated TIS. Rex/US 24 is not planned to be constructed as part of Phase 1.



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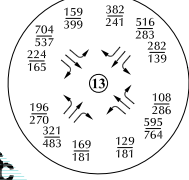
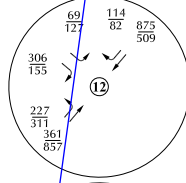
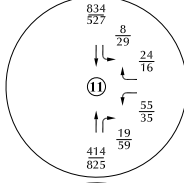
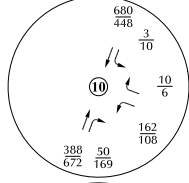
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LEGEND:
 $\frac{XX}{XX}$ = AM Weekday Peak-Hour Traffic (vehicles per hour)
 $\frac{XX}{XX}$ = PM Weekday Peak-Hour Traffic (vehicles per hour)
 X,XXX = Annual Average Daily Traffic (vehicles per day)




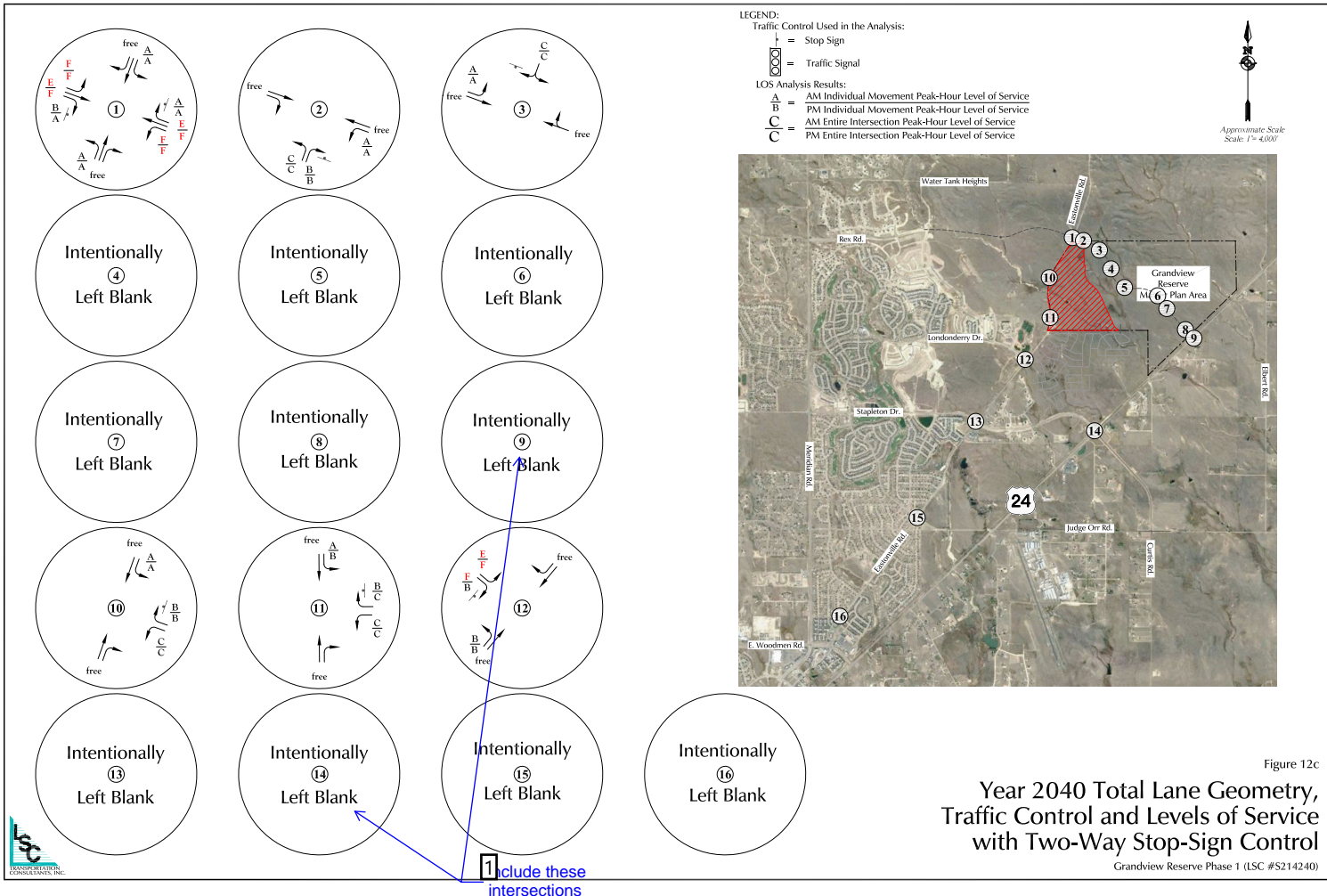
1 include these intersections


Figure 12a
 Year 2041
 Total Traffic
 Grandview Reserve Phase 1 (LSC #S214240)

 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:48:01 PM -05'00'


[include these intersections](#)

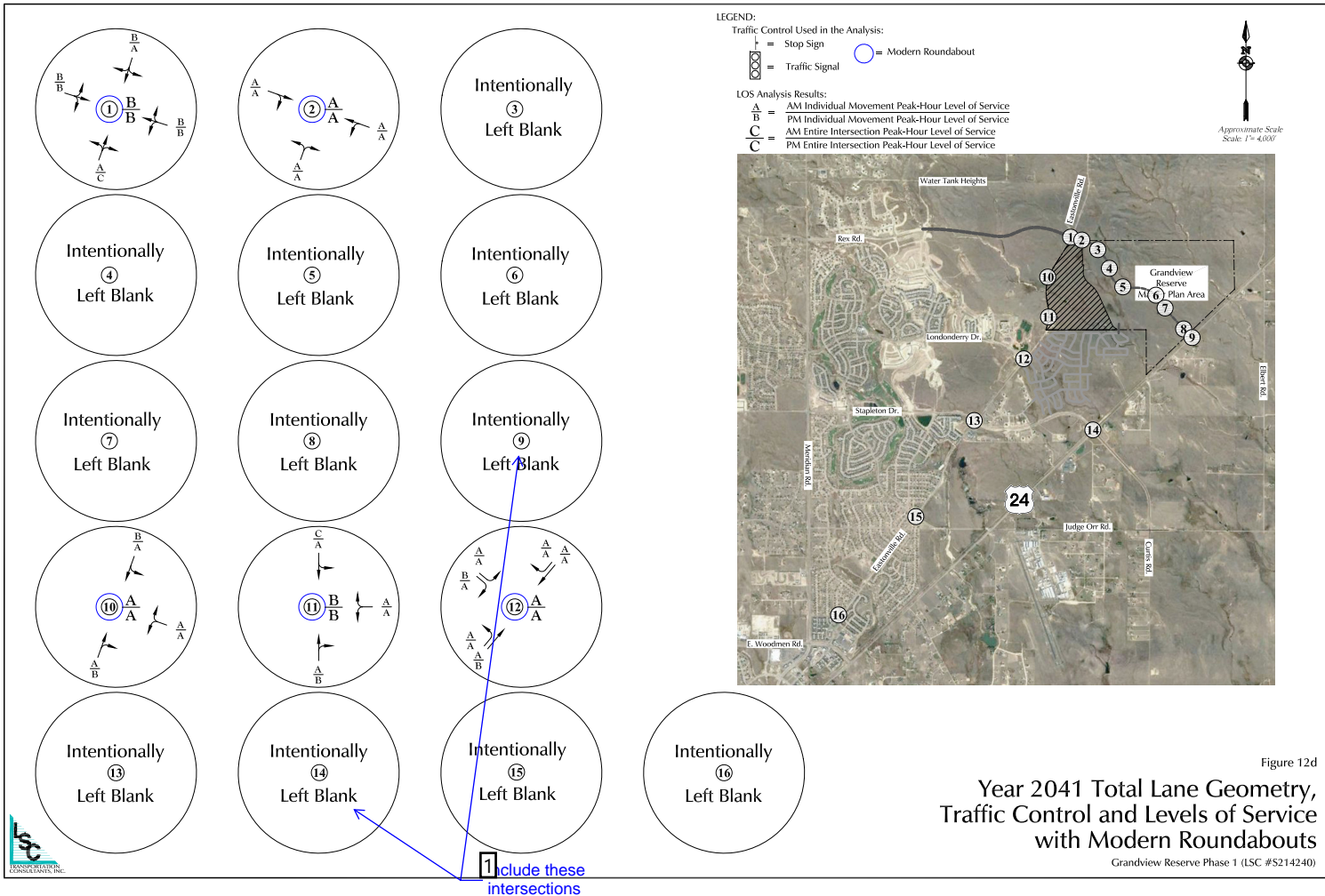
 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:34:38 PM
LSC Response: The requested analysis has been included in the updated TIS.




 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:48:34 PM -05'00'


[include these intersections](#)

 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:34:42 PM
LSC Response: The requested analysis has been included in the updated TIS.




 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:52:48 PM -05'00'


[include these intersections](#)

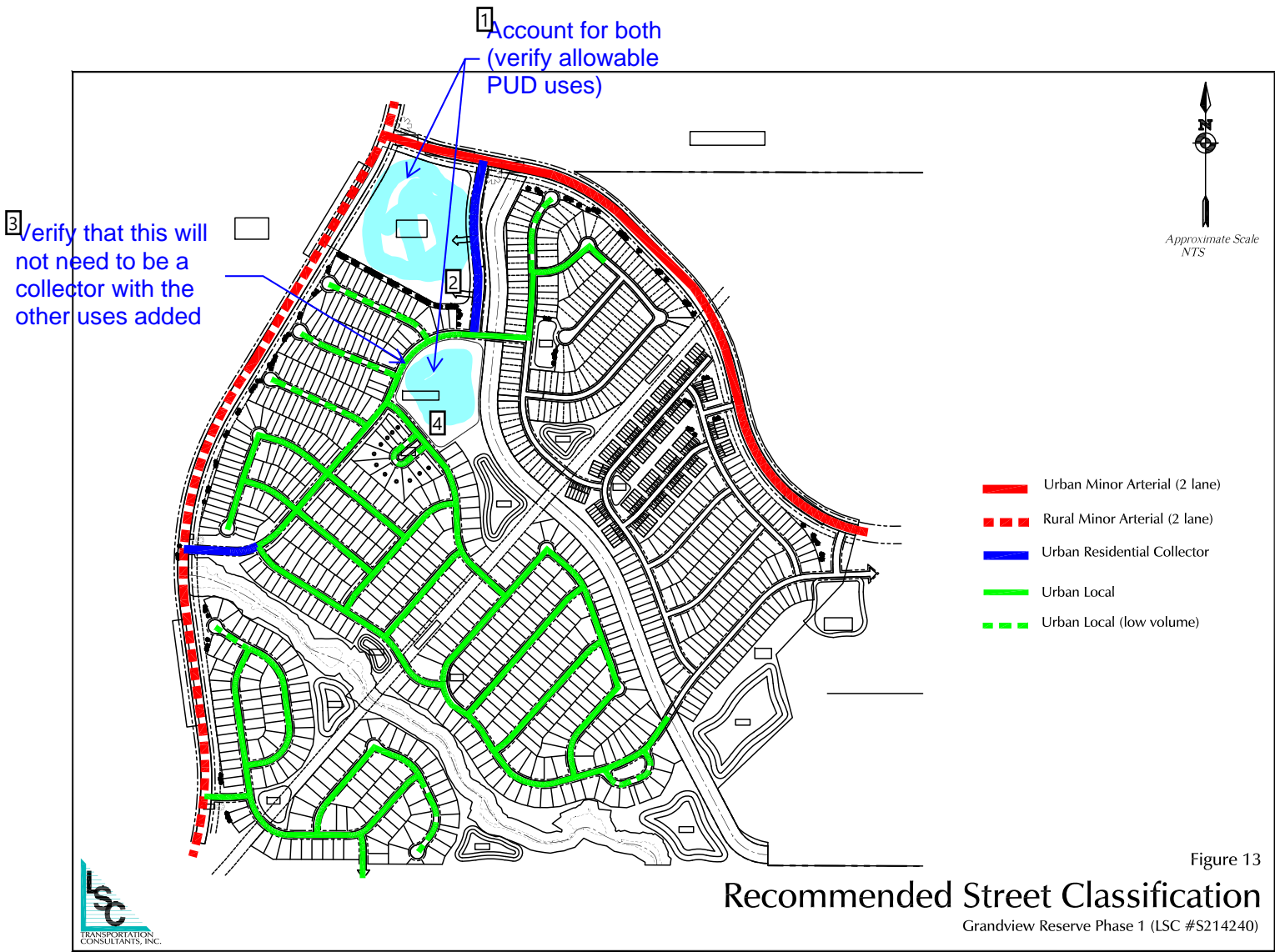
 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:34:46 PM
LSC Response: The requested analysis has been included in the updated TIS.



 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:52:54 PM -05'00'


[include these intersections](#)

 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:34:50 PM
LSC Response: The requested analysis has been included in the updated TIS.



 Number: 1 Author: dsdrice Subject: Callout Date: 10/28/2021 3:23:50 PM -05'00'

[Account for both \(verify allowable PUD uses\)](#)


 Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:42:39 PM

LSC Response: The trip generation estimate has been revised to include the latest information on the proposed church located on the northwest parcel and the proposed amenity center on the southeast parcel


 Number: 2 Author: dsdrice Date: 10/28/2021 3:20:04 PM -05'00'

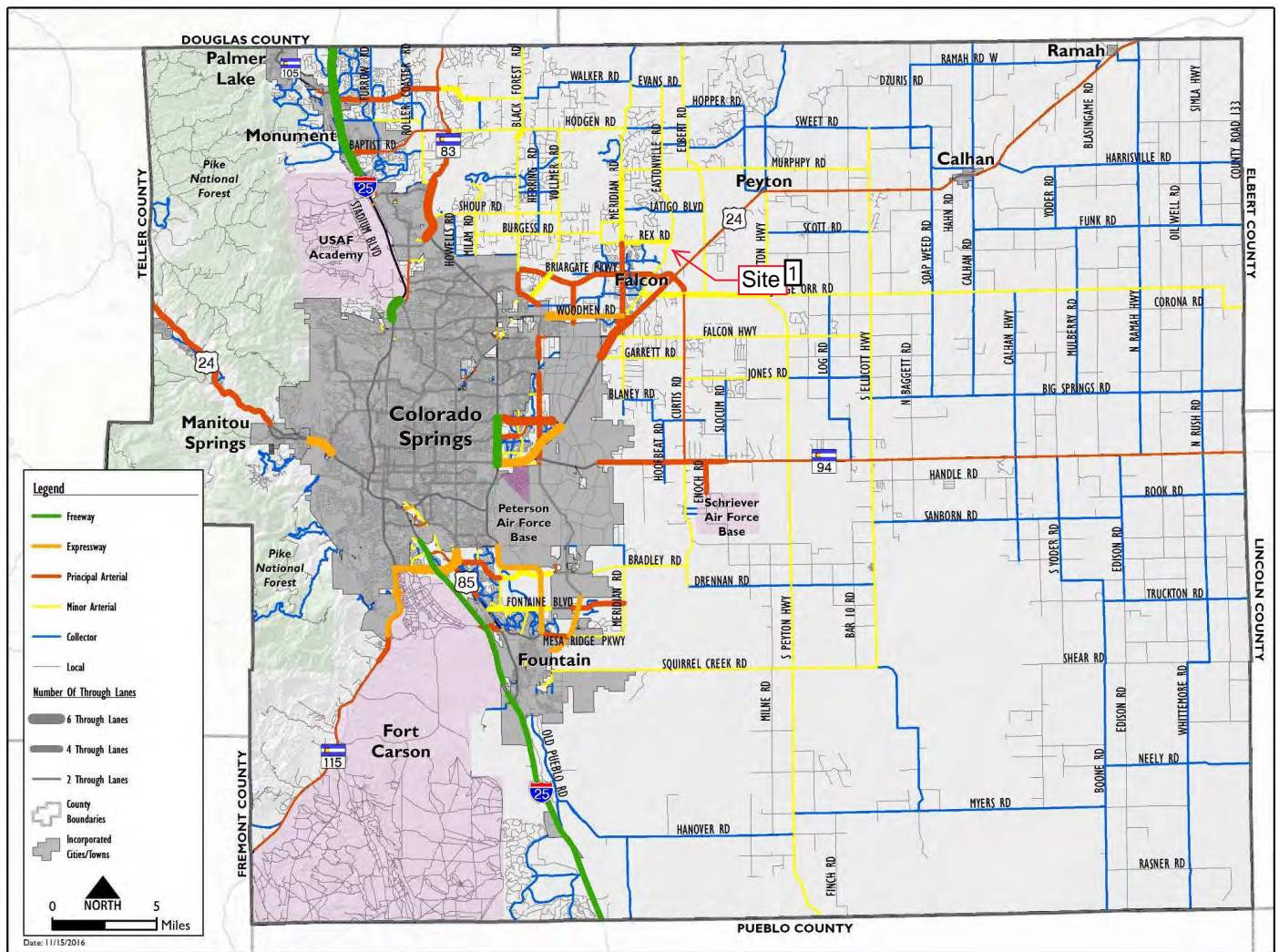
 Number: 3 Author: dsdrice Subject: Callout Date: 10/28/2021 3:19:45 PM -05'00'

[Verify that this will not need to be a collector with the other uses added](#)

 Author: kdferrin Subject: Sticky Note Date: 12/10/2021 2:34:55 PM

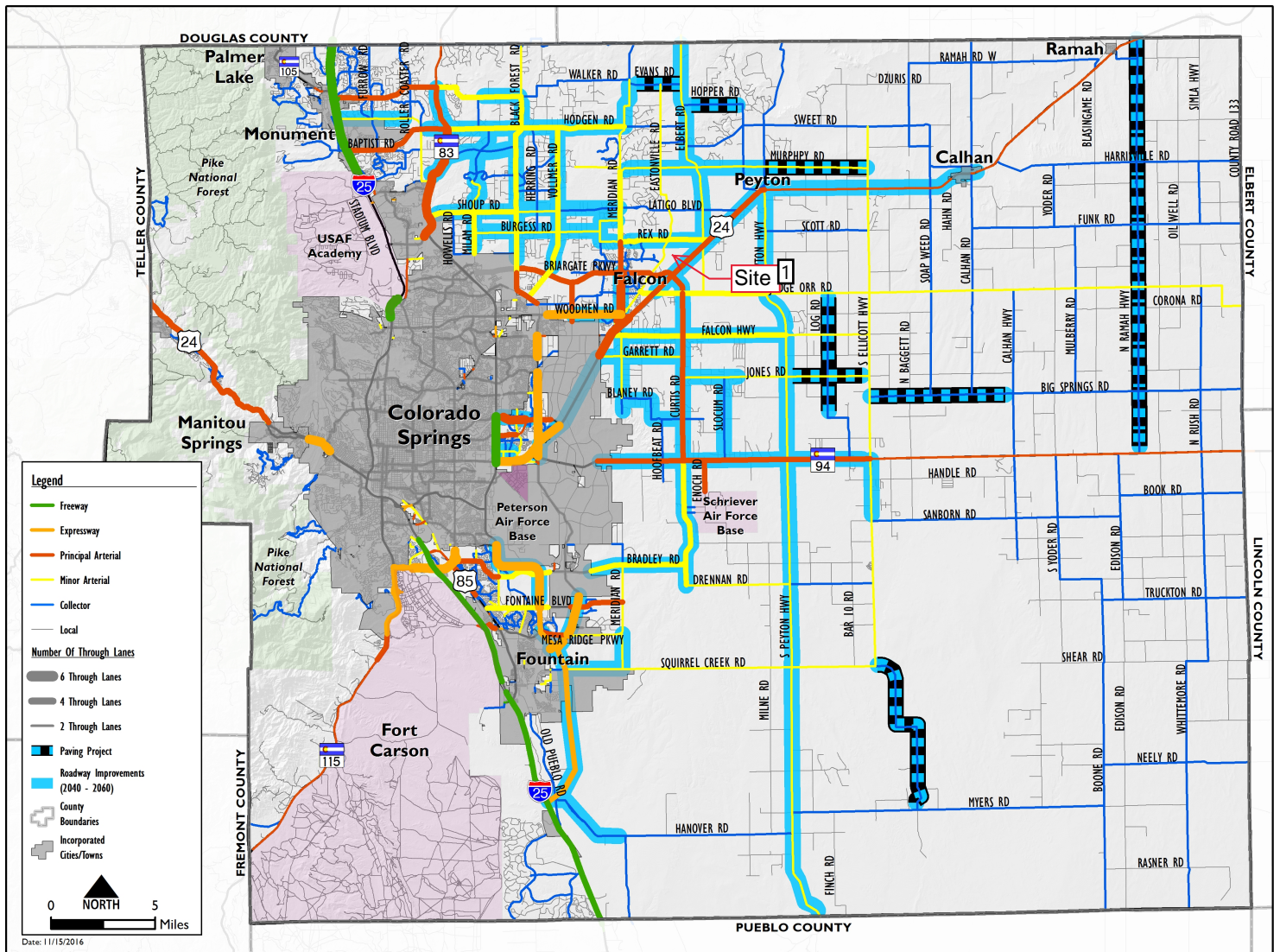
LSC Response: The recommended street classifications has been verified in the updated TIS as requested.

 Number: 4 Author: dsdrice Date: 10/28/2021 3:19:58 PM -05'00'



Map 14: 2040 Roadway Plan (Classification and Lanes)

Map 17: 2060 Corridor Preservation



Traffic Counts

(Review ended here)

1



Number: 1 Author: dsdrice Subject: Text Box Date: 10/28/2021 3:53:29 PM -05'00'

[\(Review ended here\)](#)



Author: kdferrin Subject: Sticky Note Date: 12/9/2021 1:42:48 PM
LSC Response: Noted
