



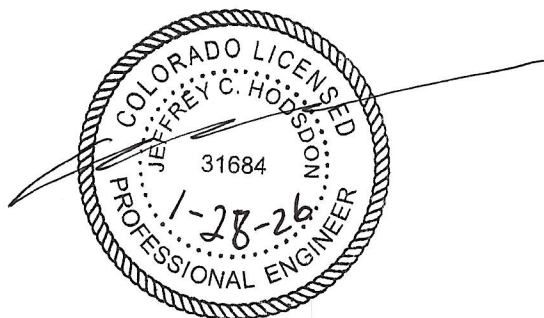
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4-Way Commercial Phase 1
Site Development Plan
Traffic Impact Analysis
PCD File No. PPR2347
(LSC #S224452)
January 27, 2026

6/17/2026
LSC Responses
to EPC TIS Redline
Comments

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.

Date

LSC Responses to EPC TIS Redline Comments

Page: 1

 Number: 1 Author: jeff Subject: Text Box Date: 6/17/2026 9:15:41

6/17/2026

**LSC Responses
to EPC TIS Redline Comments**



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January 22, 2026

Eric Smith, P.E.
ONE La Plata
422 East Vermijo Avenue, Suite 100
Colorado Springs, CO 80903

1
please provide
recommendations for the
location of the gate and
turning exhibits for the
large RV vehicles at the
entrances off Dumont
Drive

RE: 4-Way Commercial
Site Development Plan
El Paso County, CO
Traffic Impact Analysis
PCD File No.: [PPR2347](#)
LSC #S224452

Dear Mr. Smith:

LSC Transportation Consultants, Inc. has prepared this traffic impact analysis for the first site development plan (SDP) of the 4-Way Commercial development. As shown in Figure 1, the site is located north and south of Stapleton Drive and northwest of US Highway 24 (US Hwy 24) in El Paso County, Colorado.

LSC recently prepared a Master Traffic Impact Study (MTIS) for the 4-Way Commercial Rezone ([CS223](#)) that included trips by the currently-proposed SDP. This memorandum is intended as a site-specific, site-development plan traffic report. This report also includes, for information only, potential changes to the land uses for parcels beyond the currently proposed SDP development area.

REPORT CONTENTS

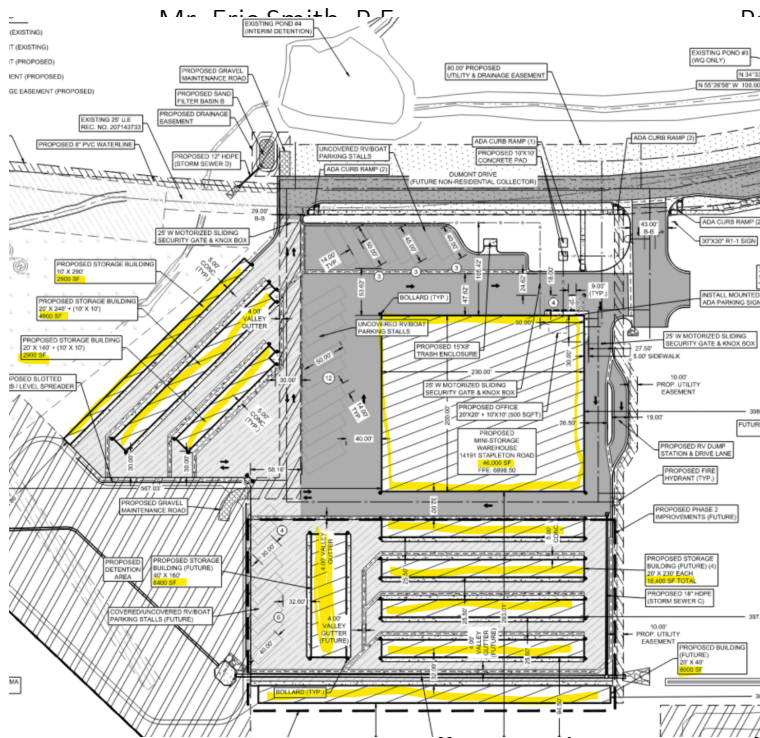
This report presents:

- The traffic-count data and street conditions;
- Short-term and 2045 baseline/background traffic volumes estimates;
- A summary of the proposed land-use and access plan;
- The projected average weekday and peak-hour vehicle trips to be generated by the currently proposed filings;
- The assignment of the site-generated traffic volumes to the area roadways;
- The resulting traffic impacts, including level of service analysis at key intersection;
- Improvements needed with the currently-proposed SDP; and
- The project's obligation to the County roadway improvement fee program.

 Number: 1 Author: Daniel Torres Subject: Text Box Date: 2/25/2026 15:46:44 -07'00'

please provide recommendations for the location of the gate and turning exhibits for the large RV vehicles at the entrances off Dumont Drive

 Author: jeff Subject: Sticky Note Date: 6/17/2026 8:54:41
LSC Response: Provided in the updated TIS, as requested.



nt Plan (SDP) for Mini & R

Please coordinate with the project team as the site plan and Letter of intent indicate 89,500 s.f. of storage buildings. Update the analysis as needed.

and RV/Boat storage development, only.

2. The SDP shows **two separate phases** for the the currently-proposed SDP, shown in “Area 1” development area assumed in the 2022 MTIS. The (2) includes 81,500 square feet of floor space for plan represents the anticipated development and the area labeled as “Area 2” – “Future” is not part of graded at the time of the storage development.

Previous Assumptions of Short-Term Land Uses (as shown in the 2022 MTIS - for reference only)

The 4-Way Commercial MTIS assumed the initial development would include the area south of Stapleton Drive adjacent to US Hwy 24 and east of the drainage area including about four to six acres of general commercial uses, three to five acres of mini-warehouse, three to four acres for Boat/RV storage, and three to four acres for contractor equipment storage.

Long-Term Scenario

Land Use – Potential Future Land Uses

Figure 2b shows the potential land uses for the remaining 4-Way Commercial development. The general commercial uses are no longer included in the initial SDP. However, the remaining developable area south of Stapleton Drive and east of the drainage area, shown as Areas 2 and 3 in Figure 2b, is still intended to be developed for commercial uses in the future. This report assumes these parcels will be developed with a gas station with about 83,500 square feet of commercial floor space including a gas station with convenience store, fast food restaurants and general commercial uses.

This report assumes the area west of the drainage, shown as Area 4 in Figure 2b, will be developed for 160 single-family attached dwelling units, instead of the “Business Park” land use assumed in the 2022 MTIS.

multi-family is indicated in the figure. Please revise.

 Number: 1 Author: Daniel Torres Subject: Image Date: 2/24/2026 14:43:47 -07'00'

 Number: 2 Author: Daniel Torres Subject: Callout Date: 2/24/2026 14:43:54 -07'00'

Please coordinate with the project team as the site plan and Letter of intent indicate 89,500 s.f. of storage buildings
Update the analysis as needed.

 Author: kdfer Subject: Sticky Note Date: 4/1/2026 13:20:24

LSC Response: The TIS has been updated to show 89,500 square feet of storage buildings

 Number: 3 Author: Daniel Torres Subject: Callout Date: 2/24/2026 14:56:04 -07'00'

multi-family is indicated in the figure. Please revise.

 Author: kdfer Subject: Sticky Note Date: 4/1/2026 13:20:54

LSC Response: The figure has been revised to clarify that townhomes are the anticipated land use for Area 4

Access

Short Term – Current SDP Access

The initial segment of Dumont Drive between Stapleton Road and the site (including the segment along the site frontage) is planned to be constructed as part of this first SDP. Storage development access to this initial section of Dumont Drive is shown in Figure 2a. The Dumont Drive/Stapleton Road intersection will be located 845 feet west of US Highway 24 (centerline spacing). The location of the Stapleton/Dumont intersection (and intersection spacing to US Highway 24) was previously established with the Stapleton Corridor Study and access control plan and the intersection is shown on the PPRTA CDs for Stapleton Road. While this access does not meet the general intersection spacing requirements for an Urban Principal Arterial found in the *El Paso County Engineering Criteria Manual (ECM)*, the Stapleton Corridor study and access control plan overrides the general *ECM* spacing criteria (as is typical with roadway corridor access management plans). Therefore, County staff has indicated a deviation request to general *ECM* criteria for intersection spacing will not be required.

Dumont Drive will initially be built as a private drive south of Stapleton Drive to serve this initial SDP development. The initial segment will be 24 feet wide and will include a sidewalk on the southeast side adjacent to the site. Dumont Drive will be improved to an Urban Non-Residential Collector standard in the future, as needed, with future development. The need/timing will be addressed as part of future development submittals/traffic memos.

The first site-access point to Dumont Drive is proposed to be located about 280 feet from the south edge of pavement of Stapleton Drive to the centerline of the access point (330 feet from the access centerline to the approximate centerline of the future four-lane Stapleton Drive). This access would require a deviation to the criteria contained in *ECM* for shortened left-turn lanes on Dumont Drive approaching both Stapleton Drive and the site-access point. ¹

Long Term - Future Access (For Information Only - anticipated future development plans)

The 2022 MTIS assumed the future parcels south of Stapleton Drive would have access to the south side of Stapleton Drive via a full-movement intersection that would have access to Stapleton Drive aligning with the intersection of Saybrook Drive/Stapleton Drive about 1,345 feet west of the future Dumont Drive. A deviation for a full-movement intersection at this location was previously approved as part of PCD number [PUDSP 215](#). ²

Two additional right-in/right-out access points to Stapleton Drive are envisioned to serve these future development parcels. One is shown between Saybrook Drive and Dumont Drive and another is shown between Dumont Drive and US Hwy 24. In conjunction with future site development plans, both of these access points would require deviations to the criteria contained in the *ECM*. These future access points are shown in Figure 2b.

Per criteria and the existing corridor plan these deviations are unlikely to be supported by staff. The analysis should not account for these and trips should be distributed to the likely access points Saybrook and Dumont.

include the name of the project (Waterbury phase 1)

1

2

 Number: 1 Author: Daniel Torres Subject: Callout Date: 2/24/2026 15:00:08 -07'00'

include the name of the project (Waterbury phase 1)

 Author: kdfer Subject: Sticky Note Date: 4/1/2026 13:21:08
LSC Response: Revised as requested

 Number: 2 Author: Daniel Torres Subject: Callout Date: 2/25/2026 14:37:37 -07'00'

Per criteria and the existing corridor plan these deviations are unlikely to be supported by staff. The analysis should not account for these and trips should be distributed to the likely access points Saybrook and Dumont.

 Author: kdfer Subject: Sticky Note Date: 4/1/2026 16:39:13
LSC Response: The TIS has been revised to include scenarios with and without the future potential right-in/right-out access points.

The 2035 MTIS assumed the future development parcel north of Stapleton Drive would have access to Stapleton Drive via a future extension of Dumont Drive and a right-in/right-out access to Stapleton Drive west of Dumont Drive.

INTERSECTION SIGHT DISTANCE

Based on a design speed of 50 miles per hour (mph) and the criteria contained in Table 2-21 of the *Engineering Criteria Manual (ECM)*, the required intersection sight distance at the intersection of Dumont Drive/Stapleton Drive is 555 feet. (Note: the **required** intersection sight distance for the future **four-lane** Stapleton Drive is subject to change, depending on the timing of potential future signalization of this intersection). The measurements were taken from a driver's eye height of 3.5 feet to an approaching vehicle height of 3.5 feet. The available sight distance is greater than 1,000 feet to both the east and the west. These measurements were conducted in the field by LSC.

The lines of sight for both access-point intersections will need to be kept clear of any sight-distance obstructions. This includes landscaping, signage, etc. proposed for the development.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown in Figure 1 and are described below. Copies *2024 El Paso County Major Transportation Corridors Plan (MTCP)* 2045 Roadway Functional Classifications (Figure 22) and 2065 Corridor Preservation Plan (Figure 39) with the site location identified on them have been attached to this report.

Eastonville Road extends northeast from Meridian Road to past Hodgen Road. It is shown as a two-lane Minor Arterial on the El Paso County *Major Transportation Corridors Plan* and the *Preserved Corridor Network Plan*. Eastonville Road has a three-lane cross section (one through lane in each direction plus a center two-way, left-turn lane) from Woodmen Hills Drive to Snaffle Bit Road (approximately midway between Judge Orr Road and Stapleton Road). Eastonville Road is a two-lane roadway north and south of this section. Eastonville Road is currently unpaved north of Londonderry Drive. The posted speed limit is currently 45 miles per hour (mph) north of Stapleton Drive and 35 mph south of Stapleton Drive. Pikes Peak Rural Transportation Authority (PPRTA) Eastonville Phase 1 project-funded improvements are anticipated in the short-term future at the intersection of Eastonville Road and Stapleton Drive. A roundabout is under design for this intersection.

US Highway 24 (US Hwy 24) is generally a two-lane State Highway extending east/west across Colorado connecting the Buena Vista, Colorado Springs, and Limon areas. US Hwy 24 is planned to be widened to four lanes through Woodmen Road in the Falcon area, once funding is available. US Hwy 24 in the vicinity is classified as an EX – Expressway/Major Bypass by the Colorado

 Number: 1 Author: Daniel Torres Subject: Callout Date: 2/24/2026 15:03:13 -07'00'

2022?

 Author: kdfer Subject: Sticky Note Date: 4/1/2026 13:28:27

LSC Response: Revised to 2022

Figure 4 shows the projected long-term (Year 2045) background traffic volumes. These volumes are estimates by LSC, based on the above and previous work completed in the area including the *Waterbury Filing No. 1 Traffic Impact Analysis* dated February 28, 2025.

TRIP GENERATION

4-Way Commercial SDP site-generated vehicle trips have been estimated, in part, using the nationally-published trip-generation rates from *Trip Generation, 12th Edition, 2025* by the Institute of Transportation Engineers (ITE). ITE does not have trip-generation rates for RV/boat storage. The trip-generation rates for this use shown in Table 2 have been estimated by LSC. Please refer to Appendix A for details and the basis of these LSC-estimated trip-generation rates.

Table 2 shows the trip-generation estimate for the current SDP (“Area 1” as shown in Figure 2b) land uses. Table 2 also shows a **future “background”** trip estimate for the currently-anticipated future land uses in Areas 2, 3 and 4 (as shown on Figure 2b) adjacent to the SDP site. The table also include, for reference, a comparison to estimates assumed in the *4-Way Commercial MTIS* for the same parcels.

The currently-proposed 4-Way Commercial SDP is expected to generate 109 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 and 8:30 a.m., about four vehicles would enter and three vehicles would exit the site. During the afternoon peak hour, which generally occurs for one hour between 4:15 and 6:15 p.m., about five vehicles would enter and six vehicles would exit the site.

At buildout, the 4-Way Commercial development area south of Stapleton Drive (Areas 1, 2, 3, and 4, as shown in Figure 2b) is expected to generate about 15,917 total vehicle trips on the average weekday, with about half entering and half **existing** the site during a 24-hour period. This is about 8,705 more vehicle trips than were assumed in the 2022 MTIS. The total vehicle trips are expected to be reduced due to internal trips between the future proposed land uses within the 4-Way Commercial area south of Stapleton Drive. Appendix Table 2 shows the estimated internal trip reduction.

The total number of vehicle trips generated at future area buildout has also been reduced to account for the “pass by” and “diverted link” phenomena. A pass-by trip is made by a motorist who would already be on the adjacent roadways regardless of the development, but who stops in while passing by. The motorist would then continue on his or her way to a final destination in the original direction. The pass-by and diverted link percentages shown in Appendix Table 3 are from Pass-By Data and Rate Tables/2025 Pass-By Tables for ITETripGen Appendices.

 Number: 1 Author: Daniel Torres Subject: Highlight Date: 2/25/2026 11:34:08 -07'00'

 Author: jeff Subject: Sticky Note Date: 6/17/2026 8:55:23
LSC Response: Revised to "exiting"

SIGNAL WARRANT ANALYSIS

Stapleton Road/Dumont Drive (“Warrant Threshold” Analysis)

LSC has completed an *MUTCD* “traffic signal volume warrant threshold” analysis of the projected AM AND PM peak-hour volumes at the intersection of Stapleton Road/Dumont Drive. This analysis has been performed to determine if the thresholds for Four-Hour and/or Eight-Hour Vehicular-Volume Traffic-Signal Warrant thresholds would be reached or exceeded, based on the projected short-term peak-hour traffic volumes.

Summary

Based on the projected peak-hour volumes, a vehicular-volume traffic-signal volume warrant is **not** anticipated to be met at the intersection of Stapleton/Dumont with current SDP of the 4-Way Commercial development.

Details

Based on the criteria contained in the *Manual of Uniform Traffic Control Devices (MUTCD)* the minimum minor-street volume with one approach on a major street with one through lane in each direction when the posted speed limit exceeds 40 miles per hour (mph) is 60 vehicles per hour for a Four-Hour Vehicular-Volume Traffic-Signal Warrant and 53 vehicles per hour for an Eight-Hour Vehicular-Volume Traffic-Signal Warrant, based on Condition B – Interruption of Continuous Traffic. The projected northbound left-turn volume at the intersection of Stapleton/Dumont following buildout of the development is 10 vehicles per hour and three vehicles during the after-peak hour. Based on the projected peak-hour volumes, a vehicular-volume traffic-signal volume warrant is not anticipated to be met at the intersection of Stapleton/Dumont with current SDP of the 4-Way Commercial development.

provide alternatives for access to Dumont Drive should a deviation not be supported. The property is zoned CS and it is possible that traffic can be more than what is projected. Staff would not support a deviation at this stage as there is too many unknowns. It is highly possible that the access would need to be revised or removed upon further development of the site and the relocation/removal of the access will be made a condition of approval.

POTENTIAL DEVIATION REQUESTS

Current SDP

Dumont Drive Deviation(s)

A deviation to the criteria contained in the ECM may be needed for intersection spacing from an Arterial roadway (Stapleton Drive) along an intersecting side street. Also, as a function of the spacing, a deviation for abbreviated left-turn lanes on Dumont Road approaching both Stapleton Road and the site-access point. Although the access drive connecting Stapleton Drive and the SDP development is proposed as an interim two-lane roadway and turn lanes will not be necessary for the current SDP-generated traffic, the access points would be “set” with this site plan. Therefore, the County may require deviations to be submitted with this SDP.

 Number: 1 Author: Daniel Torres Subject: Callout Date: 2/25/2026 14:43:57 -07'00'

provide alternatives for access to Dumont Drive should a deviation not be supported. The property is zoned CS and it is possible that traffic can be more than what is projected. Staff would not support a deviation at this stage as there is too many unknowns. It is highly possible that the access would need to be revised or removed upon further development of the site and the relocation/removal of the access will be made a condition of approval.

 Author: jeff Subject: Sticky Note Date: 6/17/2026 9:04:04

LSC Response: The report narrative has been revised and a new section has been added to the TIS. Also note: LSC and the owner recently met with Mr. Torres to discuss our suggested language for conditions of approval, for staff consideration.

Future Phases (For Information Only)

Stapleton Drive Access Deviations

The concept for adjacent future development shown in Figure 2b shows two right-in/right-out access points to the south side of Stapleton Drive to serve future development within the 4-Way Commercial development (shown in “Areas 2, 3 and 4 in Figure 2b). These access points are not proposed as part of the currently-proposed SDP. Deviations to the criteria contained in the *ECM* will likely be required for these access points when site-development plans for these future parcels are submitted. Note: the 2024 queuing analysis has been run assuming **no** right-in/right out to Stapleton between Dumont and US Hwy 24. This assumption has been made for purposes of evaluating the proposed access spacing along Dumont and reflects a potential “worst-case” for queuing along Dumont.

ROADWAY IMPROVEMENTS

Table 3 contained a summary of needed improvements and lane lengths for the entire 4-Way Commercial development.

I recommend indicating that these will need to be updated with future traffic studies [1]

Current SDP

Table 3 presents the SDP improvements (labeled as “Current SDP”). All other improvements in this table are “future.”

- Construct the proposed interim two-lane access road to provide access to the storage development.
- An eastbound right-turn lane was incorporated into the construction of the south half of Stapleton Drive (and the lane was “striped-out” until the opening of the future side-street – Dumont Drive). With this initial SDP this turn lane will be “opened” through removal of hatch markings and striping/markings for the eastbound right-turn lane as shown in attached Pavement Marking & Traffic Control Plan prepared by SMH Consultants (Exhibit 1). The right-turn lane, once “opened” through restriping, would meet *ECM* criteria - 235 feet long plus a 200-foot taper.
- Based on the projected short-term total-traffic volumes shown in Figure 8 and the criteria contained in the *ECM*, a left-turn lane is **not** projected to be required on Stapleton Drive approaching Dumont Drive with the initial SDP development.
- The US Highway 24/Stapleton intersection is planned to be signalized. A CDOT comment letter dated January 16, 2024 indicated the current SDP development will be *required to escrow \$10,833 toward the future traffic signal at the US Hwy 24/Stapleton Road intersection*. An access permit will be required to process the escrow. The remainder of the development will require updated traffic impact studies and additional escrows for each subsequent SDP, subdivision filing or phase. Please refer the “CDOT ESCROW” section below for additional detail.
- Note: The County may require escrow as a current-SDP fair-share contribution toward a future Stapleton/Dumont traffic signal.

discuss storage length that would be required when this becomes a signalized intersection. There is additional striping/pavement beyond the proposed 200' taper. Was the storage length accounted for previously? [2]

 Number: 1 Author: Daniel Torres Subject: Callout Date: 2/25/2026 14:38:21 -07'00'

I recommend indicating that these will need to be updated with future traffic studies

 Author: kdfer Subject: Sticky Note Date: 4/1/2026 13:41:15
LSC Response: Revised as requested

 Number: 2 Author: Daniel Torres Subject: Callout Date: 2/25/2026 13:07:15 -07'00'

discuss storage length that would be required when this becomes a signalized intersection. There is additional striping/pavement beyond the proposed 200' taper. Was the storage length accounted for previously?

 Author: kdfer Subject: Sticky Note Date: 4/1/2026 14:16:19
LSC Response: It is not clear why Stapleton was constructed with extra pavement. The previously approved TIS included as part of the 2007 Four Way Ranch Commercial submittal (PUD07012) recommended a 190 foot right turn lane plus 120 foot taper. The pavement was already in place when the TIA was updated in 2022. The recommendation for this turn lane was updated to be consistent with the current ECM standards. The text has been revised to discuss the storage length.

update per previous
comments

4-WAY COMMERCIAL BOARD OF COUNTY COMMISSIONERS' RESOLUTIONS

Table 4 shows a summary of the requirements set by Resolution No. 23-41 of Board of County Commissioners County of El Paso, State of Colorado: Approval of Map Amendment (Rezone) to CS 4-Way Commercial Rezoning (CS-22-003) and the associated improvements from Table 6 of the MTIS. Table 4 also shows the responsibility for each improvement and the recommended basis to calculate a fair-share contribution towards future improvements in which the current SDP could potentially be required to participate.

ROADWAY IMPROVEMENT FEE

This project will be required to participate in the El Paso County Road Improvement Fee Program. The applicant will opt-out of the PID options. The current "full fee" building permit fee associated with the opt-out option for mini-warehouse/outdoor storage is \$447 per 1,000 square feet of floor area. Based on 81,500 square feet of mini-warehouse and 19,110 square feet of outdoor storage (based on the total area of the RV parking spaces), the "full fee" payable at building permit would be \$44,972.67.

CDOT ESCROW – DETAILS

CDOT will require an escrow towards a future traffic signal at the intersection of US Hwy 24/Stapleton Road. LSC recommends the contribution amount be based on a total traffic-signal cost of \$650,000 and criteria from Figure 4C-2 Warrant 2, Four Hour Vehicular Volume (70% Factor) of the *MUTCD*. The preliminary contribution amount for this SDP was calculated by dividing the additional traffic volume on the minor approach generated by that by 60 vehicles per hour which is the lower threshold volume for a minor-street approach with one lane. The eastbound approach has three lanes; however, based on the guidance in Section 4C.01.09, this analysis uses the lower threshold volume for a minor-street approach with one lane, as the eastbound left-turn volume is minor. The minor approach volume for the escrow analysis includes the eastbound left-turn and through movements only, as there is an exclusive eastbound right-turn lane at this intersection.

Based on the average of the morning and afternoon short-term site-generated traffic volumes shown in Figure 6, the SDP development is projected add one vehicle to the minor approach volume at the intersection of US Hwy 24/Stapleton Road and would be responsible for \$10,833 towards the cost of the signal.

LSC Note: There are a number of developments – in progress and future/planned - in the area which will also add traffic to this intersection and impact the 4-hour warrant. The escrow amounts are subject to change. Any changes will be addressed with an updated TIS/memo associated with site-specific plan/Plot Plan submittals. As CDOT collects escrow for other developments, LSC recommends that as the collective impact trips (directly impacting the 4-hour warrant volumes) by area developments begin to exceed the 60-vehicle-per-hour denominator,

 Number: 1 Author: Daniel Torres Subject: Cloud+ Date: 2/25/2026 12:28:36 -07'00'

[update per previous comments](#)

 Author: kdfer Subject: Sticky Note Date: 4/1/2026 14:16:31
LSC Response: Updated as requested

Table 3: Roadway Improvements (“Future” Except Current Site Development Plan (SDP) Improvements, as Labeled)				
Item #	Improvement	Trigger	Timing	Responsibility
Roadway Segment Improvements				
1	Dumont Drive - Construct Interim 2-Lane Access Road (Dumont Drive) Adjacent to SDP site frontage and northeast to Stapleton Drive	Needed to provide access to the site	With this initial SDP	4-Way Ranch Commercial
2	Stapleton Drive - US Hwy 24 to Eastonville Road completion of the four-lane Principal Arterial (FUTURE - not shown on current QMS MTCOP Roadway Plan)	average daily traffic > 18,000 vehicles per day	Shown beyond 2045 on the MTCOP.	4-Way Metro District east of Eastonville Road (El Paso County west of Eastonville Road)
3	US Hwy 24 - Widen to provide two lanes in each direction (or as indicated on future, updated CDOT plans.	dependent on CDOT funding priorities	Future - dependent on CDOT funding priorities Shown in US Highway 24 PEL Study	CDOT
Intersection Improvements				
Stapleton/Saybrook Intersection (FUTURE)				
4	Construct a westbound left-turn lane on Stapleton Dr. This lane should be 375 feet long plus a 200-foot taper.	westbound left-turn volume > 10 vph	With development of 4-Way parcels south of Stapleton and west of the drainage area	4-Way Commercial
5	Construct a southbound left-turn lane on Stapleton Dr. This lane should be 235 feet long plus a 200-foot taper.	eastbound right-turn volume > 25 vph	With development of 4-Way parcels south of Stapleton and west of the drainage area	4-Way Commercial
6	Construct a northbound left-turn lane on Stapleton Dr. This lane should be 335 feet long plus a 200-foot taper.	eastbound left-turn volume > 10 vph	With Waterbury Filing Nos. 1 and 2	Waterbury Phase 1
7	Construct a southbound right-turn lane on Stapleton Dr. This lane should be 235 feet long plus a 200-foot taper.	westbound right-turn volume > 25 vph	With Waterbury Filing Nos. 1 and 2	Waterbury Phase 1
8	Construct a northbound right-turn lane on Stapleton Dr. This lane should be 760 feet long plus a 160-foot taper.	southbound right-turn volume > 50 vph	With Future Waterbury Filings	Waterbury Phase 1
9	Convert from Two-Way, Stop-Sign Control to Signal Control	When Traffic Signal Warrant(s) are met. The decision on timing of traffic signal installation rests with El Paso County Department of Transportation	Future	4-Way Commercial and Waterbury
Stapleton/Dumont Intersection				
11	Install South Leg of the Intersection (Curb Returns and transition paving to proposed interim two-lane access drive)	Needed to provide access to the site	With this initial SDP	4-Way Commercial
12	Eastbound right-turn deceleration lane on Stapleton Dr. approaching Dumont: Open the previously-constructed (but striped out) eastbound right-turn lane by removing the white hatch pavement markings and striping markings County standard right-turn lane striping/markings as shown in Figure 7. The lane, as constructed, includes the ECM-standard 235 feet long full-width lane plus a 200-foot approach taper.	To be completed with this initial SDP (note, for reference only: the ECM threshold is: eastbound right-turn volume > 25 vph)	With this initial SDP	
13	Construct a westbound left-turn lane on Stapleton Dr. approaching Dumont Dr. This lane should be 315 feet long plus a 200-foot taper.	Once the westbound left-turn volume > 10 vph, a traffic study/memo for the next SDP will determine if the 10 vph threshold would be exceeded.	Not triggered by the current estimated left-turn volume of Figure 8 for the current storage lane use. To be determined by a traffic study/memo for the next SDP, but likely to be with the next SDP/any development of 4-Way parcels south of Stapleton (beyond this current SDP)	
14	Construct a northbound left-turn lane on Dumont Dr. approaching Stapleton Dr.	northbound left-turn volume > 25 vph	With development of adjacent 4-Way parcel located south of Stapleton (beyond this current SDP)	
15	Construct a northbound right-turn lane on Dumont Dr. approaching Stapleton Dr. This lane should be 115 feet long plus a 60-foot reverse curve taper.	northbound right-turn volume > 50 vph	With development of adjacent 4-Way parcel located south of Stapleton (beyond this current SDP)	
16	Deviation Request in lieu of construction off an ECM prescribed southeast-bound right-turn acceleration lane on Stapleton Dr. beginning at Dumont Drive. Please refer to Exhibit 1: Dumont Drive Proposed Future Laneage (Conceptual Only). Deviation to configure without an accel lane as shown.	Threshold for ECM-prescribed lane: northeast bound to southeast bound right-turn acceleration volume > 50 vph	With future Waterbury Phases or with development of parcels north of Stapleton; potential other developer participation, such as if development occurs on the ad parcel(s).	
North Intersection Leg Improvements (Not a part)				
17	Construct an eastbound left-turn lane on Stapleton Dr. approaching Dumont Dr. This lane should be 375 feet long plus a 200-foot taper.	eastbound left-turn volume > 10 vph	With future Waterbury Phases or with development of parcels north of Stapleton; potential other developer participation, such as if development occurs on the ad parcel(s).	
18	Construct a westbound right-turn deceleration lane on Stapleton Dr. approaching Dumont Dr. This lane should be 235 feet long plus a 200-foot taper (or continuous right turn acceleration lane).	westbound right-turn volume > 25 vph	With future Waterbury Phases or with development of parcels north of Stapleton; potential other developer participation, such as if development occurs on the ad parcel(s).	
19	Construct a westbound right-turn acceleration lane on Stapleton Dr. at Dumont Dr. This lane should be 760 feet long plus a 160-foot taper (or continuous right turn acceleration lane) or no accel. Lane, if a better solution operationally (with submitted, approved deviation).	southbound right-turn volume > 50 vph	With future Waterbury Phases or with development of parcels north of Stapleton; potential other developer participation, such as if development occurs on the ad parcel(s).	
20	Construct a southbound left-turn lane on Dumont Dr. approaching Stapleton Dr. This lane should be 415 feet long plus a 160-foot taper.	southbound left-turn volume > 25 vph	With future Waterbury Phases or with development of parcels north of Stapleton; potential other developer participation, such as if development occurs on the ad parcel(s).	
21	Construct a southbound right-turn lane on Dumont Dr. approaching Stapleton Dr. This lane should be 155 feet long plus a 160-foot taper.	southbound right-turn volume > 50 vph	With future Waterbury Phases or with development of 4-way parcels north of Stapleton; potential other development participation, such as if development occurs on the adjacent parcel(s).	4-Way Commercial and Waterbury
Overall Intersection				
22	Add intersection eastbound and/or westbound approach through lanes on Stapleton	As may be needed to maintain acceptable LOS, or if needed due to vehicle queuing or otherwise needed for satisfactory traffic operations.	TBD with TIS reports submitted with development of parcels south of Stapleton (beyond this current SDP)	
23	Escrow Funds if required by EPC (as contribution toward future traffic signal) - if not an “eligible intersection” under the County Road Improvement Fee Program	if required, may be deferred and included in amounts with future SDP application	With this initial SDP, if required	
24	Convert from Two-Way, Stop-Sign Control to Signal Control	When Traffic Signal Warrant(s) are met. The decision on timing of traffic signal installation rests with El Paso County Department of Transportation	With future Waterbury Phases or with development of parcels north of Stapleton; potential other developer participation, such as if development occurs on the ad parcel(s).	
Stapleton/East Right-in/Right-out Access (FUTURE)				
25	Construct a southeast-bound right-turn deceleration lane on Stapleton Dr. approaching the east right-in/right-out site access. Please refer to Exhibit 1: Dumont Drive Proposed Future Laneage (Conceptual Only). This lane would be about 125-135 feet long plus a 100-foot taper (dual taper). This improvement would also include the right turn lane at the US Highway 24 to NWB Stapleton. This could be considered a part of improvement item no. 4e+1. Complete this improvement a sufficient distance to the west along Stapleton for merging back to the single through lane, taking in to consideration the Dumont/Stapleton intersection laneage/traffic control needed for turning traffic generated by future development and associated traffic operations.	eastbound right-turn volume > 25 vph	With development of adjacent 4-Way parcel south of Stapleton (beyond this current SDP)	
26	Deviation Request in lieu of construction off an ECM prescribed southeast-bound right-turn acceleration lane on Stapleton Dr. beginning at the east right-in/right-out site access. Please refer to Exhibit 1: Dumont Drive Proposed Future Laneage (Conceptual Only). Deviation to configure without an accel. Lane as shown.	Threshold for ECM-prescribed lane: northeast bound to southeast bound right-turn acceleration volume > 50 vph	With development of adjacent 4-Way parcel south of Stapleton (beyond this current SDP)	
Stapleton/US Hwy 24 Intersection				
Auxiliary Turn Lanes and Associated Improvements				
27	Turn Lane expansion to northeast-bound dual left-turn lanes As part of a northeast-bound dual left-turn lane this turn lane improvement, the completion of Stapleton/the northwest leg of this intersection to provide the north half section would be needed, as well, for sufficient “departure” laneage to “receive” the dual NEB 24 to NWB Stapleton. This could be considered a part of improvement item no. 4e+1. Complete this improvement a sufficient distance to the west along Stapleton for merging back to the single through lane, taking in to consideration the Dumont/Stapleton intersection laneage/traffic control needed for turning traffic generated by future development and associated traffic operations. Also - Improvements may be needed on the NE and SE legs for lane alignment across the intersection.	TBD w. TIS/operations analysis, but generally 300 vph. A traffic study/memo for the next SDP may need to assess the timing of need for this future improvement (depending on the extent of the next SDP) application for the next phase of development)	Future: As determined by traffic study/memos for 4-Way Commercial (for future SDP submission) and/or other developments future TIS reports should assess the timing of need for this future improvement.	4-Way Commercial and/or other area developments located on the north side of US Highway 24 generating turning traffic from eastbound Highway 24, any available escrow collected from area developments through the access permitting process toward this project could be used to offset the construction costs. Also, potentially eligible for EPC roadway improvement fee program - interaction improvement reimbursement according to Fee Program guidelines.
28	Turn Lane expansion to southeast-bound dual left-turn lanes on Stapleton at US 24 As part of a southeast-bound dual left-turn lane on Stapleton at US 24 this turn lane improvement, if this approach leg of the intersection not already completed with item 4a+19, then complete Stapleton/the northwest leg of this intersection to provide the ultimate five-lane approach and “departure” laneage by completing the north half section. This could be considered a part of improvement item no. 4e+1. Complete this improvement a sufficient distance to the west along Stapleton for merging back to the single through lane, taking in to consideration the Dumont/Stapleton intersection laneage/traffic control needed for turning traffic generated by future development and associated traffic operations. This improvement will require two NEB through lanes on US Highway 24 to “receive” the dual left SEB Stapleton to NEB US Highway 24 traffic. Also - Improvements may be needed on the NE and SE legs for lane alignment across the intersection.	TBD w. TIS/operations analysis, but generally 300 vph. A traffic study/memo for the next SDP may need to assess the timing of need for this future improvement (depending on the extent of the next SDP) application for the next phase of development)	Future: As determined by traffic study/memos for 4-Way Commercial (for future SDP submission) and/or other developments future TIS reports should assess the timing of need for this future improvement.	4-Way Commercial and/or other area developments located on the north side of US Highway 24 generating turning traffic from eastbound Highway 24, any available escrow collected from area developments through the access permitting process toward this project could be used to offset the construction costs. Also, potentially eligible for EPC roadway improvement fee program - interaction improvement reimbursement according to Fee Program guidelines.
29	Turn Lane expansion to dual left-turn lanes on the other two approaches. These improvements will require two through lanes on corresponding departure legs to “receive” the dual left-turning traffic.	TIS/operations analysis, but generally 300 vph	Primarily as identified in TIS reports for projects south of US Highway 24.	Likely projects south of US Highway 24
Other and Overall Intersection				
30	Escrow Funds as required by CDOT (as contribution toward future traffic signal)	Prior to CDOT Access Permit Notice-to-Proceed (NTP)	With this initial SDP, as part of the Access Permit Process with CDOT	4-Way Ranch Commercial
31	Convert from Two-Way, Stop-Sign Control to Signal Control	When Traffic Signal Warrant(s) are met. The decision on timing of traffic signal installation rests with the Colorado Department of Transportation	Anticipated in the short-term but likely beyond initial SDP of 4-Way Commercial. It is our understanding that this is on the CDOT list of intersections planned for signalization.	CDOT; along with any available escrow collected from area developments through the access permitting process, including those within this 4-Way Ranch commercial development.
32	Add intersection approach thru lanes on the Stapleton approaches Completion of Stapleton/the northwest leg of this intersection to the ultimate cross section - including future, bulbout auxiliary lanes, if required. Including approach and “departure” lanes extending northwest as needed for adequate transitions/lanes, extent may need to include associated improvements at the adjacent Dumont/Stapleton intersection and/or the proposed future right-in/right-out intersection on the south side of Stapleton. If not already completed as part of item 4a or 4f This could be considered a part of improvement item no. 4e+1. Complete this improvement a sufficient distance to the west along Stapleton for sufficient deceleration and vehicle queuing distances for the approach auxiliary lanes, as well as sufficient distance to the west along Stapleton for merging back to the single through lane, taking in to consideration the Dumont/Stapleton intersection laneage/traffic control needed for turning traffic generated by future development and associated traffic operations. Also - Improvements may be needed on the NE and SE legs for lane alignment across the intersection.	As needed to maintain acceptable LOS, or if needed due to vehicle queuing or other wise needed for satisfactory traffic operations. “As needed with future developments/access permit application submittals/access permit application submittals, in conjunction with future additional expanded auxiliary turn lanes, and/or for general traffic operations.” A traffic study/memo for the next SDP may need to assess the timing of need for this future improvement (depending on the extent of the next SDP) application for the next phase of development)	As required by CDOT with future developments/access permit application submittals. A traffic study/memo for the next SDP may need to assess the timing of need for this future improvement (depending on the extent of the next SDP) application for the next phase of development)	4-Way Commercial and/or other area developments located on the north side of US Highway 24 generating turning traffic from eastbound Highway 24, any available escrow collected from area developments through the access permitting process toward this project could be used to offset the construction costs. Also, potentially eligible for EPC roadway improvement fee program - interaction improvement reimbursement according to Fee Program guidelines. Note: if necessitated by development project(s) located south of US Highway 24 first, then responsibility assigned accordingly
33	Potential long-term capacity upgrades (bifurcated, a 2-lane interchange, etc.)	When level of service degrades below acceptable levels and depending on CDOT/Program Region 2 project priorities/available funding.	Shown in US Highway 24 PEL Study.	CDOT, along with any available escrow collected from area developments, including the 4-Way Commercial project, through the access permitting process.
Dumont/North Site Access				
34	Install North Site Access (curb returns, ped. ramps, apron, etc. connecting this current SDP internal drive aisles to Dumont (see SDP).	Needed to provide access to the site	With this initial SDP	4-Way Ranch Commercial
35	Construct a northbound left-turn lane on Dumont Dr. approaching the north site access. This lane should be 115 feet long plus a 60-foot reverse curve taper.	northbound left-turn volume > 25 vph or with construction of opposing southbound left-turn lane	With development of adjacent 4-Way parcel located south of Stapleton (beyond this current SDP)	4-Way Commercial
36	Construct a southbound left-turn lane on Dumont Dr. approaching the north site access. This lane should be 55 feet long plus a 60-foot reverse curve taper.	southbound left-turn volume > 25 vph	With development of adjacent 4-Way parcel located south of Stapleton (beyond this current SDP)	4-Way Commercial
37	Construct a southbound right-turn lane on Dumont Dr. approaching the north site access. This lane and the northbound left-turn lane approaching Stapleton Drive will need to be constructed side-by-side	southbound right-turn volume > 50 vph	With development of adjacent 4-Way parcel located south of Stapleton (beyond this current SDP)	4-Way Commercial
Dumont/South Site Access				
38	Install South Site Access (curb returns, ped. ramps, apron, etc. connecting this current SDP internal drive aisles to Dumont (see SDP).	Needed to provide access to the site	With this initial SDP	4-Way Ranch Commercial
39	Construct a northbound left-turn lane on Dumont Dr. approaching the south site access. This lane should be 205 feet long plus a 160-foot taper.	northbound left-turn volume > 25 vph	With development of adjacent 4-Way parcel located south of Stapleton (beyond this current SDP)	4-Way Commercial
40	Construct a southbound left-turn lane on Dumont Dr. approaching the south site access. This lane should be 205 feet long plus a 160-foot taper.	southbound left-turn volume > 25 vph	With development of adjacent 4-Way parcel located south of Stapleton (beyond this current SDP)	4-Way Commercial

Source: LBC Transportation Consultants, Inc. (rev. January 2020 for SDP)

identify the ECM standard for each of these. as indicated in other comments, a deviation would not be supported at this time.

identify this as future deviation...

staff agrees to defer the escrow and include in future subdivision and/or SDP applications. Please state that escrow will be differed and included with subsequent application in the narrative as the SDP traffic is minimal in comparison to the overall future site traffic.

Should this remain in the table indicate this as conceptual. As indicated in previous comments, this access is not supported by criteria nor the Stapleton corridor plan.

Number: 1 Author: Daniel Torres Subject: Callout Date: 2/25/2026 14:49:34 -07'00'

identify the ECM standard for each of these. as indicated in other comments, a deviation would not be supported at this time.

Author: kdfer Subject: Sticky Note Date: 4/1/2026 14:37:00

LSC Response: Revised as requested

Number: 2 Author: Daniel Torres Subject: Callout Date: 2/25/2026 12:40:32 -07'00'

staff agrees to defer the escrow and include in future subdivision and/or SDP applications. Please state that escrow will be differed and included with subsequent application in the narrative as the SDP traffic is minimal in comparison to the overall future site traffic.

Author: kdfer Subject: Sticky Note Date: 4/1/2026 14:42:20

LSC Response: The text and the table have both been revised as requested

Number: 3 Author: Daniel Torres Subject: Callout Date: 2/25/2026 14:49:57 -07'00'

identify this as future deviation...

Author: kdfer Subject: Sticky Note Date: 4/1/2026 14:56:36

LSC Response: Revised as requested

Number: 4 Author: Daniel Torres Subject: Callout Date: 2/25/2026 14:51:24 -07'00'

Should this remain in the table indicate this as conceptual. As indicated in previous comments, this access is not supported by criteria nor the Stapleton corridor plan.

Author: kdfer Subject: Sticky Note Date: 4/1/2026 14:57:01

LSC Response: Revised as requested

 Number: 1 Author: Daniel Torres Subject: Callout Date: 2/25/2026 14:40:16 -07'00'

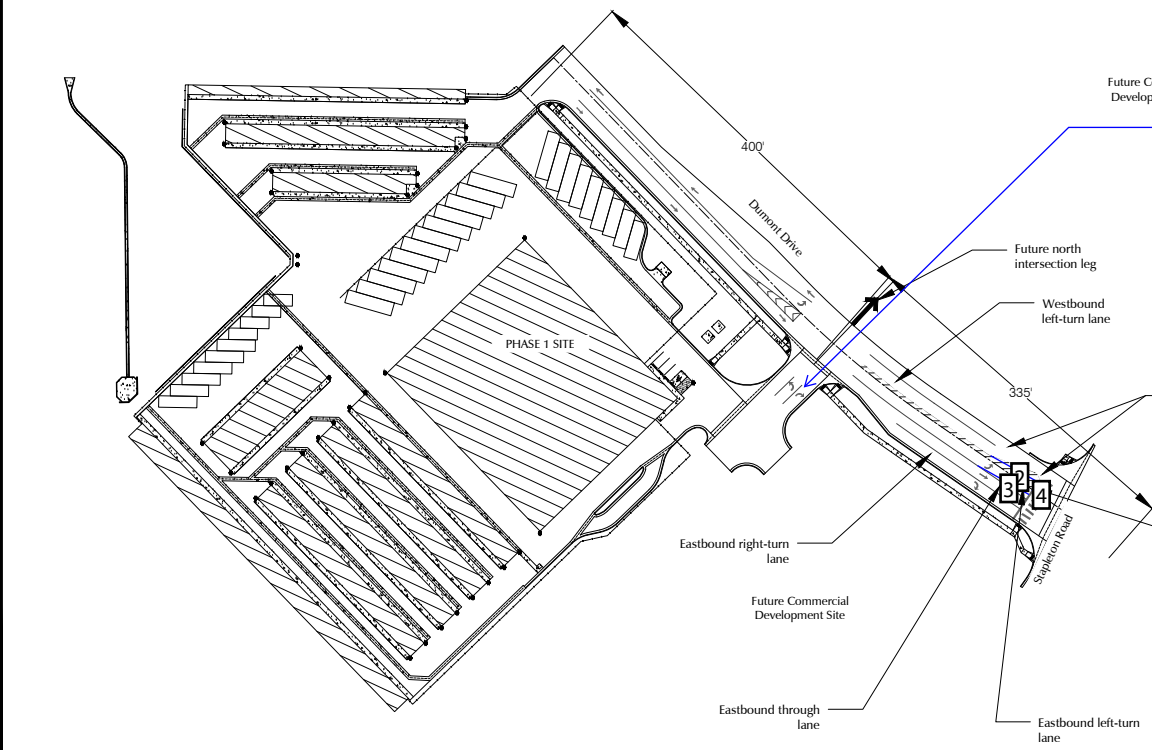
[see comments regarding these access points and revise the study accordingly](#)

 Author: jeff Subject: Sticky Note Date: 6/17/2026 9:06:28

LSC Response: A second scenario assuming no right-in/right-out access points has been added to the TIA.

Approx
Scale
1" = 100'

1. See comments in the narrative regarding this access. A deviation would not be supported as there is too many unknowns at this stage. Additionally, a northern leg at this location would further cause traffic operations issues. Although the access can be allowed in the interim, future development/subdivision would necessitate the relocation/removal of the access.



Option:
considering likely
future opposing left
on the opposite side
of Stapleton

Exhibit 2
Dumont Drive Proposed Future Laneage
4-Way Ranch Commercial Phase 1 (LSC #5224452)



Number: 1	Author: Daniel Torres	Subject: Callout	Date: 2/25/2026 14:47:42 -07'00'
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see comments in the narrative regarding this access. A deviation would not be supported as there is too many unknowns at this stage. Additionally, a northern leg at this location would further cause traffic operations issues. Although the access can be allowed in the interim, future development/subdivision would necessitate the relocation/removal of the access.

Author: jeff	Subject: Sticky Note	Date: 6/17/2026 9:11:48
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LSC Response: The report narrative has been revised and a new section has been added to the TIS. Also note: LSC and the owner recently met with Mr. Torres to discuss our suggested language for conditions of approval, for staff consideration.

Also, the TIS has been updated to show the future north-side access point to Dumont shifted 150' to the southwest (offset from the east SDP access point).

Number: 2	Author: jeff	Subject: Line	Date: 1/22/2026 18:58:59 -07'00'
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Number: 3	Author: jeff	Subject: Line	Date: 1/22/2026 18:58:38 -07'00'
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Number: 4	Author: jeff	Subject: Line	Date: 1/22/2026 18:59:27 -07'00'
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Number: 5	Author: jeff	Subject: Line	Date: 1/22/2026 19:00:08 -07'00'
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