

May 4, 2026

Jeff Mark
The Landhuis Company
212 N. Wahsatch Ave., Suite 301
Colorado Springs, CO 80920

RE: Rolling Meadows Parkway/Prairie Song Drive Roundabout Configurations and Traffic Operations

Dear Mr. Mark,

Matrix Design Group (Matrix) is pleased to provide this letter summarizing the traffic operations of the proposed roundabout at Rolling Meadows Parkway/Prairie Song Drive. This letter is prepared based on the *Rolling Meadows/Bull Hill Master Traffic Impact Study & Antelope Ridge at Bull Hill Traffic Impact Study* (August 2025), prepared by Matrix.

Location

This roundabout will be located approximately 3,500-ft south of Bradley Road on the future Rolling Meadows Parkway. According to the MTIS, Rolling Meadows is classified as a non-residential collector north of the roundabout and residential collector south of the roundabout. The daily volume is 16,350 vehicles on this roadway. Figure 1 shows the location of this roundabout. Figure 2 shows the traffic operations and turn lane configurations. Templates for the roundabout fastest path diagram and vehicle tracking path can be found in the appendix. The roundabout design layout has been evaluated using the WB-50 truck turning templates to confirm that adequate space is provided for truck maneuvering. A WB-67 was evaluated for reference in both eastbound and westbound directions.

Figure 1 – Location

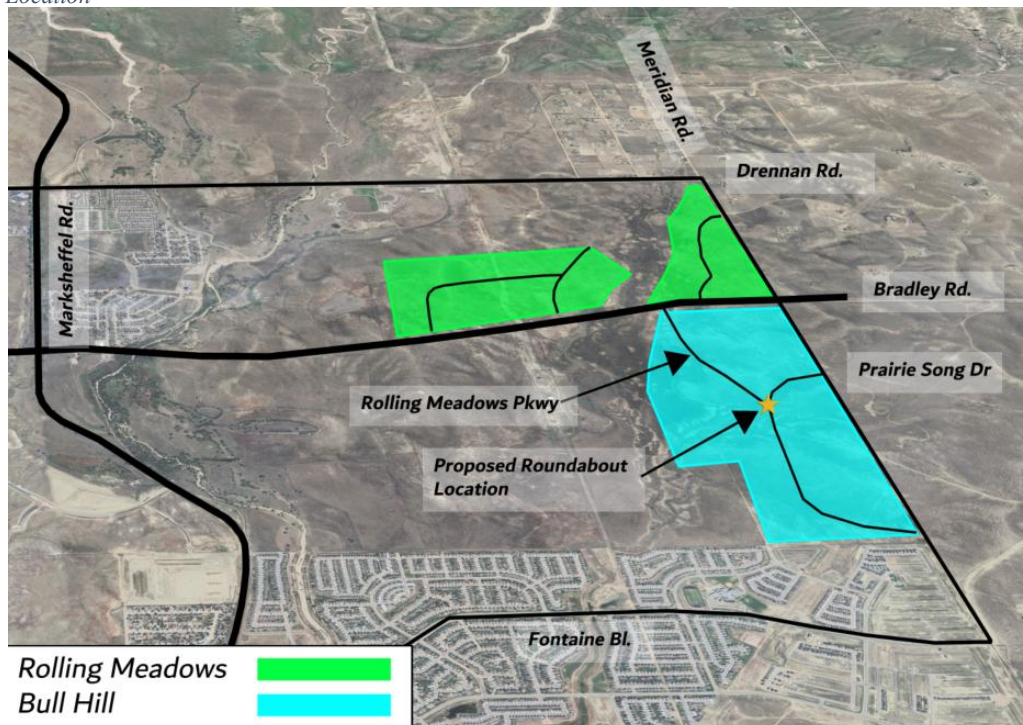
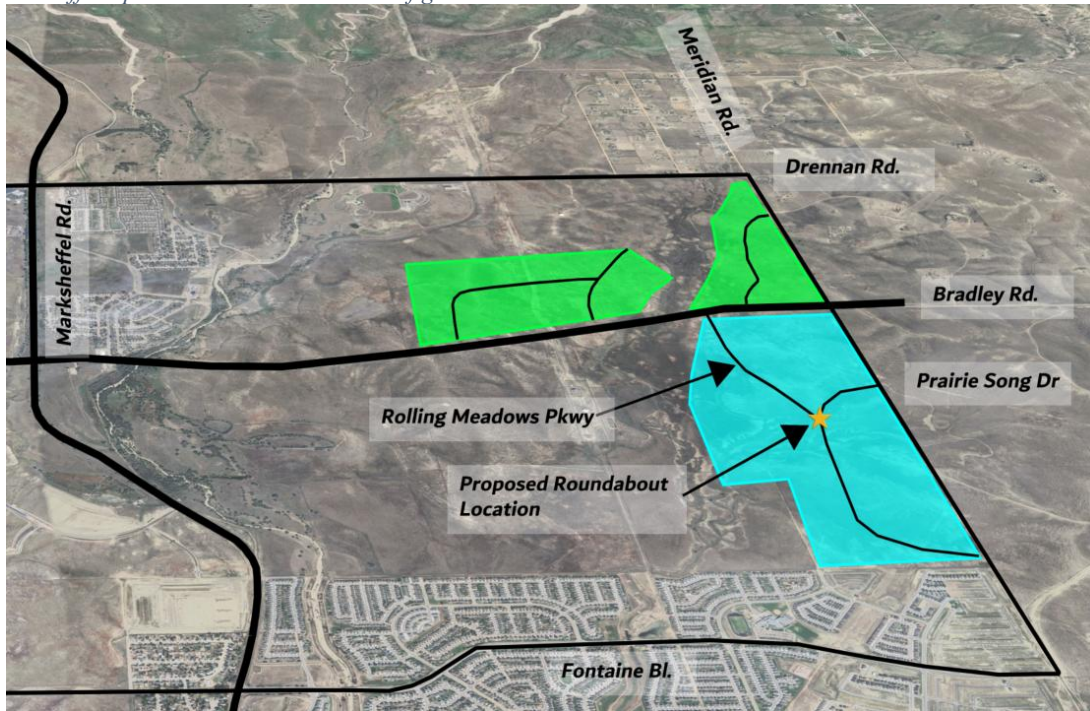
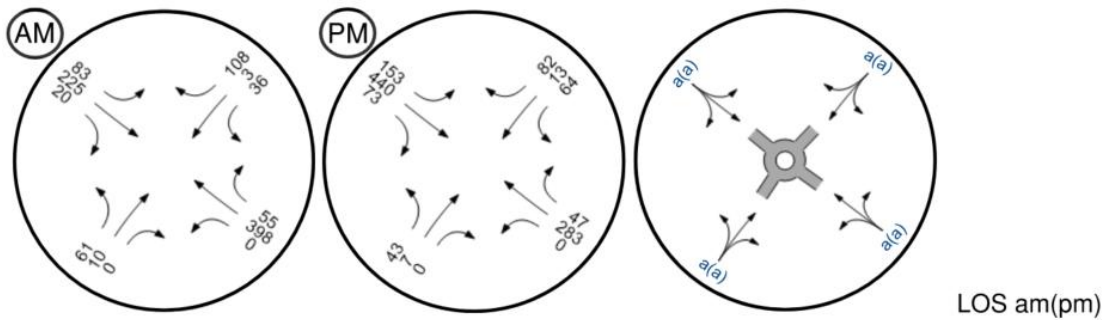


Figure 2 – Traffic Operations and Turn Lane Configurations



Rolling Meadows Parkway/Prairie Song Drive



As shown in Figure 2, the intersection of Rolling Meadows Parkway and Prairie Song Drive is projected to operate at an acceptable level of service during both the AM and PM peak hours in the horizon (2055) year. The proposed roundabout will accommodate the anticipated traffic volumes, operate effectively and all design vehicles can navigate the roundabout without encroaching on prohibited areas.

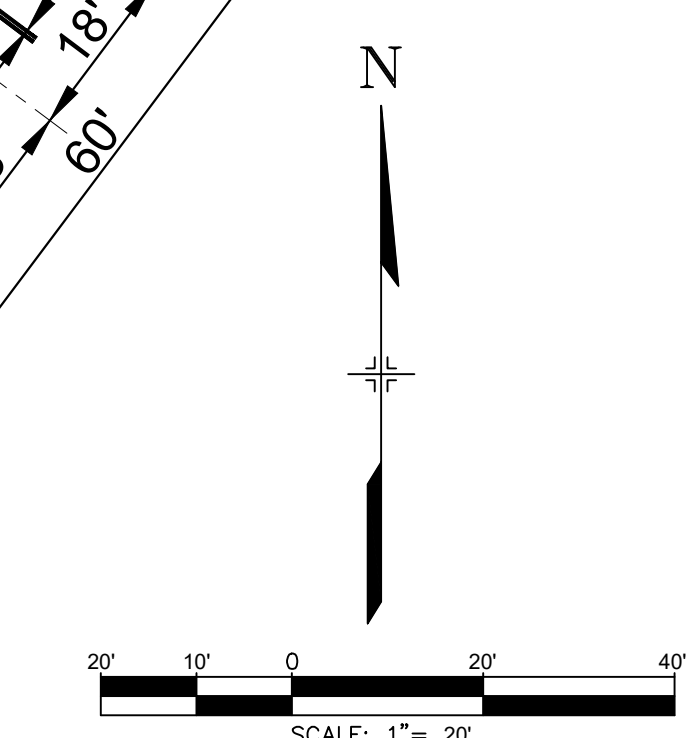
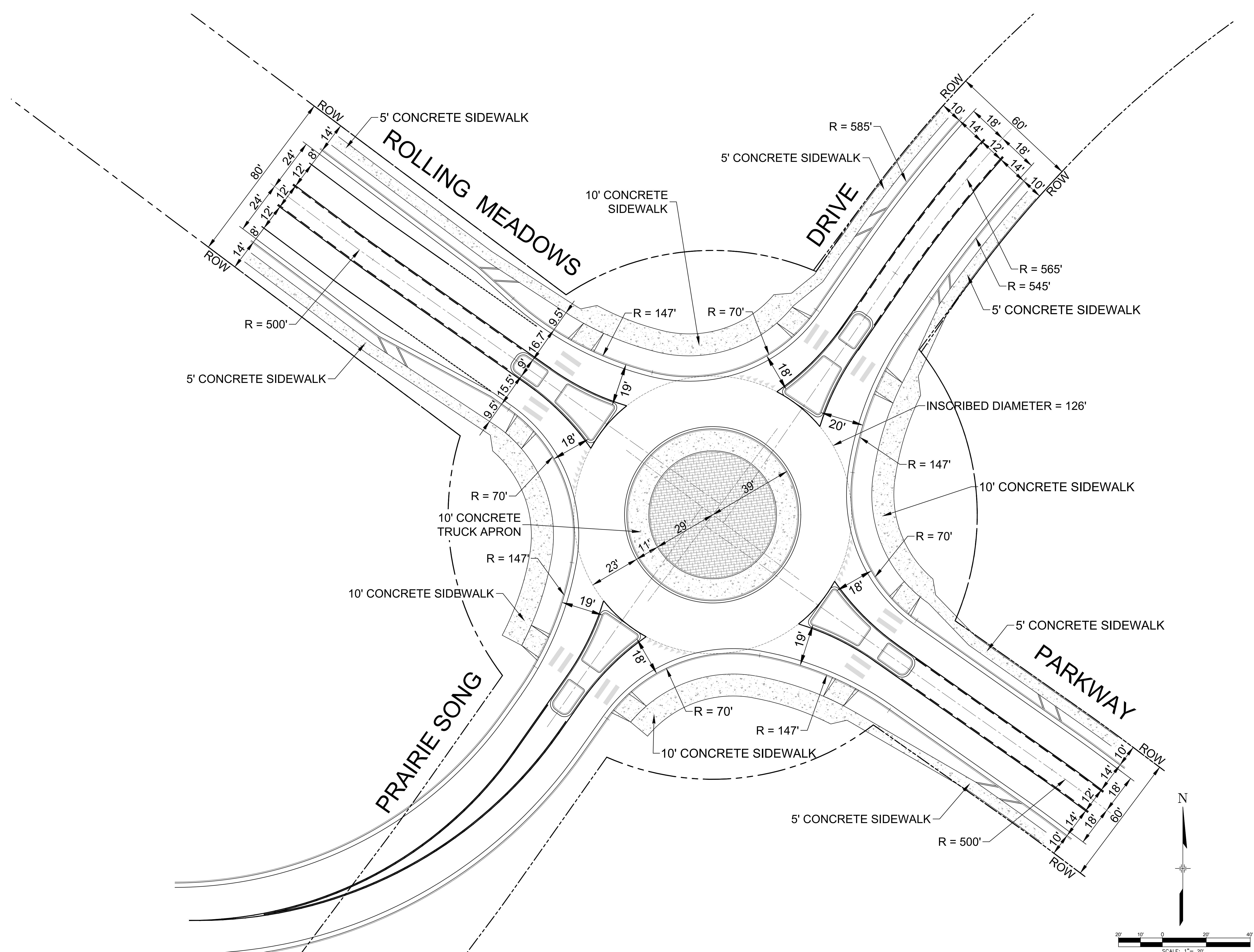
Please feel free to contact me at (719) 575-0100 or at timothy.cason@matrixdesigngroup.com if you have any questions.

Sincerely,

Timothy Cason, P.E.
Senior Transportation Engineer
Matrix Design Group, Inc.

Attachments: Roundabout Plan Layout, Vehicle Tracking Path, Fastest Path Diagram, Design Parameters

FILE LOCATION: S:\24.1129.029 Rolling Meadows-Bull Hill Phase-1 PUDSP\1100 Correspondence\110 From Others\113 Other Consultants\Mell H2025-06-19 Roundabout Plan



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APPROVAL:

VICINITY MAP:

PROJECT:

REVISION HISTORY:

NO.	DATE	DESCRIPTION	BY

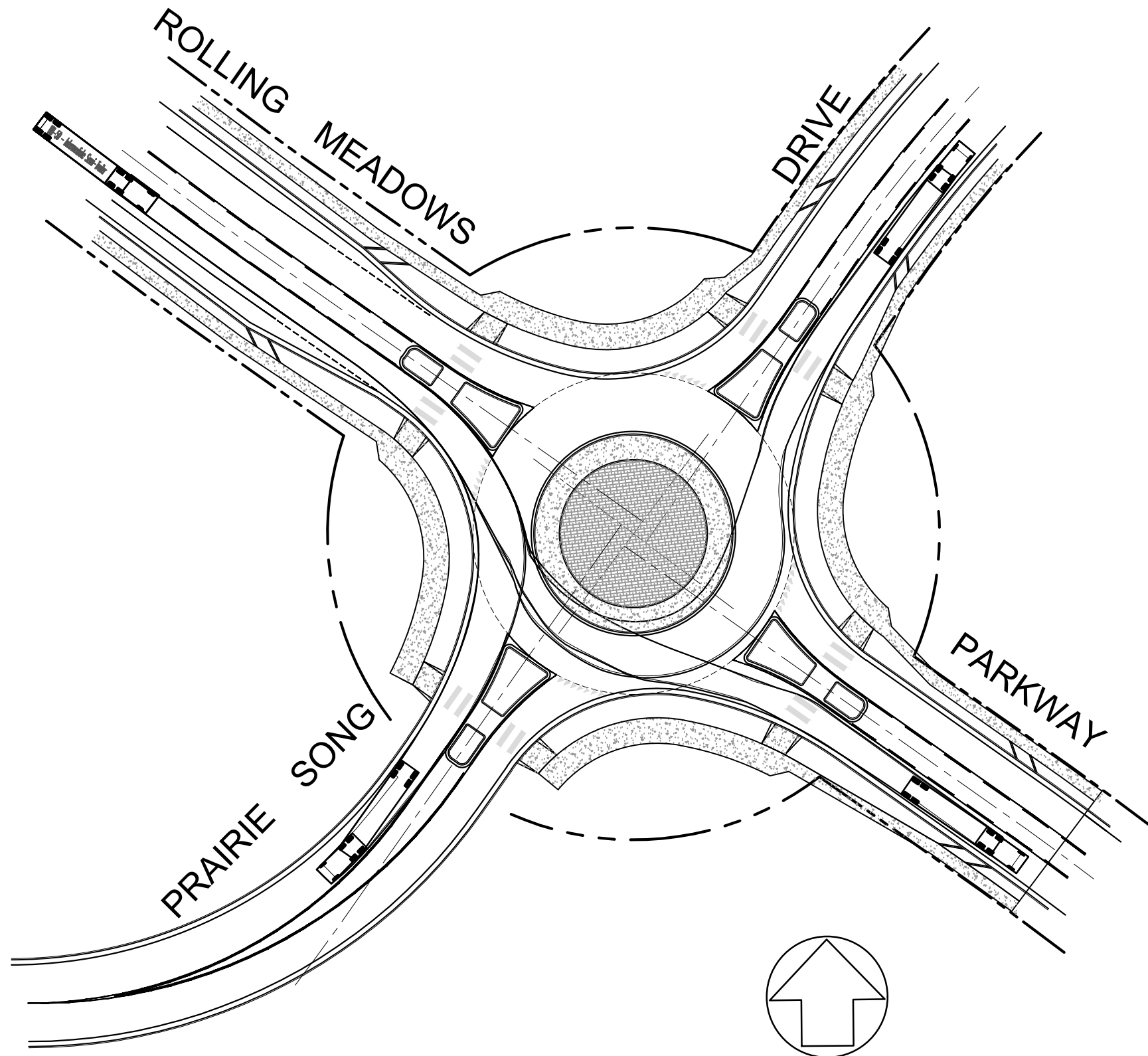
DRAWING INFORMATION:
 PROJECT NO: 24.1129.029 Rolling Meadows-Bull Hill Phase-1 PUDSP
 DRAWN BY: mhh
 CHECKED BY: mhh
 APPROVED BY: rf

SHEET TITLE: ROUNDABOUT CONCEPT EXHIBIT

ROUNDABOUT PLAN LAYOUT

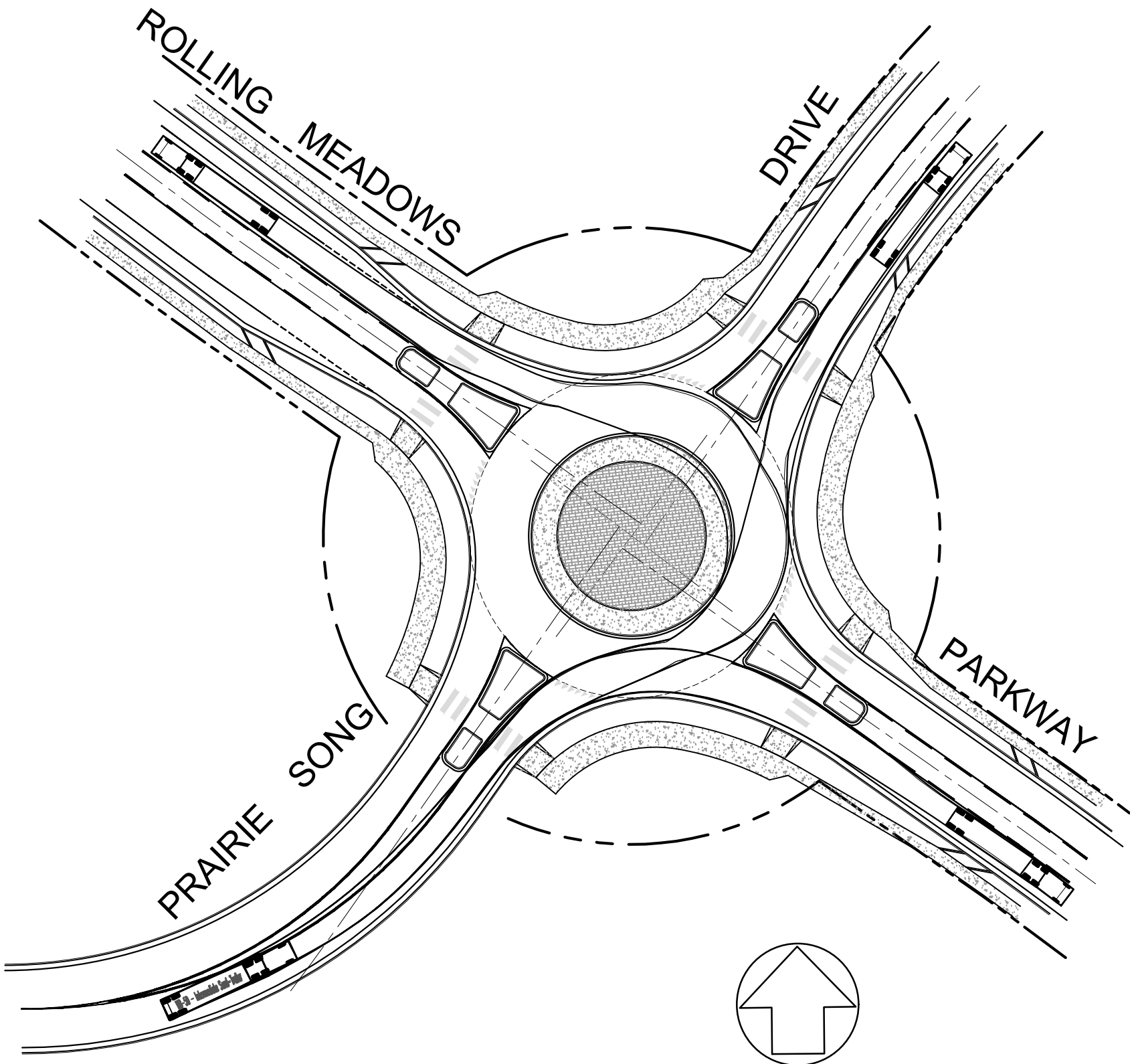
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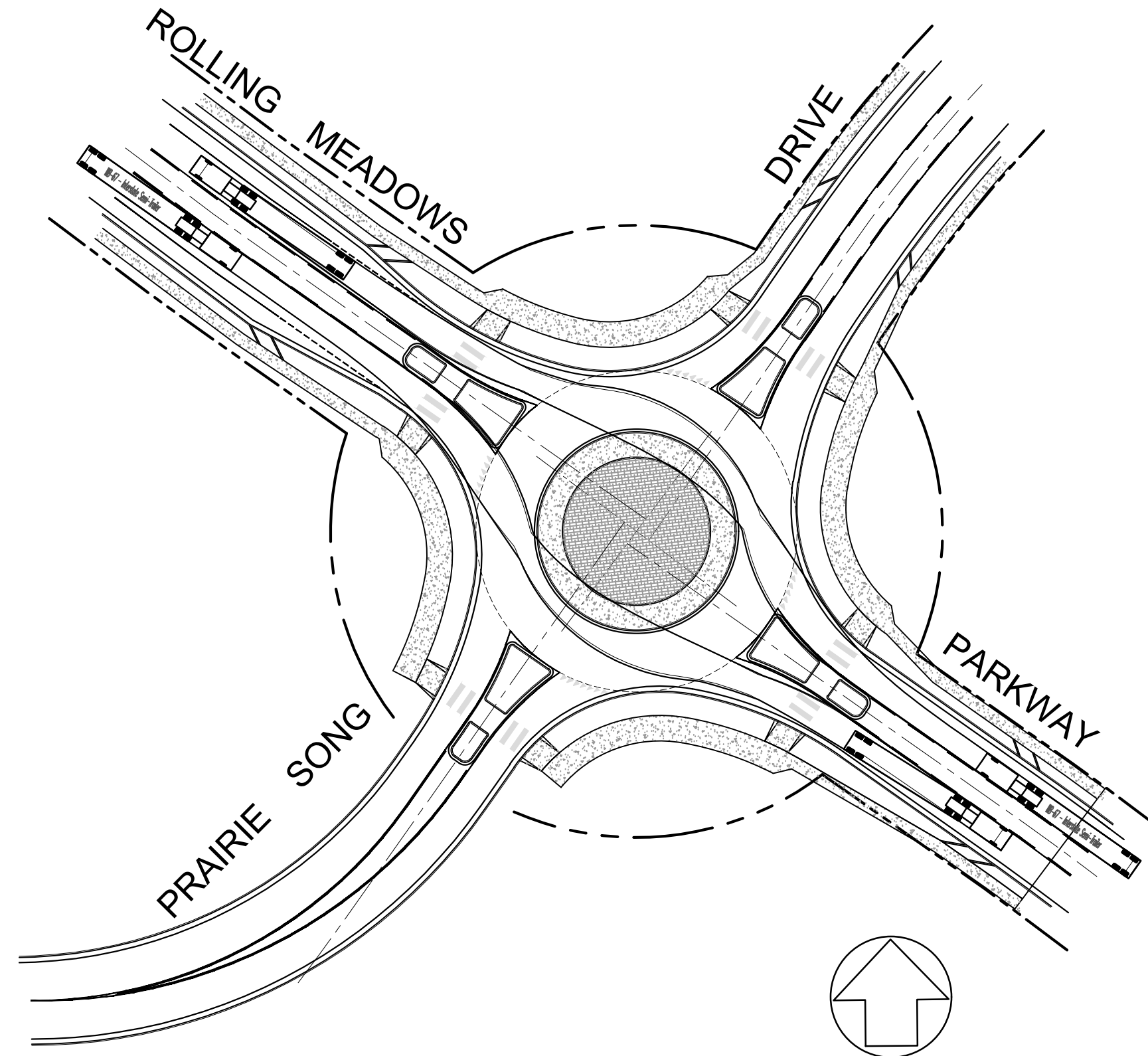
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**EASTBOUND
VEHICLE TRACKING PATH
(WB-50)**



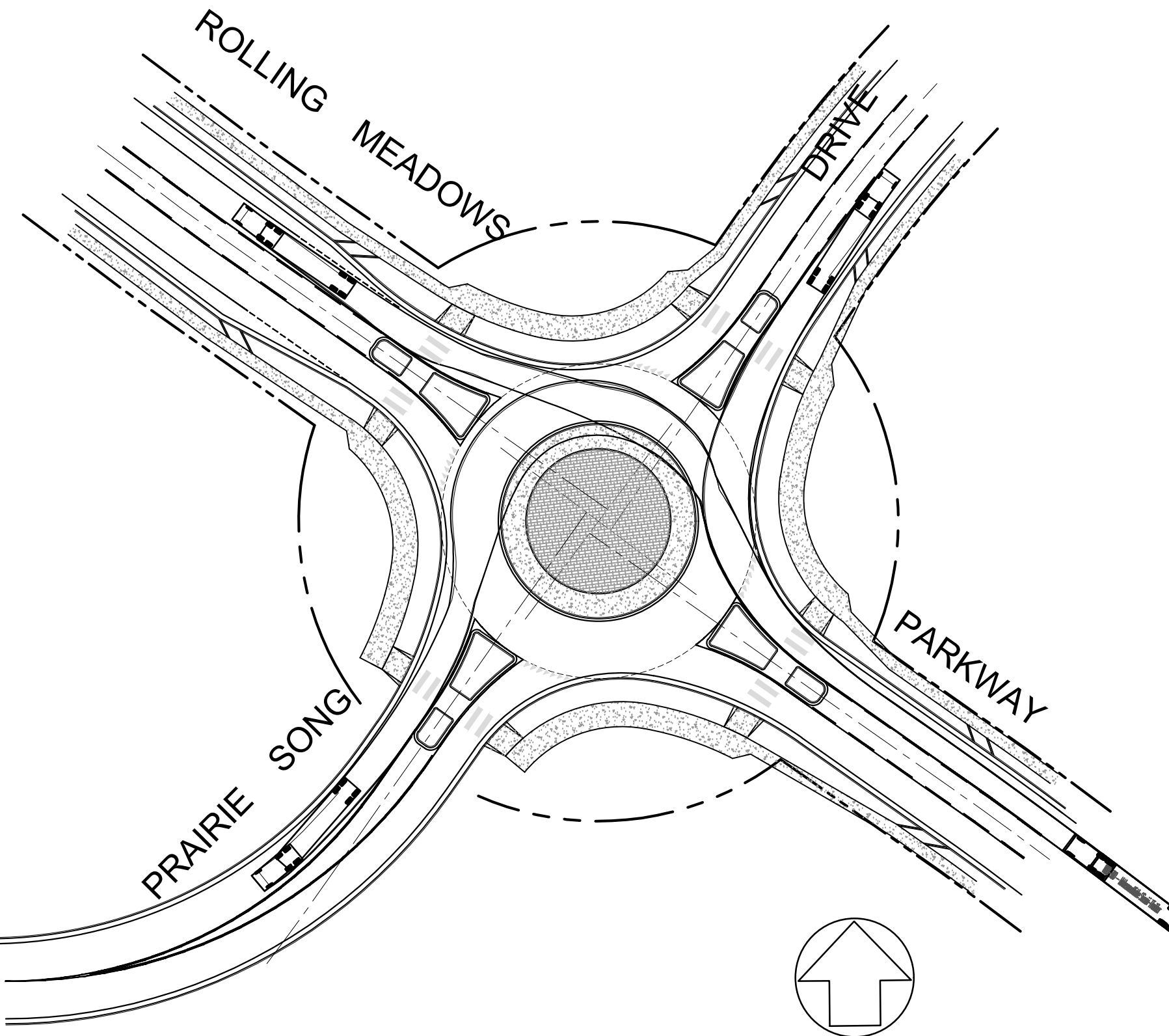
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**NORTHBOUND
VEHICLE TRACKING PATH
(WB-50)**



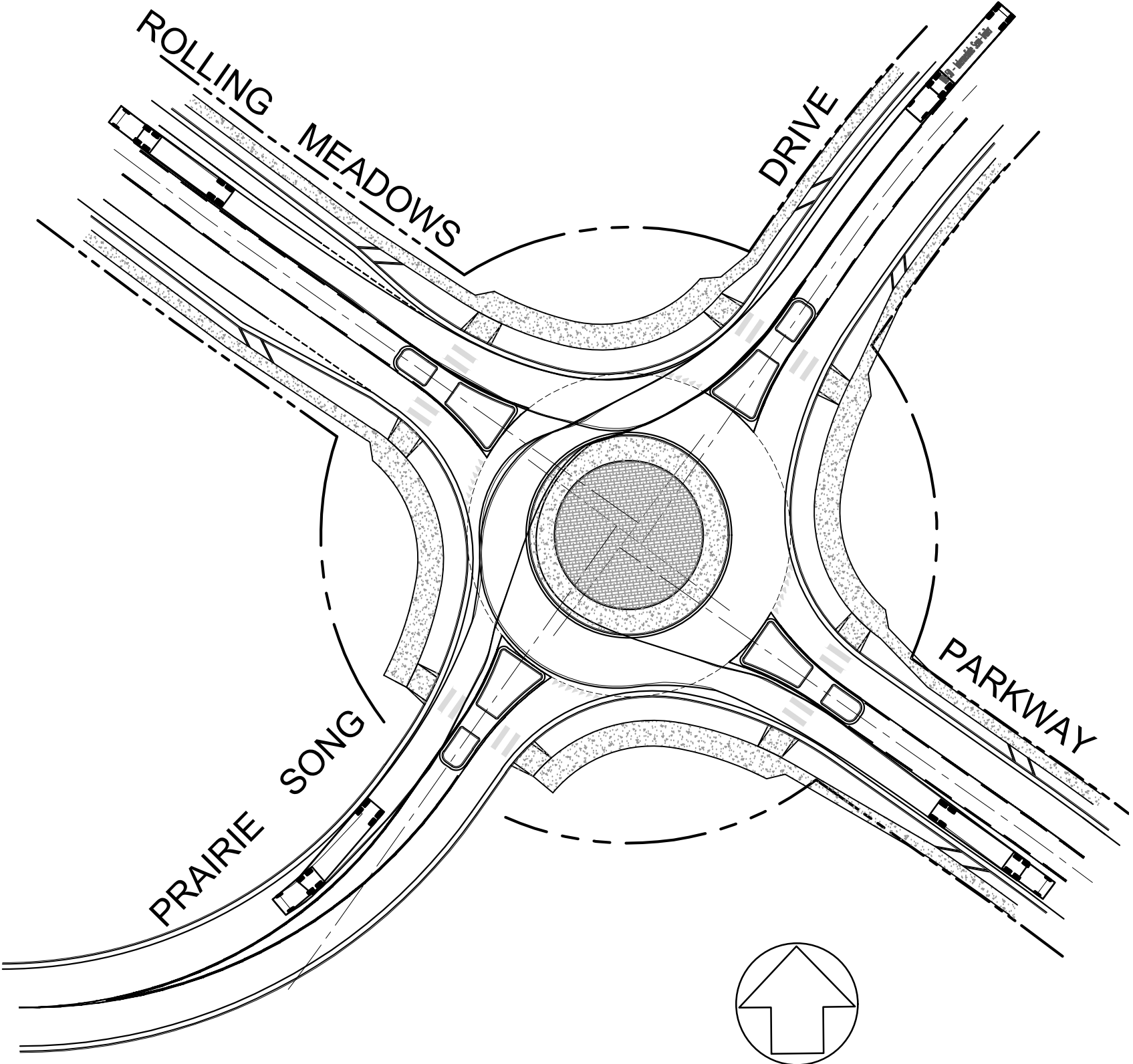
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**EASTBOUND/WESTBOUND
VEHICLE TRACKING PATH
(WB-67)**



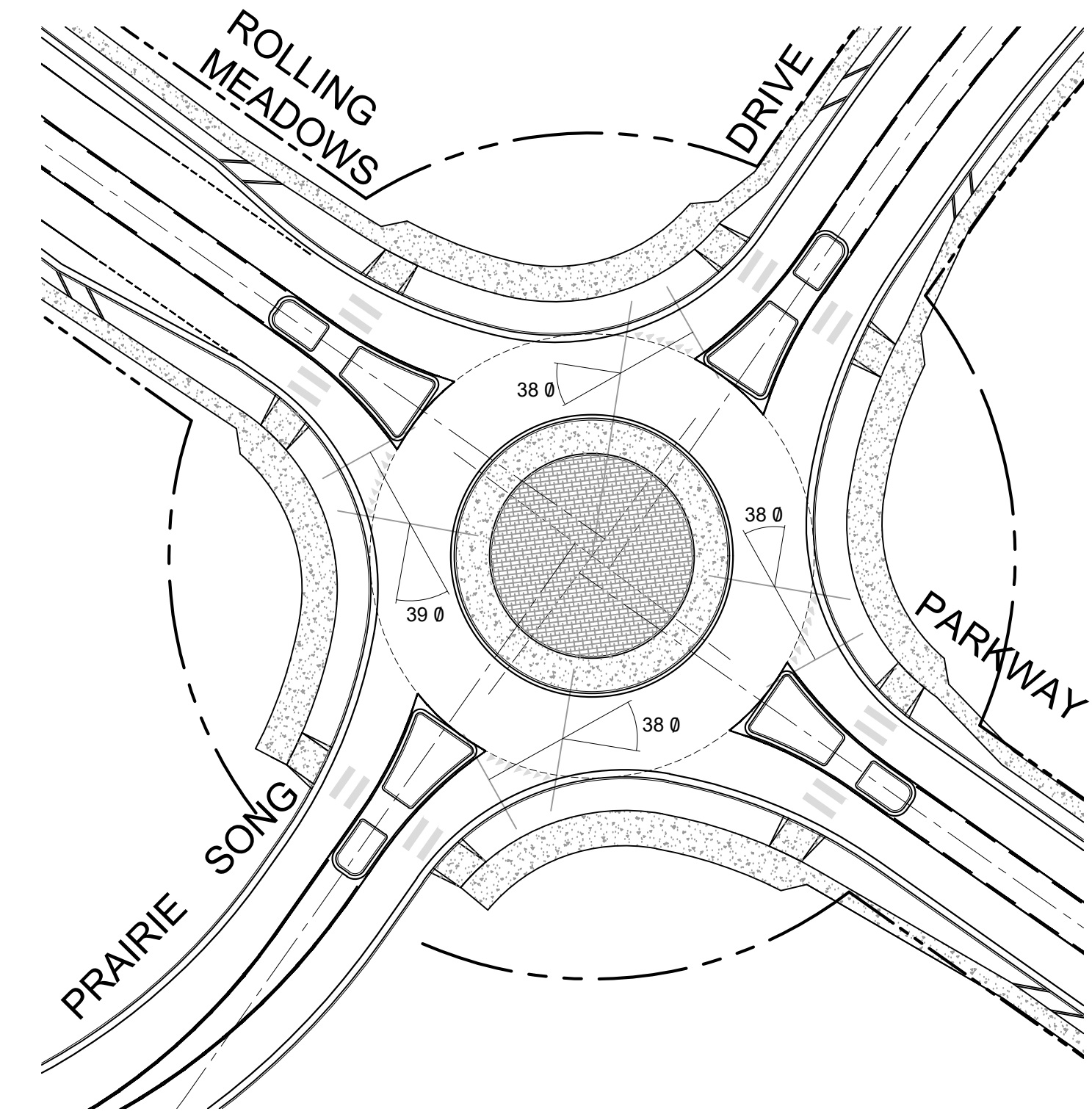
SCALE: 1" = 50'

**WESTBOUND
VEHICLE TRACKING PATH
(WB-50)**



SCALE: 1" = 50'

**SOUTHBOUND
VEHICLE TRACKING PATH
(WB-50)**



**APPROACH
ANGLE DIAGRAM**

SCALE: 1" = 40'

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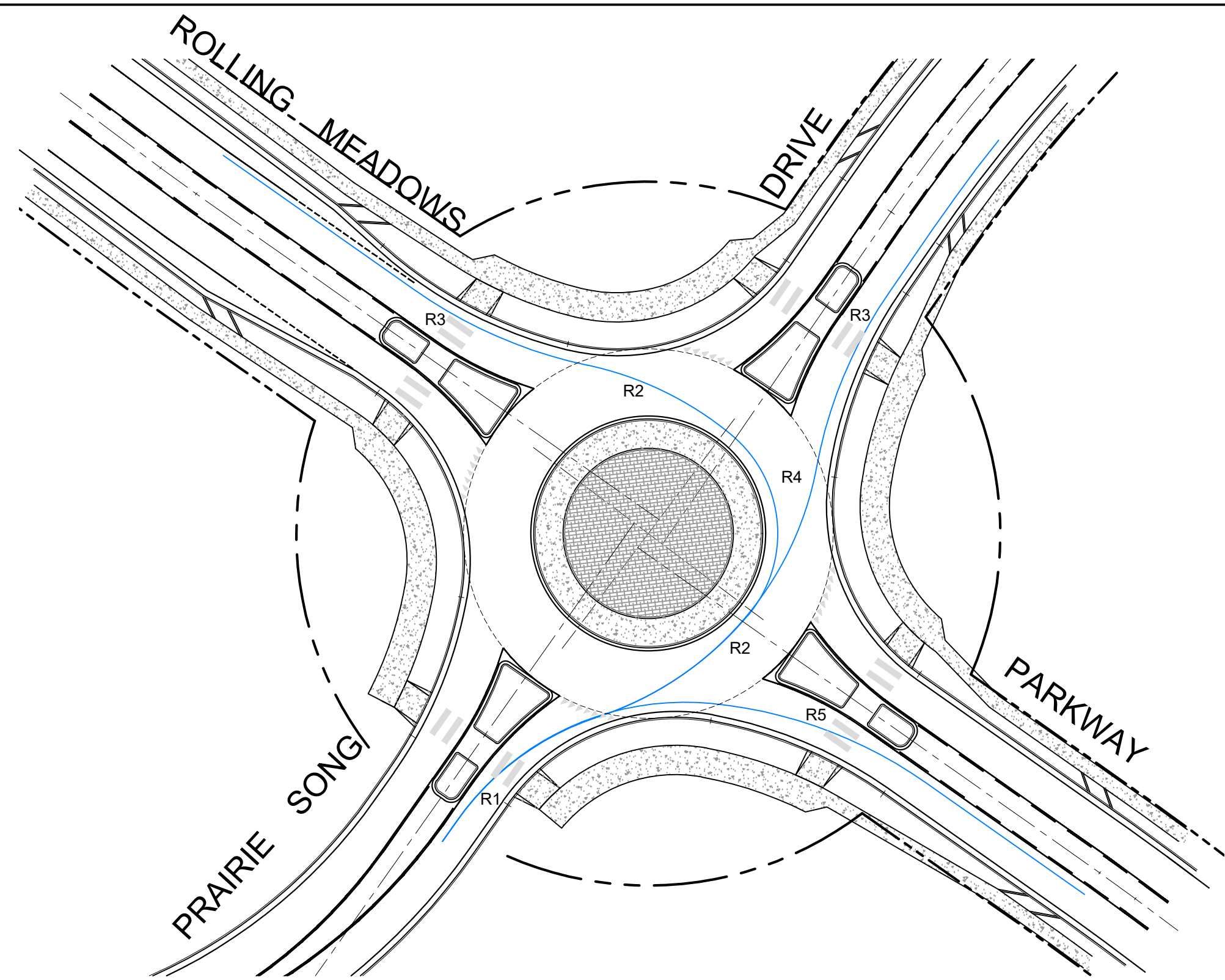
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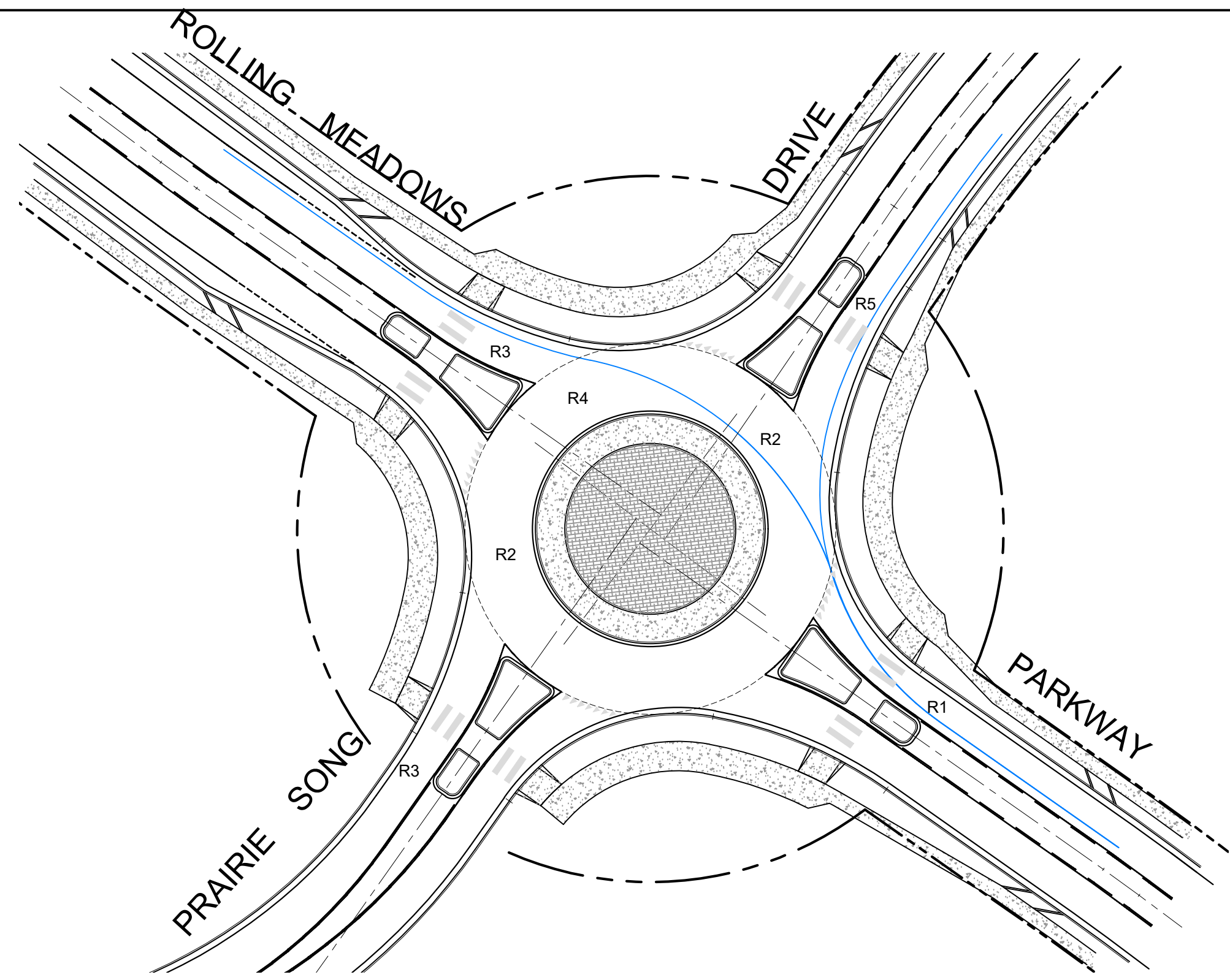
SHEET TITLE: ROUNDABOUT CONCEPT EXHIBIT

VEHICLE TRACKING PATH

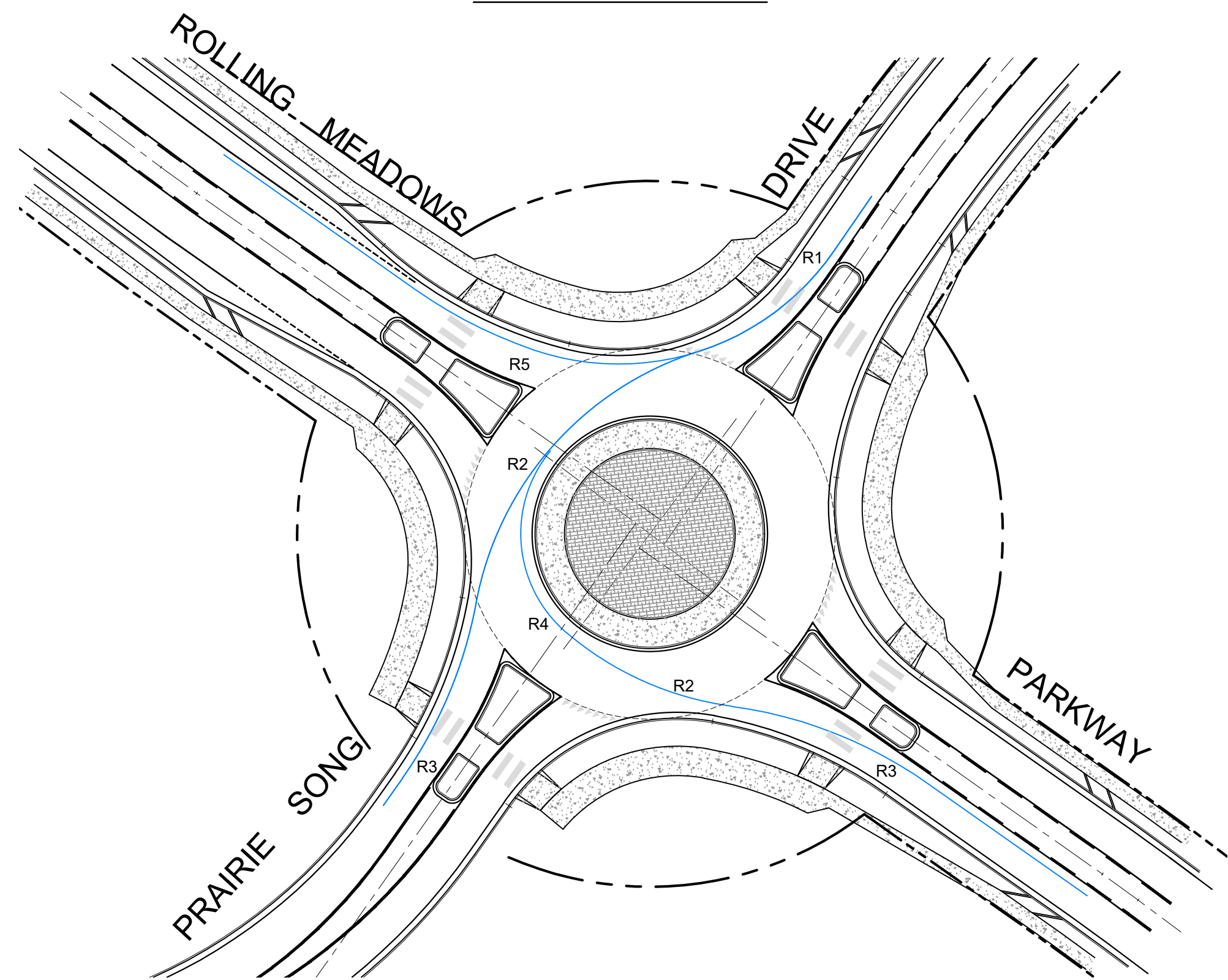
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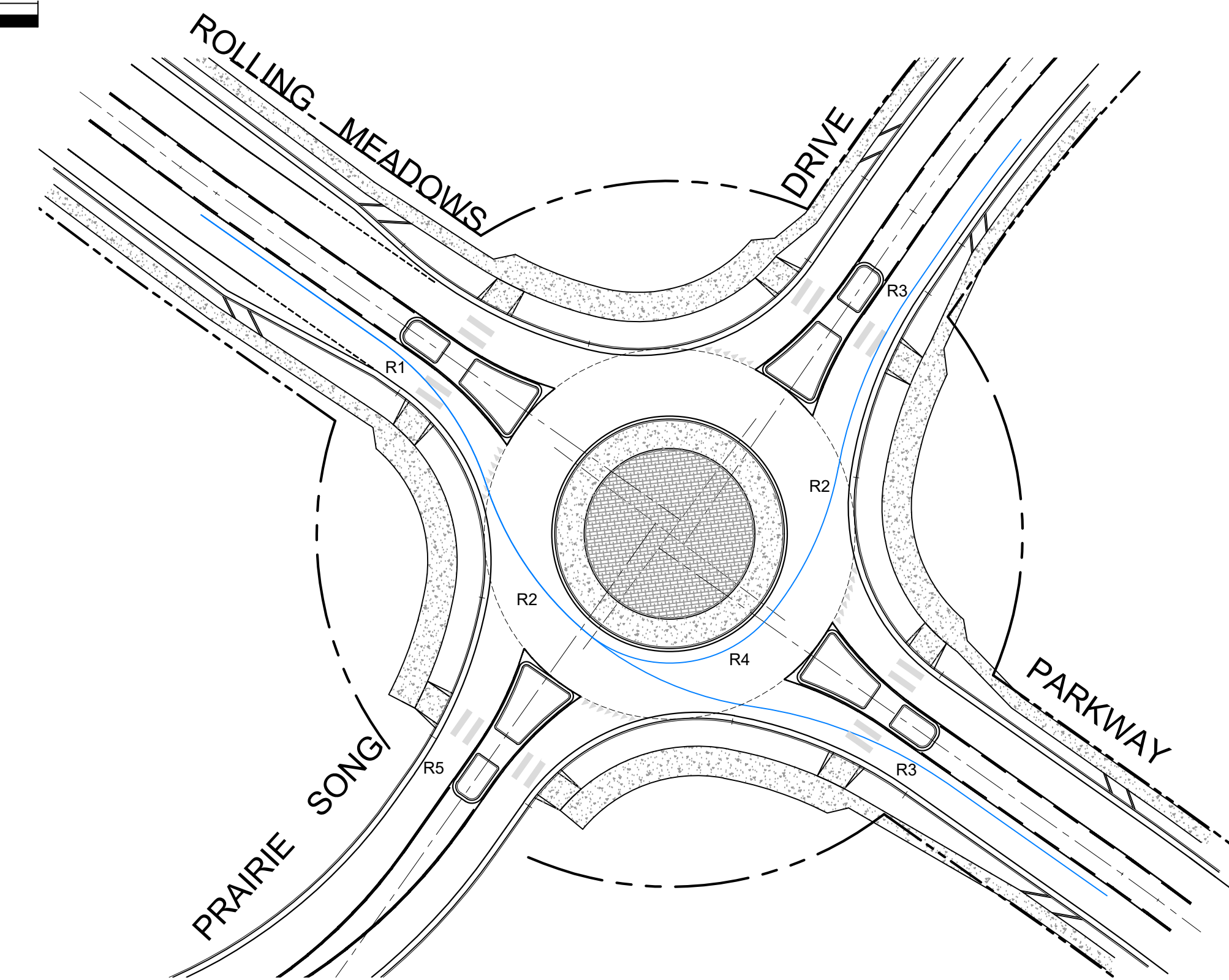
**EASTBOUND
FASTEST PATH**



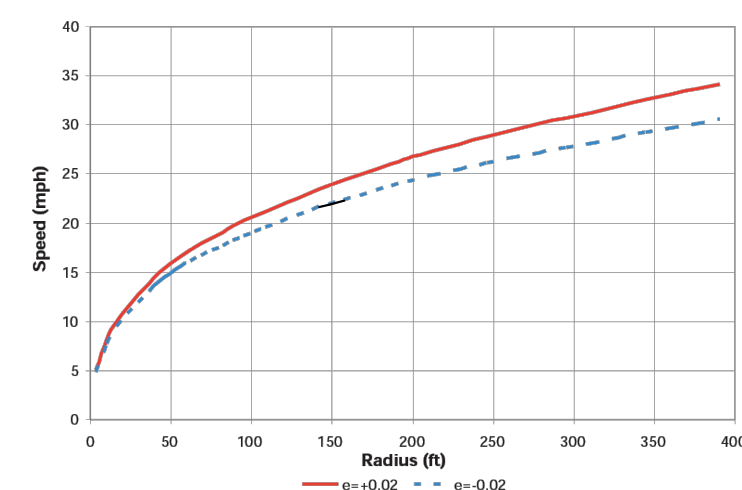
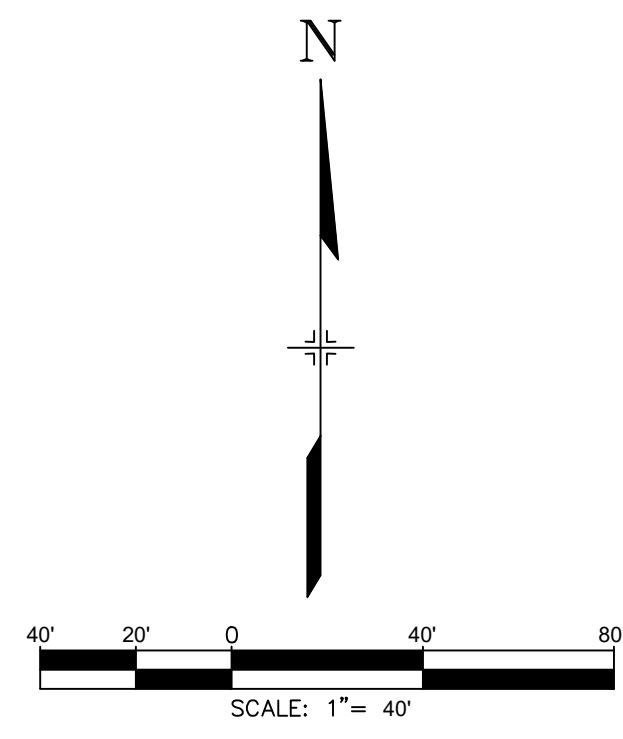
**NORTHBOUND
FASTEST PATH**



**WESTBOUND
FASTEST PATH**



**SOUTHBOUND
FASTEST PATH**



**SPEED RADIUS RELATIONSHIP
(Exhibit 6-11)**

FASTEST PATH SUMMARY TABLE				
No.	EASTBOUND RADIUS	WESTBOUND RADIUS	SOUTHBOUND RADIUS	NORTHBOUND RADIUS
R1	95'	95'	95'	95'
R2	111'	111'	111'	111'
R3	154'	154'	154'	154'
R4	44'	44'	44'	44'
R5	152'	152'	152'	152'

FASTEST PATH SUMMARY TABLE (mph)				
No.	EASTBOUND SPEED	WESTBOUND SPEED	SOUTHBOUND SPEED	NORTHBOUND SPEED
R1	19	19	19	19
R2	22	22	22	22
R3	24	24	24	24
R4	15	15	15	15
R5	24	24	24	24

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FASTEST PATH DIAGRAM

PCD FILE NO.:

PUDSP255
Antelope Ridge at Bull Hill

Rolling Meadows Parkway and Prairie Song Drive
El Paso County

ROUNABOUT CRITICAL DESIGN PARAMETERS

DESIGN PARAMETERS	LEG 1	LEG 2	LEG 3	LEG 4	LEG 5	LEG 6
Entry Width, FT*	18	18	18	18		
Exit Width, FT*	19	20	19	19		
Inscribed Circle Diameter, FT*	126	126	126	126		
Circulating Roadway Width Upstream of Entry, FT*	23	23	23	23		
Truck Apron Width Upstream of Entry, FT**	10	10	10	10		

*Widths are measured from curb flange to curb flange

**Width is measured from back of circulatory roadway curb to face of central island curb

FASTEST SPEED PATH

R_1 , Radius/Speed, FT/MPH	95	19	95	19	95	19	95	19		
R_2 , Radius/Speed, FT/MPH	111	22	111	22	111	22	111	22		
R_3 , Radius/Speed, FT/MPH	154	24	154	24	154	24	154	24		
R_4 , Radius/Speed, FT/MPH	44	15	44	15	44	15	44	15		
R_5 , Radius/Speed, FT/MPH	152	24	152	24	152	24	152	24		
Bypass R_5 , Radius/Speed, FT/MPH										

STOPPING SIGHT DISTANCE

Approach Design Speed, MPH	19	19	19	19		
Approach, FT	115	115	115	115		
Circulating, FT/MPH	115	20	115	20	115	20
Crosswalk on Exit, FT/MPH	155	25	155	25	155	25

INTERSECTION SIGHT DISTANCE

Vehicle at Entry						
Circulatory Roadway (b2), FT/MPH	162	22	162	22	162	22
Vehicle 50' in Advance of Entry						
Immediate Upstream Entry, FT	140	140	140	140		

ADDITIONAL DESIGN PARAMETERS

Design Vehicle	WB-50 (urban setting)
Circulating Roadway Cross-Slope	2%
Bicycle & Pedestrian Accommodations	pedestrian ramps and bike on/off ramps at the leg that has bike lanes

OSOW ACCOMMODATIONS (If Applicable)

Vehicles Accommodated	
Description of Horizontal Accommodations	
Was a vertical check completed? (Yes/No)	

Designer: *Matrix Design Group*

Reviewer:

SIGNATURE: _____

DATE:

NAME:

The reviewer's signature on this document indicates that the design has been reviewed and is in general compliance with good roundabout principals. The critical design elements have been addressed. The project design engineer in responsible charge of final plan development will stamp the plans when applicable.